BURBANK CITY COUNCIL
REGULAR MEETING AGENDA
TUESDAY, NOVEMBER 17, 2026
4:00 p.m. – Closed Session
5:00 p.m. – Study Session
6:00 p.m. – Open Session
Council Chamber
275 E. Olive Avenue, Second Floor

NOTICE TO THE PUBLIC

NOTICE IS HEREBY GIVEN that a Regular City Council Meeting will be held in the Council Chamber – 275 East Olive Avenue, Second Floor, on Tuesday, November 17, 2026, at 4:00 p.m., to discuss matters on the attached agenda.

Members of the public have the option to participate in the meeting in-person or remotely. They may also submit their written comments regarding City business using the eComment feature on the City website.

Auxiliary aids and services are available for individuals with speech, vision, or hearing impairments (48-hour notice is required). For more information, please contact the ADA Coordinator at (818) 238-5051.

Interpretation Requests:
If you would like to participate in Public Comments and require an interpreter, please telephone the City Clerk's Office at (818) 238-5851 at least 48 hours in advance of the meeting.

Si desea participar en los comentarios públicos y necesita un intérprete, por favor llame a la Oficina de la Secretaria Municipal al (818) 238-5851 al menos 48 horas antes de la reunión.

Եթե ցանկանում եք մասնակցել հանրային մեկնաբանություններին և թարգմանիչ եք պահանջում, խնդրում ենք զանգահարել քաղաքապետարանի գրասենյակ՝ (818) 238-5851 հեռախոսահամարով հանդիպումից 48 ժամ առաջ:

How to View the Meeting:
Local Cable: Spectrum Channel 6 or AT&T Uverse Channel 99.
YouTube Live Streaming Channel: Click here.
City Website Live Streaming: Click here.

Public Comment Options:
1. **Written comments:** Submit comments through eComment on the City website (https://www.burbankca.gov/web/city-clerks-office/ecomment) from the time the agenda is posted until 3:00 p.m. the day of the meeting. eComments will be distributed to the City Council in advance of the meeting.
2. **In-person**: Attend and provide comments in the Council Chamber.
3. **Remote participation via Zoom (Audio Only, No Video):**
   Option A – Telephone
   Call (818) 238-3335
   - Press *9 to raise or lower your hand
   - The City Clerk will identify callers by the last four digits of their phone number
   - When allowed to speak, you may be prompted to unmute by pressing *6

   Option B – Web Browser or Mobile Device
   - Click HERE to join via Zoom.com
   - Enter Meeting ID: 824 4125 6228
   - To request to speak during public comment, use the Raise Hand feature in Zoom.
   - For instructions on how to raise your hand during the meeting, please click HERE.

Speaker time limits will be determined by the Presiding Officer, depending on how many public comment cards are received and how many remote participants are in the queue at the commencement of each public comment period (as shown below). Additional public comment cards and remote comments will not be accepted once the public comment period commences.

- 1 – 20 Total Speakers – 3 minutes each
- 21 – 39 Total Speakers – 2 minutes each
- 40+ Total Speakers – 1 minute each

The Presiding Officer has the discretion to reduce speaking time for each speaker in order to ensure that City business can be completed at a reasonable hour.

Public Disclosure:
Please be advised that any communication submitted to the City of Burbank, its officials, staff or City consultants, may be considered a public record under the Brown Act and California Public Records Act. This means that any information contained in the communication, including personal information, may be subject to public disclosure. The City reserves the right to disclose such information in accordance with the law.

This agenda contains a summary of each item of business which the City Council may discuss or act on at this meeting. The agenda packet consisting of the staff reports and all other documentation relating to each item on this agenda will be posted on the City's website at www.burbankca.gov. Any writings or documents provided to the City Council regarding any item on this agenda subsequent to distribution of the agenda packet will be posted on the City's website at www.burbankca.gov. If you have a question about any matter on the agenda, please call the Office of the City Clerk at (818) 238-5851. The Council Chamber is disabled accessible. Auxiliary aids and services are available for individuals with speech, vision, or hearing impairments (48-hour notice is required). Please contact the ADA Coordinator at (818) 238-5051 with questions or concerns.

A. **Public Comment**: (On Closed Session and Study Session items only) To comment in person, a **YELLOW** Public Comment Card must be completed and submitted to the City Clerk prior to the comment period. To comment remotely, participants may join via Zoom (using the link on the agenda or by calling 818-238-3335). Remote commenters must join the queue to speak using the "raise hand" feature in Zoom prior to the comment period.

B. **Closed Session in City Hall First Floor Conference Room**:
   1. Conference with Real Property Negotiator
      a. Pursuant to Govt. Code §54956.8
      b. Property: 300 S. Lake Street, Burbank, CA 91502 Assessor's Parcel Numbers 2451-007-023 and -024.
         Agency Negotiator: City of Burbank
      c. Parties Whom Agency or City is Negotiating: Lee & Associates, Inc. Principal Agents, Brett Warner and Hunter Warner. 15250 Ventura Blvd., Suite 100, Sherman Oaks, CA 91403.
      d. City Negotiator: Mary Hamzoian, Acting Assistant Community Development Director – Economic Development & Real Estate; Kimberly Montes, Real Estate & Project Manager.
      e. Terms Under Negotiation: Terms under negotiation include, but are not limited to, the proposed acquisition of the property in fee simple.

C. **Study Session: 5:00 p.m. – 6:00 p.m. – Council Chamber**:

1. Discussion on Development Streamlining and Incentives Program – Community Development Department

   Recommendation:
   Receive an update on the proposed Development Streamlining and Incentives Program (DSIP) and provide feedback, if any, on the proposed components and overall approach of the DSIP to ensure the program is in alignment with the City Council's policy direction.

   Attachments:
   SR - Development Streamlining and Incentives Program
   Att1 - General Plan Goals and Policies
   Att2 - Housing Element Policies and Programs
   Att3 - Housing Element Opportunity Sites
   Att4 - Downtown TOD Redevelopment Sites
   Att5 - Tiered Menu of Community Benefits
   Att6 - Proposed On-Menu Incentives
   PowerPoint Presentation

D. **Call to Order**: 6:00 p.m.

E. **Moment of Reflection**:

F. **Flag Salute**:

G. **Roll Call**:

H. **Announcements**: (The Mayor will make announcements on various topics in addition to any listed)

I. **Council Presentations/Recognitions**: (The Mayor will make presentations to various groups/persons)

1. Presentation of a Proclamation Declaring November 1–30, 2026, as "Home Again LA Month" in the City of Burbank – City Council

2. Presentation of a Proclamation Declaring November 25 – December 10, 2026 as "16 Days of Activism Against Gender-Based and International Human Rights Days" in the City of Burbank – City Council

J. **City Manager Report**: (Updates on Notable Events, if any)

K. **Presentations**:

1. Presentation of a State Legislative Update from Senator Caroline Menjivar and Assemblymember Nick Schultz – City Manager's Office

   Attachments:
   PowerPoint Presentation

L. **Reporting on Closed Session**: (The City Attorney will report the Closed Session items and report out actions taken)

M. **General Public Comment**: To comment in person, a **YELLOW** Public Comment Card must be completed and submitted to the City Clerk prior to the comment period. To comment remotely, participants may join via Zoom (using the link on the agenda or by calling 818-238-3335). Remote commenters must join the queue to speak using the "raise hand" feature in Zoom prior to the

comment period.

N. **Council, City Manager, and/or City Attorney Comment**: (Responses to General Public Comment, if any, shall be brief and in accordance with the Ralph M. Brown Act)

O. **Consent Calendar**: (Items on the Consent Calendar are generally routine matters and should be adopted by one motion without an oral report)

1. Adoption of a Resolution Authorizing the Execution of a Memorandum of Agreement with the County of Los Angeles Department of Health Services, Acceptance of 2025 Measure B Funding in the Amount of $25,981.81, and Amending the Fiscal Year 2026-27 Budget by Appropriating Funds to the Burbank Fire Department's Emergency Medical Services Program – Fire Department

   Recommendation:
   Adopt A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK AUTHORIZING THE CITY MANAGER, OR DESIGNEE, TO EXECUTE A MEMORANDUM OF AGREEMENT WITH THE COUNTY OF LOS ANGELES DEPARTMENT OF HEALTH SERVICES FOR 2025 MEASURE B FUNDING, ACCEPT A GRANT AWARD IN THE AMOUNT OF $25,981.81, AND AMEND THE FISCAL YEAR 2026-27 BUDGET BY APPROPRIATING FUNDS TO THE BURBANK FIRE DEPARTMENT'S EMERGENCY MEDICAL SERVICES PROGRAM.

   MOTION: Adopted 4-0 (Takahashi, absent)

   Attachments:
   SR - 2025 Measure B Funding
   Att1 - Resolution
   Att2 - Agreement
   Att3 - Measure B Funding Process
   Att4 - Measure B Proposal

2. Adoption of a Resolution to Undertake Short-Term Sales and Purchases of Up to Five Years in Duration for Products and Services Necessary for Operation of the City's Electric Utility – Burbank Water and Power Department

   Recommendation:
   Adopt A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK, AUTHORIZING THE GENERAL MANAGER OF BURBANK WATER AND POWER, AS DESIGNEE OF THE CITY MANAGER, TO UNDERTAKE SHORT-TERM SALES AND PURCHASES OF UP TO FIVE YEARS IN DURATION FOR PRODUCTS AND SERVICES NECESSARY FOR OPERATION OF THE CITY'S ELECTRIC UTILITY.

   MOTION: Adopted 4-0 (Takahashi, absent)

   Attachments:
   SR - GM 5-Year Authority
   Att1 - Resolution

P. **Public Hearing**:

1. Adoption of a Resolution Certifying the Final Environmental Impact Report and Adopting the Mitigation Monitoring and Reporting Program, Statement of Overriding Considerations, and Findings of Fact Pursuant to the California Environmental Quality Act for the 2500 North Hollywood Way Dual-Brand Hotel Project (Project No. 16-0003953); and Introduction of an Ordinance Approving a Planned Development, Development Agreement, and Development Review for the Project – Community Development Department

   Recommendation:
   1. Adopt A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK CERTIFYING A FINAL ENVIRONMENTAL IMPACT REPORT (FEIR) FOR THE 2500 NORTH HOLLYWOOD WAY DUAL-BRAND HOTEL PROJECT, ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, FINDINGS OF FACT, AND THE MITIGATION MONITORING AND REPORTING PROGRAM PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA); and
   2. Introduce AN ORDINANCE OF THE COUNCIL OF THE CITY OF BURBANK APPROVING PLANNED DEVELOPMENT NO. 26-1, A DEVELOPMENT AGREEMENT, AND A DEVELOPMENT REVIEW FOR THE 2500 NORTH HOLLYWOOD WAY DUAL-BRAND HOTEL PROJECT.

   **** If Additional Documents/Correspondences are submitted for this item, they will be periodically posted to the City website for public viewing.****

   Public Hearing Public Comment: To comment in person, a **SALMON** Public Comment Card must be completed and submitted to the City Clerk prior to the comment period. To comment remotely, participants may join via Zoom (using the link on the agenda or by calling 818-238-3335). Remote commenters must join the queue to speak using the “raise hand” feature in Zoom prior to the comment period.

   Council Action: Adopted as Amended and Introduced 3-0-1 (Takahashi, absent; Anthony, abstain)

   Attachments:
   SR - 2500 N. Hollywood Way
   Att1 - Draft Resolution
   Att2 - Draft Ordinance
   Att3 - Zoning and Fair Political Practices Act Compliance Map
   Att4 - Project Application
   Att5 - Project Plans
   Att6 - Parking Utilization and Demand Analysis
   Att7 - Existing and Proposed Zoning Designation of Property
   Att8 - Burbank2035 General Plan Consistency Analysis
   Att9 - LA County Airport Land Use Plan Consistency Determination
   Att10 - Planning Commission Meeting Staff Report
   Att11 - Updates to Conditions of Approval
   Att12 - Final Environmental Impact Report
   Att13 - Draft Environmental Impact Report
   Correspondence
   PowerPoint Presentation

Q. **Reports to Council**: (Items listed under this section will have an oral report provided)

1. Adoption of a Resolution to Issue Water Revenue Bonds Not to Exceed $43,000,000 for Water System Capital Investments – Burbank Water and Power Department

Recommendation:
Adopt A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK AUTHORIZING THE ISSUANCE OF NOT TO EXCEED $43,000,000 PRINCIPAL AMOUNT OF ITS BURBANK WATER AND POWER WATER REVENUE BONDS, SERIES OF 2026; APPROVING THE IMPROVEMENTS TO BE FINANCED THEREBY; APPROVING THE ENGAGEMENT OF PROFESSIONAL SERVICES IN CONNECTION THEREWITH; APPROVING AND AUTHORIZING THE EXECUTION OF A FIFTH SUPPLEMENTAL BOND INDENTURE; APPROVING THE FORM AND AUTHORIZING THE DISTRIBUTION OF AN OFFICIAL STATEMENT FOR USE IN CONNECTION WITH THE SALE OF SUCH BONDS; APPROVING THE FORMS OF AND AUTHORIZING CERTAIN DOCUMENTS IN CONNECTION THEREWITH; AND AUTHORIZING CERTAIN OTHER ACTIONS RELATING TO THE FOREGOING.

Public Comment: To comment in person, a **YELLOW** Public Comment Card must be completed and submitted to the City Clerk prior to the comment period. To comment remotely, participants may join via Zoom (using the link on the agenda or by calling 818-238-3335). Remote commenters must join the queue to speak using the “raise hand” feature in Zoom prior to the comment period.

Council Action: Adopted 4-0 (Takahashi, absent)

Attachments:
SR - Water Revenue Bond
Att1 - Resolution
Att2 - Water Revenue Bond Indenture
Att3 - Fifth Supplemental Bond Indenture
Att4 - Continuing Disclosure Agreement
Att5 - Bond Purchase Agreement
Att6 - Preliminary Official Statement
PowerPoint Presentation

2. Consideration to Approve the Terms and Conditions of a Proposed Agreement Between the City of Burbank and IKE Smart City, LLC, for the Installation, Operation, and Maintenance of Interactive Digital Wayfinding Kiosks – City Manager's Office

   Recommendation:
   1. Review and consider terms and conditions of a proposed agreement with IKE Smart City, LLC, including the five policy and business terms identified for Council consideration outlined in this report.
   2. Take one of the following actions:
      a. Approve the proposed agreement as presented; or
      b. Approve the proposed agreement with modifications to the terms and conditions as agreed upon during the Council meeting; or
      c. Direct staff to further negotiate specified terms and return to Council with a revised agreement for consideration.

   If Council selects option 2a or 2b, staff further recommends that Council:

   3. Authorize the City Manager, or designee, on behalf of the City, to execute the final agreement and any subsequent amendments thereto, and authorize the Financial Services Director, or designee, to take any necessary action to appropriate funds received pursuant to the Agreement including in future fiscal years.

   Public Comment: To comment in person, a **YELLOW** Public Comment Card must be completed and submitted to the City Clerk prior to the comment period. To comment remotely, participants may join via Zoom (using the link on the agenda or by calling 818-238-3335). Remote commenters must join the queue to speak using the “raise hand” feature in Zoom prior to the comment period.

   Council Action: Approved 2b and Authorized 4-0 (Takahashi, absent)

   Attachments:
   SR - Wayfinding Kiosk Agreement
   Att1 - Draft Agreement
   Att2 - Compensation Scenarios
   PowerPoint Presentation

R. **Council Comments**: (Including reporting on Council committee assignments, attendance at conferences, regional meetings, and community events)

S. **Consideration of Previously Introduced Additional Agenda Items**: (Council Members may briefly discuss future agenda item requests)

T. **Introduction of Additional Agenda Items**: (Council Members may request future agenda items)

U. **Adjournment**: To Tuesday, December 8, 2026, for a Joint Meeting in the Council Chamber – 275 East Olive Avenue, Second Floor.

STAFF REPORT

COMMUNITY DEVELOPMENT

DATE: November 17, 2026

TO: Justin Hess, City Manager

FROM: Patrick Prescott, Community Development Department
VIA: Fred Ramirez, Asst. Community Development Director - Planning
Scott Plambaeck, Planning Manager
Daniel Villa, Principal Planner
BY: Greg Mirza-Avakyan, Senior Planner

SUBJECT: Discussion on Development Streamlining and Incentives Program

RECOMMENDATION

Receive an update on the proposed Development Streamlining and Incentives Program (DSIP) and provide feedback, if any, on the proposed components and overall approach of the DSIP to ensure the program is in alignment with the City Council's policy direction.

BACKGROUND

The Community Development Department's (Department) Planning Division is developing the Development Streamlining & Incentives Program (DSIP), which consists of three primary components: (1) updating and clarifying the City's Development Review (DR) process; (2) updating the City's Density Bonus Ordinance to align with state Law; and (3) establishing a framework for a Community Benefits Program (CBP). Collectively, these efforts are intended to streamline development review procedures, reduce processing timelines, incentivize housing production, and implement adopted City policies and programs consistent with applicable state law.

The purpose of this report is to provide the City Council with an overview of the proposed DSIP, including its key components, and to seek feedback and confirmation that the proposed approach is consistent with the Council's policy direction before staff proceeds with further development of the program.

City Council Goals, Housing Production Targets, and State Housing Laws

In 2018, the City Council established a goal to facilitate the production of 12,000 housing units by 2035 to address local housing needs and accommodate anticipated growth. Additionally, the City's 2021-2029 Housing Element identifies a Regional Housing Needs Assessment (RHNA) allocation of 8,772 units. As of April 2026, approximately 16.6% of the City's RHNA allocation had been constructed, with an additional 37% entitled or issued building permits. Most of these units fall within the Above Moderate-Income category, highlighting the continued need to facilitate housing production across all income levels.

In recent years, the State legislature has adopted several laws, including Senate Bill (SB) 9, SB 684, SB 35, and Assembly Bill (AB) 2011, that establish streamlined or ministerial approval processes for qualifying housing developments. While these laws are intended to accelerate housing production, they also limit local discretionary review of eligible projects. In response, the City Council has expressed an interest in establishing local development regulations that encourage housing production while maintaining local oversight through objective development standards and promoting development that is compatible with surrounding neighborhoods.

Additionally, the City Manager's Action Plan identifies several goals related to housing production, development streamlining, and community benefits. These include updating the City's Density Bonus Ordinance, encouraging the development of for-sale housing, establishing more efficient entitlement procedures, and incorporating childcare facilities and other community benefits into new mixed-use developments.

General Plan, Housing Element, and Specific Plan Goals and Policies

The City has adopted several planning documents that establish policies and programs to facilitate housing production, streamline development review, and encourage community benefits. These include, but are not limited to:

- **Burbank2035 General Plan:** The Plan includes policies which direct higher-density residential and mixed-use development toward designated areas while protecting established neighborhoods. It also encourages affordable housing and community-serving uses and allows qualifying "Exceptional" and "Transit-Oriented Development" projects up to 25% additional development potential. A full list of policies is included in Attachment 1.
- **2021–2029 Housing Element**: The Housing Element includes policies and programs that aim to remove development barriers, streamline approval processes, update the density bonus regulations, and encourage affordable and for-sale housing. Relevant policies and programs are provided in Attachment 2.
- **Ongoing Specific Plan Updates:** The Downtown TOD, Golden State, and Media District Specific Plans call for streamlined development review through ministerial

approval pathways and community benefit incentives. The plans also encourage for-sale housing, lot consolidation, and transit-oriented development amenities.

Existing City Development Regulations

Relevant City regulations governing the review and approval of development projects include the Development Review (DR) process and the Density Bonus Ordinance, both of which establish procedures and standards for evaluating development proposals.

The City established its DR process in 1990 to ensure compliance with applicable regulations, facilitate interdepartmental coordination, and provide opportunities for public participation. Over time, the process evolved into a tiered system, with most multifamily residential projects and projects near residential areas subject to discretionary review. While discretionary review allows for greater project evaluation, it can also result in longer processing timelines, increased costs, and greater uncertainty for applicants due to case-by-case evaluation requiring subjective judgment by the decisionmakers. In contrast, ministerial review requires mandatory approval if the project complies with fixed, objective standards. Although ministerial review is permitted for certain projects, the existing DR procedures are limited and not clearly defined.

The City's Density Bonus Ordinance, adopted in 2006, has not been updated to reflect subsequent changes to California State Density Bonus Law (Government Code Section 65915), which would supersede city provisions. As a result, inconsistencies between local regulations and state law can create confusion and additional administrative challenges for applicants seeking density bonuses, incentives, concessions, or waivers.

DISCUSSION

The proposed DSIP consists of three components intended to modernize the City's development regulations, establish more efficient local review procedures, and encourage housing production and community benefits.

Component 1: Update to the Development Review Process

The first component proposes updates to the City's Development Review (DR) process to expand ministerial review opportunities for qualifying projects. Establishing a more efficient and predictable local ministerial review process would encourage developers to utilize the City's regulations rather than relying on state-mandated approval processes. This approach would allow the City to apply local objective development and design standards, while encouraging projects to provide community benefits, and advance the City's land-use priorities.

The proposed updates would allow the following project types to qualify for Ministerial Development Review:

- **Missing Middle Housing:** Up to 22 units in R-3/R-4 zones.
- **Lot Consolidation:** Up to 50 units on qualifying consolidated lots.
- **Housing Opportunity Sites:** Projects on the 19 identified Housing Element Opportunity Sites (see Attachment 3).
- **Downtown TOD Redevelopment Sites:** Qualifying residential projects on designated redevelopment sites (see Attachment 4).
- **Specific Plans:**
    - Up to 150 units on highest-density sites.
    - Up to 50 units on other qualifying non-residential sites.
    - Up to 300 units via the Community Benefits Program.
- **Commercial Projects:** Up to 10,000 sq. ft. where the use is permitted by right.

Additional procedural updates are also proposed to the DR regulations that include:

- **New Planning Commission Tier:** Establish a new review tier requiring Planning Commission consideration of projects of statewide, regional, or area-wide significance, as defined under the California Environmental Quality Act (CEQA). These would include residential projects with more than 500 units and qualifying large-scale commercial, hotel and industrial developments.
- **New Exemption Threshold:** Projects with four units and under would be exempt from the DR process.
- **Environmental & Approval Standards:** Establish standardized conditions of approval for all projects and require Phase I Environmental Site Assessments (ESA) for certain projects.
- **Public Engagement:** Maintains existing community meeting and public noticing requirements.

Component 2: Establishment of a Community Benefits Program

The second component would establish a Community Benefits Program (CBP) to encourage housing production and community serving amenities in exchange for development incentives. The program would be optional and it would offer density and intensity bonuses of up to 25%, alongside streamlined review for eligible projects in key transit and specific plan zones, in exchange for more affordable and for-sale housing, larger family-sized units, publicly accessible open space, childcare facilities, implementation of workforce programs, and sustainable design features. The CBP provides additional value for developers to make high-quality projects more financially feasible.

The program would apply to qualifying “exceptional” or “transit-oriented development” projects that meet the following eligibility criteria:

- **Location:** Within the Downtown TOD, Golden State, or Media District Specific Plan areas; on parcels within nonresidential zoning districts; and positioned at least 150 feet away from R-1 single-family zoned properties.
- **Project Size:** Minimum 10 units, up to a maximum of 300 units.
- **Permitted Use:** Housing must be a Permitted ("P") use on the Land Use Table.
- **Additional Requirements:** Satisfies criteria from a tiered menu of qualifying benefits (Attachment 5).

The proposed CBP would establish a two-tier menu of community benefits, generally requiring projects to provide one benefit from each tier. This menu could be expanded or modified to reflect evolving City Council goals and priorities.

- **Tier 1 Community Benefits:** Additional affordable units above the statutory minimums required by the City's Inclusionary Housing Ordinance, for-sale housing options, large family units, on-site childcare/family resources, civic/institutional space, high-quality architectural design, and workforce standards (e.g., prevailing wage, skilled/trained workforce, apprenticeship programs).
- **Tier 2 Community Benefits:** Local hiring requirements, double the required project amenities, publicly accessible open space, enhanced sustainability upgrades, adaptive reuse, public parking, and transit-related infrastructure.

Developer Incentives:

- In addition to the 25% residential density and commercial intensity and Ministerial Development Review for projects up to 300 units, qualifying projects may also have reduced Development Impact Fees for affordable units and reduced parking requirements, which result in lower overall construction/entitlement costs.

Component 3: Update to the Density Bonus Ordinance

The third component proposes to update the local Density Bonus Ordinance to maintain full compliance with the current California law by referencing the state law, rather than adopting and restating state law. As stated earlier, the current Density Bonus Ordinance was adopted in 2006 and does not reflect extensive successive state law changes. The project proposes the following changes to the DB Process:

- **Simplified Municipal Code:** Streamlines the Burbank Municipal Code (BMC) by referencing state law directly and establishing detailed Implementing Regulations.
- **Streamlined Administrative Updates:** Allows updates to Implementing Regulations without requiring Zone Text Amendments (ZTA).
- **Two-Tier Incentive Structure:** Establish a simplified process for reviewing density bonus incentives, concessions, and waivers.
    - *On-Menu Concessions/Incentives:* Ministerial and granted automatically. The list of On-Menu Concessions/Incentives is included in Attachment 6.

    - *Off-Menu Concessions/Incentives and all waivers:* Ministerial, subject to denial only through explicit statutory findings.
- **Clarified State Law Requirements:** Affordability commitments enforced for 55 or 45 years; statutory reductions in parking requirements; access to development concessions/incentives and standard waivers.

Expected Program Impacts

The DSIP is intended to streamline development review, with a special focus on mixed-income housing production in targeted areas of the City. The DSIP is expected to accelerate housing production on identified Housing Element Opportunity Sites and within the Specific Plan Areas. The DSIP does this by reducing entitlement lead times, minimizing pre-development costs, and reducing risk. By including the Community Benefits Program, the DSIP incentivizes tangible community benefits, including larger family units, for-sale inventory, missing middle housing, energy-efficient designs, public amenities, and workforce programs, which will result in superior projects. Finally, the DSIP will ensure that the City's density bonus regulations are clear and consistent with the state law.

COMMUNITY OUTREACH

The City has conducted several outreach efforts to assist in the development of the DSIP and its various components, including:

- **December 2022:** Staff and the City's consultant held a roundtable with developers, property owners, and union representatives to discuss construction workforce policies/programs, including prevailing wages, skilled and trained workforce, apprenticeship programs, and local hiring requirements.
- **June 2024:** The Department hosted a virtual informational community meeting to discuss the potential impacts and benefits of implementing construction workforce programs/policies for housing developments.
- **June 2025:** The Department hosted a virtual informational community meeting to present proposed updates to the City's Density Bonus Ordinance and an overview of the proposed Community Benefits Program, including potential incentives for qualifying housing projects. No decisions were made on the Project during this meeting.

ENVIRONMENTAL REVIEW

This report is solely informational and has no potential for resulting in direct or indirect physical change to the environment. It falls outside the definition of a "project" under the California Environmental Quality Act (CEQA) and is therefore not subject to CEQA pursuant to Section 15378 of Title 14 of the California Code of Regulations. However, the DSIP itself is subject to CEQA, and in late 2026 the Project consultant will begin environmental review.

FISCAL IMPACT

There is no fiscal impact associated with this report.

CONCLUSION

The proposed Development Streamlining & Incentives Program (DSIP) seeks to modernize the City's land-use and entitlement framework, directly addressing current administrative challenges and statutory misalignments while providing a clear path toward the City's goal of facilitating the production of 12,000 housing units by 2035. By updating Development Review procedures, fully aligning local density bonus provisions with California State Density Bonus Law, and instituting a tailored Community Benefits Program, the DSIP establishes predictable ministerial pathways alongside transparent incentive structures. In doing so, the program would deliver substantial benefits to both the community and the development sector: lower pre-development costs, reduced entitlement lead times, and secure critical public amenities—including enhanced affordable housing options, missing middle housing, family-sized units, public open space, and workforce standards—all while preserving local objective design control and ensuring that future growth yields lasting public value.

Staff is seeking City Council feedback on the proposed components and overall approach of the DSIP to ensure the program is consistent with the Council's policy direction prior to proceeding with further development of the program.

ATTACHMENTS

Attachment 1 – General Plan Goals and Policies
Attachment 2 – Housing Element Policies and Programs
Attachment 3 – Housing Element Opportunity Sites
Attachment 4 – Downtown TOD Redevelopment Sites
Attachment 5 – Community Benefits Program Proposed Menu of Benefits
Attachment 6 – List of Proposed On-Menu Incentives

ATTACHMENT 1

BURBANK 2035 - LAND USE ELEMENT GOALS, POLICIES, AND PROGRAMS

The Citywide Land Use Goals and Policies of the Burbank 2035 General Plan Land Use Element sets forth Goals and Policies which seek to maintain a high quality of life in Burbank by balancing the needs of residents, businesses, and visitors. Among such Goals and Policies are those listed below:

Goal 1: Quality of Life

Policy 1.2 – *With discretionary approval, allow for the density and intensity limits specified in Burbank2035 to be exceeded for transit-oriented development projects within transit centers as identified in the Mobility Element. The density and intensity limits may be exceeded by no more than 25%.*

Policy 1.4 *– With discretionary approval, allow for the density and intensity limits to be exceeded, by no more than 25%, for exceptional projects that advance the goals and policies of Burbank2035.*

The Community Benefits Program (CBP) component of the Development Streamlining and Incentives Program (DSIP) creates a path for qualifying housing development projects to exceed the allowable density and intensity in exchange for providing Community Benefits. Such projects would be eligible for ministerial approval.

Land Use Program LU-1: Zoning Ordinance

Establish criteria for exceptional projects that advance the goals and policies of Burbank2035 and develop a process to allow exceptional projects to exceed density/intensity limits established in the Land Use Element.

The CBP component of the DSIP also defines the previously undefined *Exceptional* and *Transit-Oriented Development* Projects. This achieves the adopted program LU-1 of the Burbank 2035 General Plan.

ATTACHMENT 2

2021-2029 HOUSING ELEMENT GOALS, POLICIES, AND PROGRAMS

The *Citywide Housing Goals and Policies* section of the adopted *Burbank 2021-2029 Housing Element* outlines specific policies to encourage and stimulate the creation of housing to meet the City's needs. This DSIP seeks to address several of these goals and policies:

Goal 2: Adequate Housing Sites

- ***Policy 2.1:*** *Direct the majority of new residential development into Downtown Burbank, the Media District and the Golden State/Airport Area to support the building of neighborhoods where people can live, work, shop, and benefit from access to public transit services including Metrolink train service, Metro bus and BurbankBus lines, as well as a network of bike trails and pedestrian walks.*

  The Community Benefits Program (CBP) component of the Development Streaming and Incentives Program (DSIP) creates a geographic boundary for qualifying sites. These qualifying sites are contained entirely within the three Specific Plans and furthermore are chosen on the basis of their proximity to sensitive uses and environmental considerations. Furthermore, the DSIP creates a ministerial Development Review (DR) option for projects on identified Housing Element Opportunity Sites, which are located exclusively within the Downtown TOD and Golden State Specific Plan Areas.

Goal 3: Affordable Housing

- ***Policy 3.2 –*** *Facilitate the development of community-serving uses, such childcare and family resource centers, within housing developments*;

  The CBP component of the DSIP offers childcare and family resource centers as an option which developers may provide in order to qualify.

- ***Policy 3.3 –*** *Provide regulatory incentives and concessions, and/or financial assistance to facilitate the development of affordable housing. Proactively seek out new models and approaches in the provision of affordable housing*.

  The DSIP provides several regulatory incentives which facilitate the development of affordable housing. Among these is added allowable density / intensity for projects which provide additional affordable units, streamlined environmental review, ministerial approval process, and the reduction of parking requirements and impact fees.

Policy 3.5 – *Facilitate a mix of household income and affordability levels in residential projects to achieve greater integration of affordable housing throughout the City.*

Among the options on the menu of Community Benefits that may be provided in exchange for qualifying for the CBP is an increase in the percentage of affordable units beyond what is already required by the City's Inclusionary Housing Ordinance. Beyond the CBP, there are citywide options for ministerial development review for "missing middle" housing types and housing development on consolidated lots. These options provide greater flexibility for housing providers to propose a variety of housing types for a wider range of populations.

Goal 4: Constraints to Housing

- ***Policy 4.1 –*** *Facilitate use of regulatory incentives, concessions and waivers, including through density bonuses and inclusionary housing requirements that result in modified development standards, which offset or reduce the costs and/or reduce the physical impediments to the development of affordable housing.*

  DSIP includes clarifies and develops several options for ministerial approval of housing projects of various types, providing developers with the flexibility and certainty in submitting housing projects. The CBP component of the DSIP creates a number of additional developer incentives in exchange for providing Community Benefits, including enhanced density bonus of 25 percent. The Program may be used together with the Density Bonus and Inclusionary Housing Ordinances, which allow modified development standards through waivers and incentives/concessions. Furthermore, the DSIP includes modifications to the City's Density Bonus regulations, which includes the proposal to simplify the "on-menu" and "off-menu" requests for incentives/concessions, or deviations from development standards. The new process would reduce the structure from three to two tiers, and the approval of such request would rest with the decision maker of the project, rather than the current structure, where the highest tier is approved by the City Council.

Beyond meeting the goals of the Housing Element, this CBP seeks to advance several Housing Programs from the 2021-2029 Housing Plan:

- **Program 9 – Facilitation of development of affordable housing on non-vacant sites.** Calls to allow by-right development process for projects that comply with objective development standards within the specific plans.

  This DSIP includes an expansion and clarification of various options for by-right development. The CBP component is a local option for by-right development which includes ministerial/streamlined approval for housing projects that provide

Community Benefits. Among the options for Community Benefits is increased affordability. Beyond the CBP there are several options for ministerial review included in the proposed program.

- **Program 11 – Density Bonus ordinance update** – Encourage a streamlined approach to the menu of available incentives, concessions, and waivers.

  The DSIP includes an update to the City's Density Bonus Ordinance. The proposal streamlines the Burbank Municipal Code (BMC) by referencing state law directly and establishing detailed Implementing Regulations. Furthermore, the proposed changes would establish a simplified process for reviewing density bonus incentives, concessions, and waivers, with on-menu concessions and incentives approved ministerially and granted automatically, and off-menu concessions/incentives and all waivers approved, and only subject to denial only through explicit statutory findings.

- **Program 12 – Affordable Homeownership Program** – One of the goals is to incentivize the construction of "missing middle" housing including smaller apartments, townhome and rowhouse style development.

  The DSIP includes an option for Ministerial Development Review for "missing middle" housing types of up to 22 units in residential zones citywide. This option is designed to result in a townhome, compact apartment building type or multi-plex courtyard configuration.

- **Program 17 – Objective Development Standards** – Establish objective standards that can be applied to housing in the Specific Plan Areas to allow by-right development when the projects meet objective standards.

  Among the goals of this program is the objective to streamline the processing of housing projects of a limited size that comply with the development standards through the establishment of by-right/ministerial approval in the Specific Plan Areas. The DSIP will be established directly following the Specific Plans, and furthers the implementation of this Program by creating a path to ministerial approval for certain housing development projects.

- **Program 19 – Development Fee Waivers** – DIF reductions as an incentive for the production of affordable housing.

  This program calls for potential fee reductions offered as an incentive for the production of affordable housing. Among the Developer Benefits for projects which qualify for the CBP is a reduction in Community Facility Fees (also known as

Development Impact Fees) for the affordable housing units proposed for the housing development project.

- **Program 20 – Lot Consolidation Program** – One of the goals of the program is to create a streamlined permit processing as an incentive for lot consolidation.

  The DSIP creates a ministerial path for several types of housing projects. One of the options involves projects that include up to 50 units citywide, as long as the lot consolidation was achieved within the past five years, and as long as multifamily housing is allowed by-right on the parcel. While this does not achieve the full lot consolidation program in the Housing Element, which will be propose as a separate project in the future, it does further its objectives.

2021-2029 Housing Element
Opportunity Sites

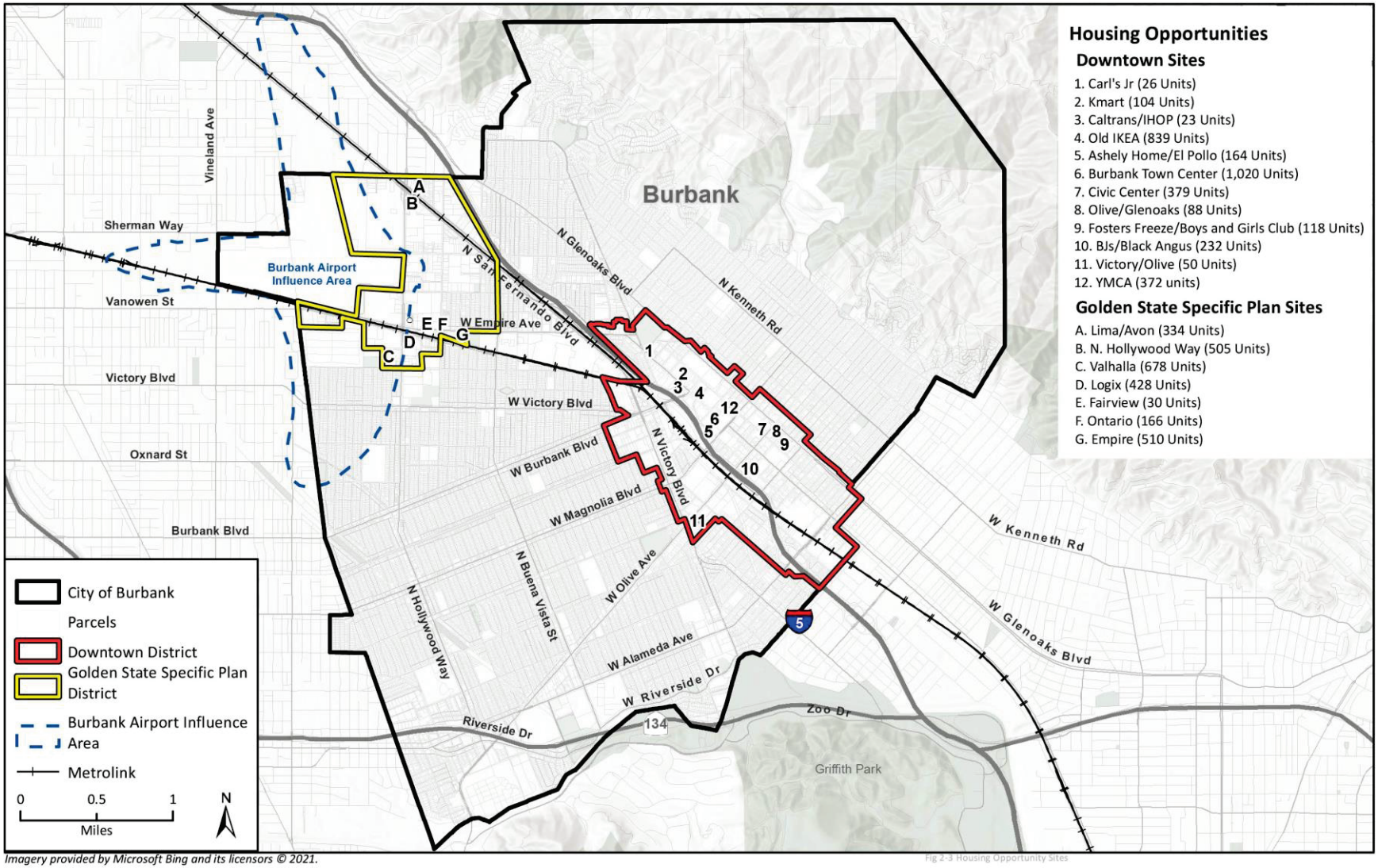
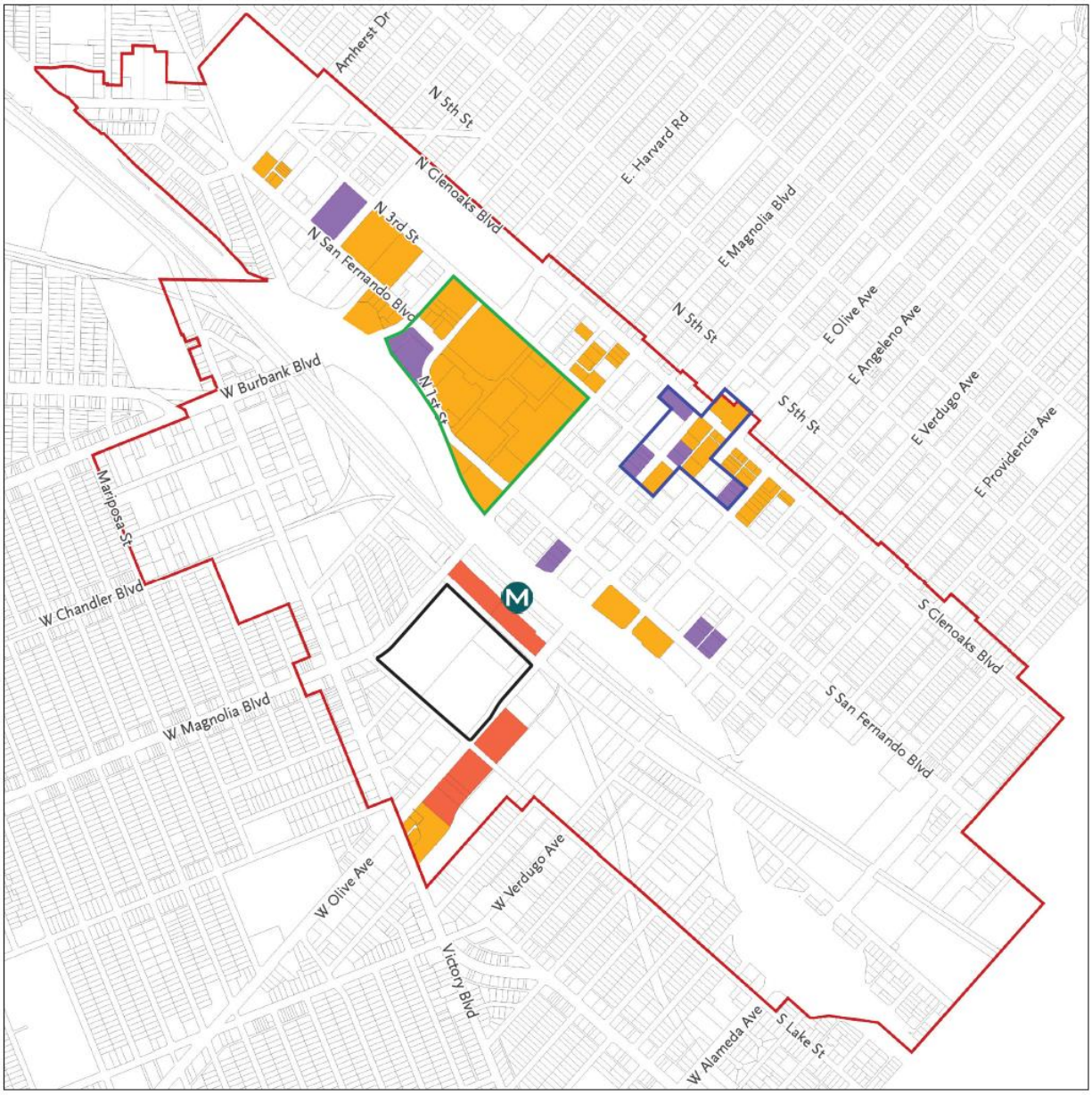


Fig 2-3 Housing Opportunity Sites

ATTACHMENT 3 - 1

ATTACHMENT 4

DOWNTOWN TOD SPECIFIC PLAN POTENTIAL REDEVELOPMENT SITES



ATTACHMENT 5

TIERED MENU OF COMMUNITY BENEFITS (DRAFT)

COMMUNUNITY BENEFITS TABLE	
Tier 1A (Choose one of below *or* select Tier 1B)	
A. Increased Affordability Provide additional affordable units (for rent) above the Inclusionary Housing Affordability requirements in one of the following ways: • Additional 5% very low-income • Additional 10% low-income or • Additional 15% moderate-income level	Affordable Housing Agreements shall be executed and recorded prior to the Certificate of Occupancy. Refer to Inclusionary Requirements in BMC Section 10-1-646.
B. For sale housing development All units must be proposed for-sale	Condo Map approval required as a condition of approval
C. Large Family Housing Provide a development that includes following unit mixes: • No more than 20% of all units shall be studio units • 2BR – 40% + 3BR – 15% of all units OR 3BR – 10% + 4BR – 5% of all units	Bedroom standards pursuant to California Building Code (CBC) and Residential Code. Minimum average unit sizes: 1,200 for 3 bedroom, 1,400 for 4-bedroom.
D. Childcare and Family Resources Incorporate an onsite, fully-dedicated and licensed Childcare Facility and/or Family Resource Center as part of the housing / mixed-use development project.	See definition of *Childcare Facility and/or Family Resource Center.* Facility shall remain in use for the life of the project. Minimum capacity of 20 children plus one child per every two units proposed in the development.
E. Civic and Institutional Uses The project includes public/civic facility from the list below: School (public or nonprofit); Vocational School; Public/Municipal Library; Museum; Police Station; Fire Station; Cultural Center (nonprofit).	Facility shall remain in use for the life of the project.
F. High-Quality Design A Housing Development project that is built to all City's objective zoning, design, and subdivision standards without Exceptions to Development Standards.	Submit analysis of objective standards and how the project meets these standards
Tier 1B (If selecting this option, Tier 2 is not required)	
Workforce Programs Prevailing Wage + Skilled & Trained Workforce pursuant to labor standards of subparagraphs (A), (B), (C), (D), (E), (F), and (G) of paragraph (8) of subdivision (a) of Section 65913.4 for the California Government Code	

Tier 2 (Choose one of the below in addition to selection in Tier 1A)	
A. Additional Project Amenities The housing development provides greater than the required project amenities as listed below: 1) 50% larger open space area 2) 50% more trees in the front yard area 3) 50% more overall landscaping on the site 4) 25% more bicycle parking (short term or long term)	Only available to project not seeking deviation from Development Standards pursuant to State Density Bonus Law (GC 65915-65918).
B. Publicly Accessible Open Space (If not already required by the BMC based on Project size) Project includes a Publicly Accessible Open Space (PAOS) pursuant to the standards in the Specific Plan Document in which the Project is proposed.	Applicant shall be responsible for any maintenance or security associated with the PAOS for the life of the Project.
C. Enhanced Sustainability and Energy Efficiency High level of green building performance through CALGreen Tier 1 and Tier 2	Tiers 1 and 2 of CalGreen are voluntary reach codes in Part 11 of Title 24 of the California Code of Regulations.
D. Adaptive Reuse The Project partly or entirely consists of a conversion from a nonresidential use to a residential or mixed use.	At least 50% of the Project's total gross square footage consists of a conversion from a nonresidential use to a residential use
E. Public Parking Publicly accessible automobile parking spaces proposed with the project. Spaces shall be covered and available free of charge at all times. The number of spaces shall be 10% of the code-required spaces.	Applicant shall be responsible for any maintenance or security associated with public parking for the life of the Project.
F. Local Hire Program At least 25 percent of employees and contractors of the project shall be residents of Burbank or reside within 5 miles of the project site during the construction phase as well as post-construction ongoing operations.	Requires the signing of a covenant agreement with the city prior to the issuance of a Building Permit.
G. Transit Related Amenities (Only available to Transit-Oriented Projects in *Transit Center as described in Burbank 2035 General Plan*) • Climate controlled, code-entry bike storage rooms with dedicated areas for fix-it bike stations. • Transit shelter at pre-identified stop(s) within ½ mile of project site. • Crosswalk, directional curb ramps, and curb extensions beyond CSODS requirements. At pre-approved intersections as determined by City within ½ mile of Project site. • One-time Burbank Bus operations contributions, $ to be determined.	

ATTACHMENT 6

TIER 1 MENU OF INCENTIVES/CONCESSIONS (DRAFT)

On-Menu ("By-right" Concessions or Incentives)*

If requested as part of the project application, the Director or other decision-making body, as applicable, shall approve the number of incentives and concessions allowed by subdivision (d) of Government Code Section 65915 as Tier 1 or "on-menu" modifications so long as the requested deviations are consistent with the Building Code requirements:

a. Increased maximum lot coverage (up to 15% deviation)
b. Decreased side and rear setback requirements (up to 20% deviation)
c. Increased overall structure height, inclusive of fences and accessory structures (up to 11 feet or 15% deviation, whichever is lower)
d. Up to 10% reduction in minimum ground floor height
e. Increased number of maximum stories by one story
f. Reduction of total private and shared open space square footage by up to 25%
g. Reduction in number or size of private amenities by up to 25%
h. Reduction in required parking in addition to state law reduction by up to 25%
i. Reduction by up to 10% of long-term onsite residential bicycle parking
j. Reduction in percentage of landscaping within setbacks by 50%
k. Reduction in overall onsite number of trees by up to15%
l. Reduction in parking lot shading requirements by up to15%
m. Reduction in parking aisle width by up to 2 feet
n. Reduction in parking stall depth to a minimum of 15'-0" to accommodate compact spaces
o. Modification of loading requirements to reduce required loading area size
p. Reduction of plane-break requirements by up to 25%

*Incentives concessions may be used in tandem with Community Benefits Program on a case-by-case basis, as determined by the Director.

Development Streamlining & Incentives Program (DSIP) Study Session

City Council
November 17, 2026

COMMUNITY DEVELOPMENT

Purpose of Study Session

- Provide the City Council and the Public with an update on the proposed Development Streamlining and Incentives Program (DSIP)
- Receive feedback on the proposed components and overall approach of the Program to ensure alignment with the Council's Policy direction
- Incorporate into future Development Streamlining and Incentives Program Ordinance

CITY OF BURBANK
COMMUNITY DEVELOPMENT

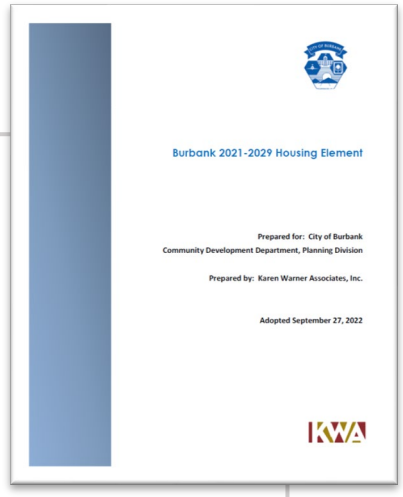
Why now?

Housing Element 2021-2029 Commitments

- Housing Element Programs

City Council Goals

- Increased mixed-use, mixed-income, and for-sale housing
- 12,000 Units by 2035
- Competitive with State Mandated Process



CITY OF BURBANK

COMMUNITY DEVELOPMENT

Policies and Goals

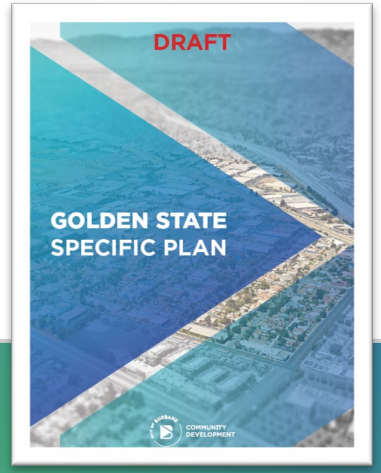
Burbank 2035 General Plan Implementation

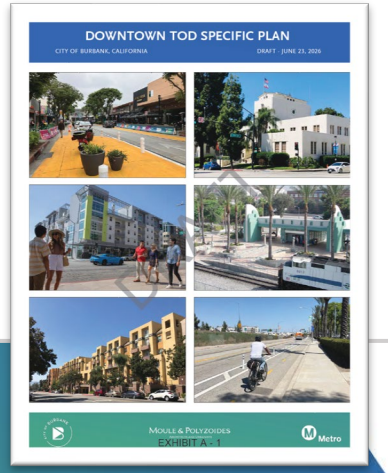
- Land Use Element Policies and Programs

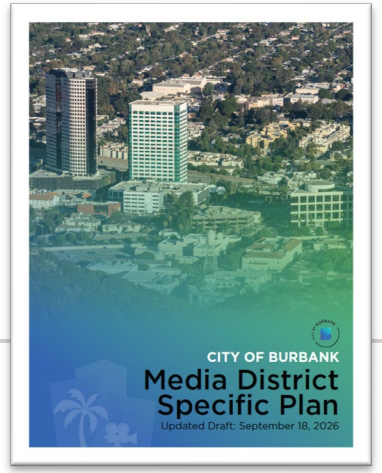


Specific Plan Implementation

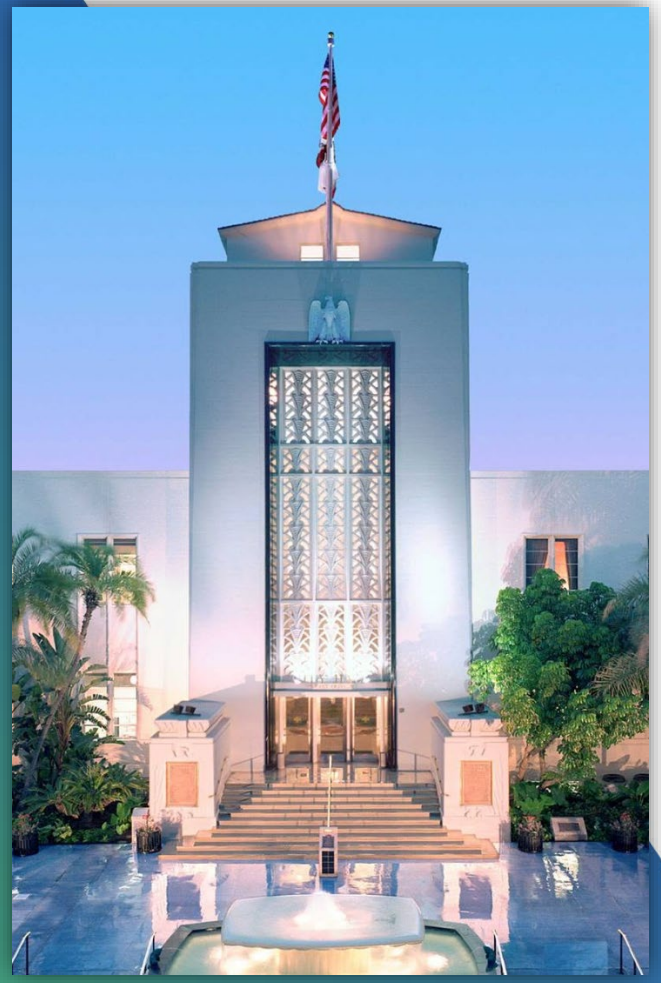
- Ministerial Approval
- Community Benefits







Background



- Development Review (DR) Process
  - Tiered system:

Discretionary Review	Ministerial Review
• Increased Timelines	• Limited Project Types
• Hidden Costs	• Not Well Defined
• Uncertainty	• Certainty
• Subjectivity	• No Subjectivity

- Density Bonus Ordinance
  - Not in compliance with state law
  - Impediment to housing production

CITY OF BURBANK COMMUNITY DEVELOPMENT

Proposed Changes

1. *Updates, clarifies,* and *streamlines* existing **Development Review** regulations to facilitate development

2. Establishes the **Community Benefits Program** to *incentivize development and create community benefits*

3. *Updates and simplifies* outdated and noncompliant **Density Bonus** regulations and guidelines

CITY OF BURBANK
COMMUNITY DEVELOPMENT

Component 1 - Update Development Review Regulations

❑ Ministerial DR vs Discretionary DR

❑ Project Types Eligible for Ministerial DR

- Missing Middle Housing – Up to 22 units on R-3/R-4
  - Lot Consolidation – Up to 50 Units
  - Housing Element Opportunity Sites (19)
  - Downtown Redevelopment Sites
- Specific Plans – Up to 150 units on highest density
  - Up to 50 units on remaining nonresidential sites
  - Up to 300 units with Community Benefits Option
- Commercial Projects up to 10,000 sq. ft.

CITY OF BURBANK
COMMUNITY DEVELOPMENT

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CITY OF BURBANK COMMUNITY DEVELOPMENT

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CITY OF BURBANK COMMUNITY DEVELOPMENT

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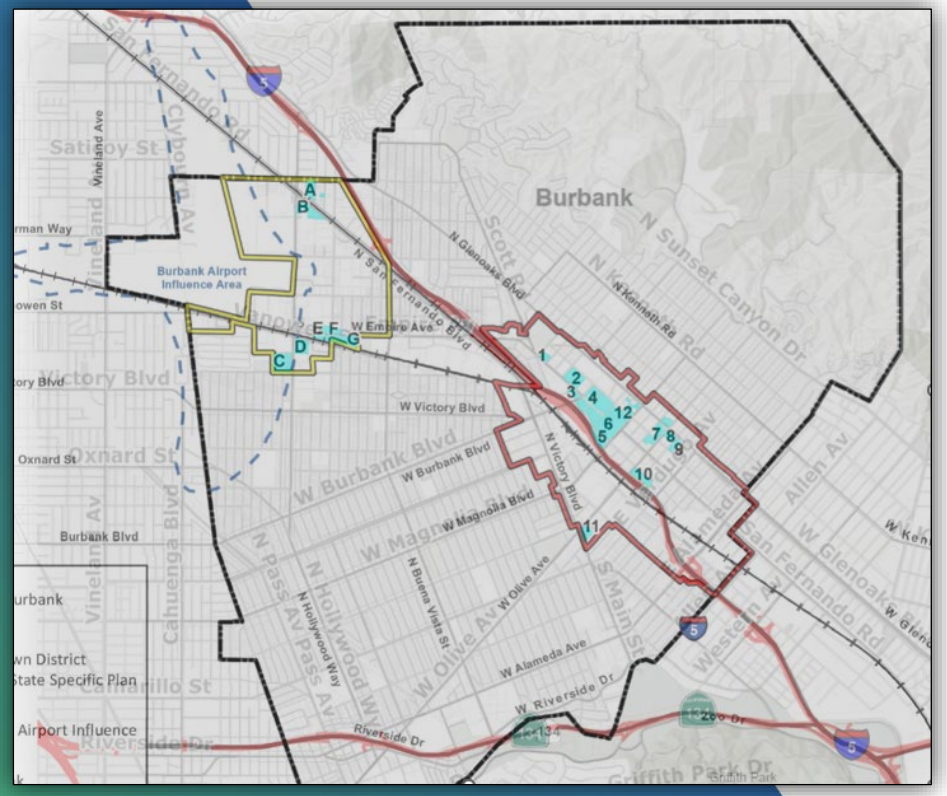

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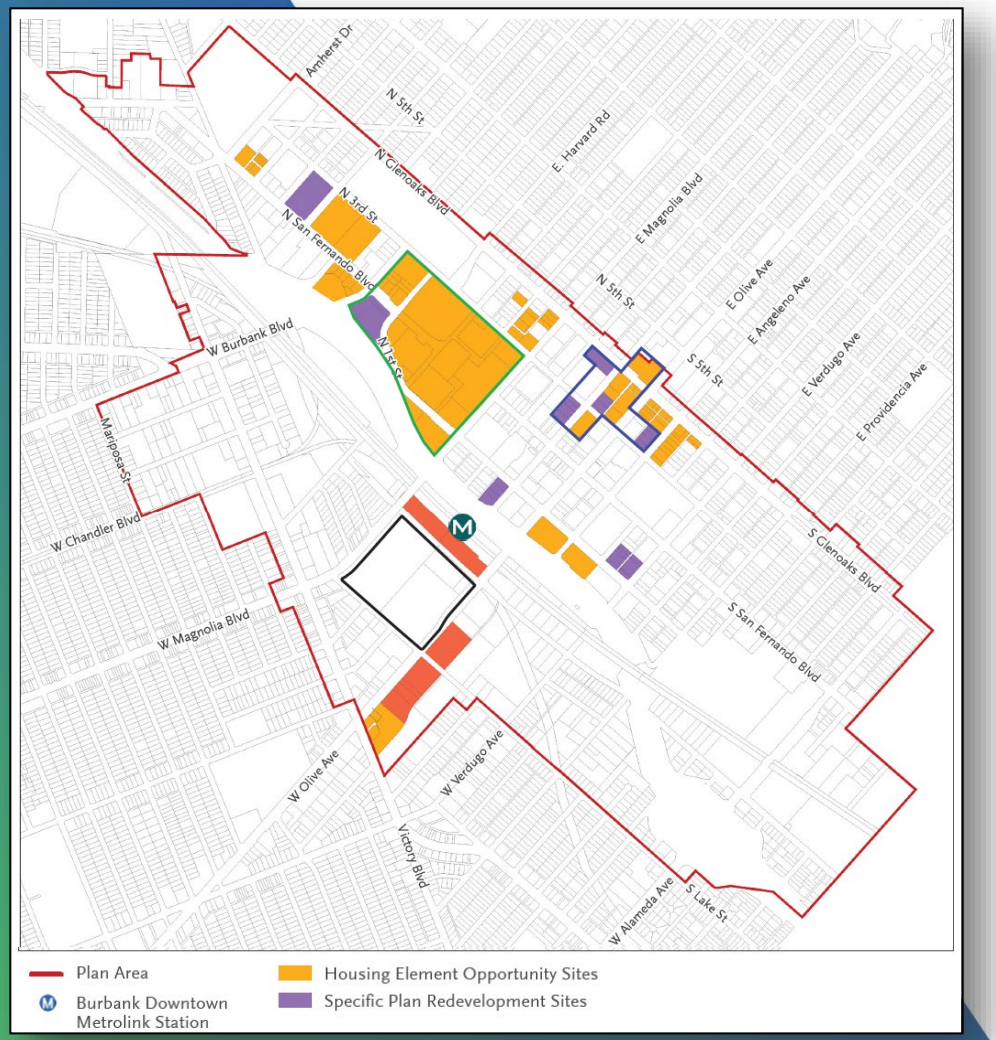

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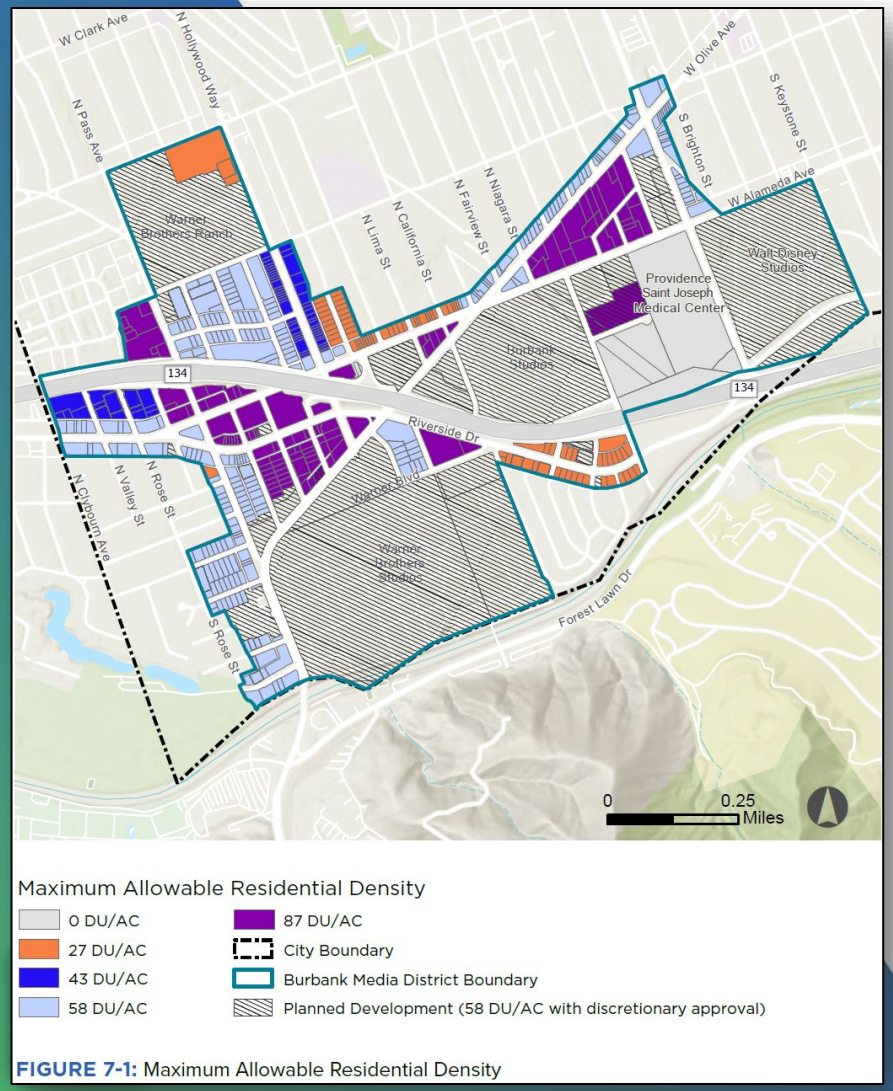

FIGURE 7-1: Maximum Allowable Residential Density

❑ Ministerial DR vs Discretionary DR

❑ Project Types Eligible for Ministerial DR

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CITY OF BURBANK COMMUNITY DEVELOPMENT

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CITY OF BURBANK
COMMUNITY DEVELOPMENT

Component 1 - Update Development Review Regulations

MORE UPDATES:

- ❑ New Exemption from DR
  - Residential Projects of up to four **(4)** units
- ❑ Requirement for Phase I ESA (Environmental Site Assessment) on nonresidential sites
- ❑ No changes to Community Meetings or Public Noticing
- ❑ New Tier – DRs reviewed by the Planning Commission
  - For projects of "statewide, regional or area-wide significance"

CITY OF BURBANK COMMUNITY DEVELOPMENT

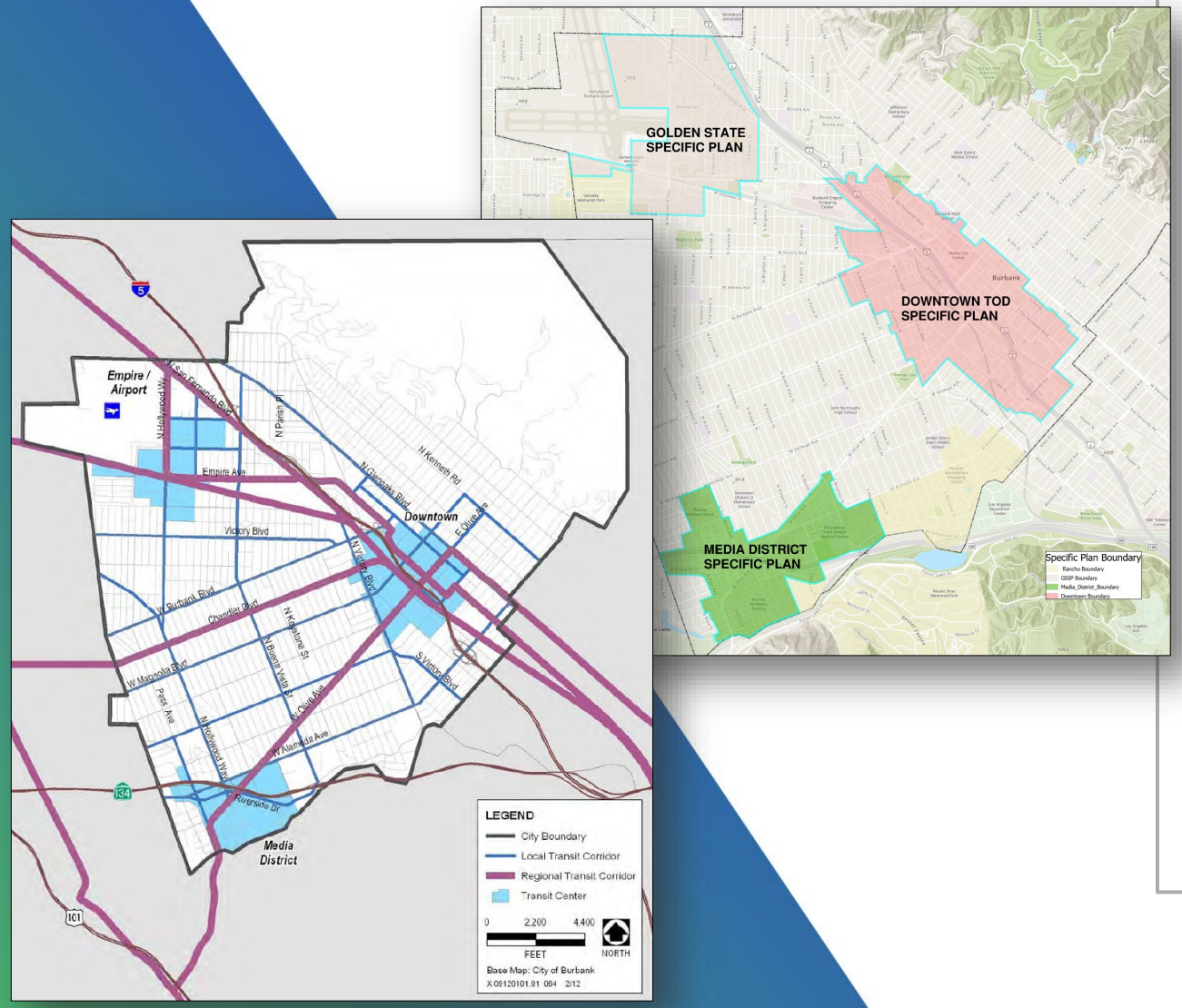
Component 2 – Community Benefits Program

Establish a **Community Benefits** framework that:

- **Incentivizes** housing production in key areas of the City
- **Encourages** developers to provide **Community Benefits** that promote City goals and policies
- **Streamlines** production of high-quality housing projects
- **Competes** with state-mandated housing development approval process

CITY OF BURBANK
COMMUNITY DEVELOPMENT

Component 2 – Community Benefits Program



- Eligible Projects: "*Exceptional*" or "*Transit-Oriented Development*"

Location:

- Within 3 Specific Plan Areas
- Nonresidential zoning
- Minimum 150 feet from R-1

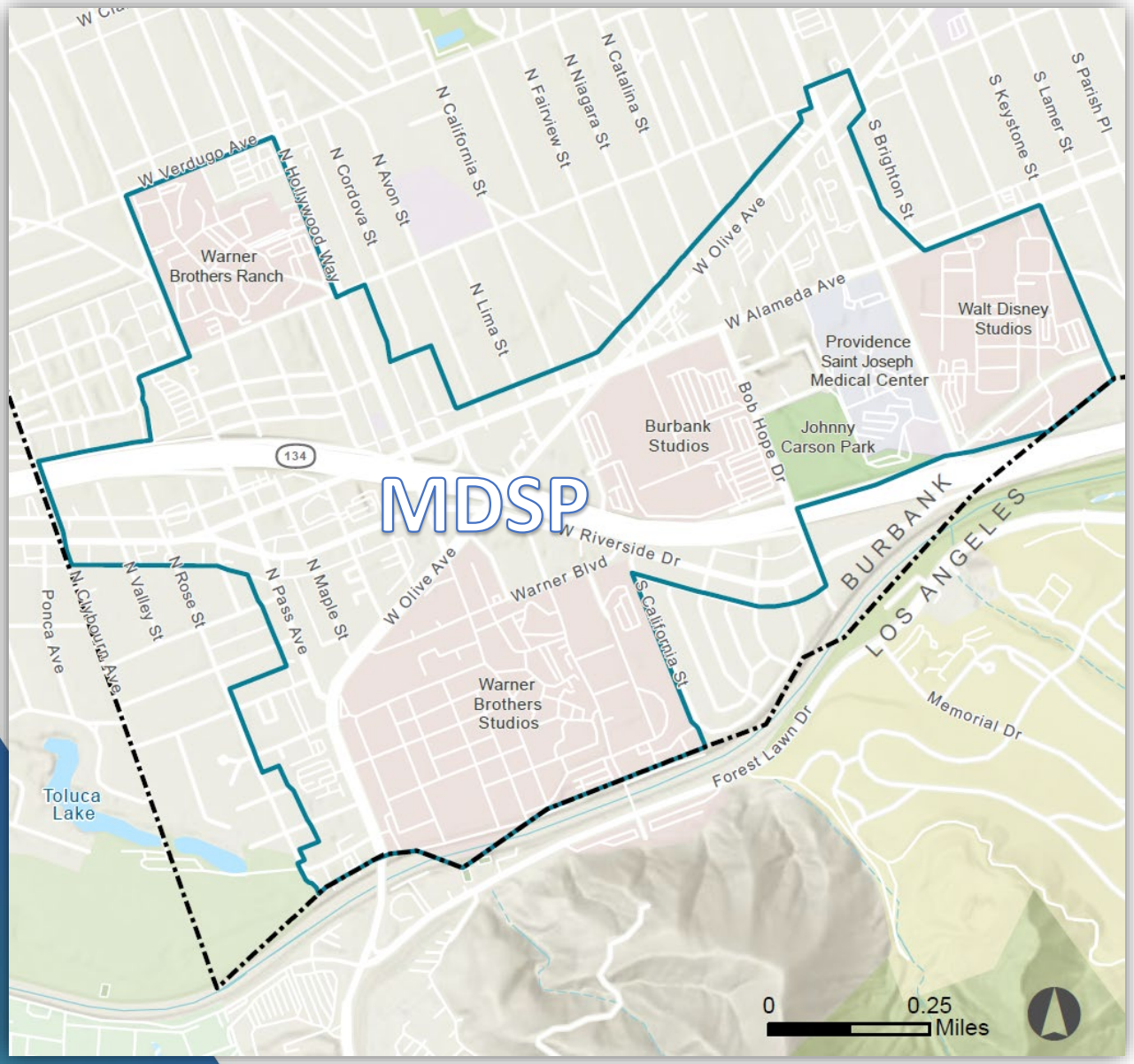
Units: 10 - 300

Land Use: Housing is Permitted ("P")

Environmental Eligibly Criteria

Qualifying Community Benefits from Tiered Menu

Component 2 – Community Benefits Program



CITY OF BURBANK
COMMUNITY DEVELOPMENT

Component 2 – Community Benefits Program

Community Benefits Menu - TIER 1

- ❑ Additional affordable units above minimum required
- ❑ For-Sale Units
- ❑ Large Family Housing
- ❑ Onsite Childcare and Family Resources
- ❑ Civic and Institutional Uses
- ❑ High-Quality Design
- ❑ Workforce Programs
  - ✓ Prevailing Wage
  - ✓ Skilled and Trained Workforce
  - ✓ Apprenticeship Program

CITY OF BURBANK COMMUNITY DEVELOPMENT

Component 2 – Community Benefits Program

Community Benefits Menu - TIER 2

- ❑ Local Hire Requirements
- ❑ 2x Project Open Space/Landscaping
- ❑ Publicly Accessible Open Space
- ❑ Energy Efficiency (CalGreen Tier 1 or 2)
- ❑ Adaptive Reuse
- ❑ Parking for Public Use
- ❑ Transit-Related Amenities

CITY OF BURBANK
COMMUNITY DEVELOPMENT

Component 2 – Community Benefits Program

DEVELOPER BENEFITS

- ❑ Additional **25 %** residential density and commercial intensity
- ❑ **Ministerial Development Review** for Projects ≤ **300** units
- ❑ **Exempt from CEQA** through Statute (Ministerial projects are always exempt per Statutory Exemption (§15268)
- ❑ Discounted Development Impact Fees (for affordable units)
- ❑ Reduced Parking Rates
- ❑ Expedited Project -> Reduced Project Costs

CITY OF BURBANK
COMMUNITY DEVELOPMENT

Component 2 – Community Benefits Program

Q: How is this different from State Mandated Process (SB35, AB2011, etc.)?

- ❑ Additional 25 % residential density and commercial intensity
- ❑ No Tribal Consultation Process (savings of min. 90-day review period)
- ❑ Lower Permit and Development Impact Fees
- ❑ Reduced timelines (estimated 50% reduction!)

Q: Who will administer the program?

- ❑ CDD-Planning would process applications under updated Development Review process

CITY OF BURBANK COMMUNITY DEVELOPMENT

Component 3 – Density Bonus Update

CORE COMPONENTS:

- ❑ More affordable units → More Density
- ❑ Affordable for 55 years (rental) / 45 years (for sale)
- ❑ At least five (5) units
- ❑ "*Concessions/Incentives*" (exceptions to development standards)
- ❑ "*Waivers*" from development standards

CITY OF BURBANK COMMUNITY DEVELOPMENT

Component 3 – Density Bonus Update

THE CHALLENGE:

- Current Ordinance adopted in 2006 with no updates since.
- State Law has been substantially updated since 2006.
  - Existing City ordinance is outdated and unclear
  - Results in confusion to potential applicants and stakeholders

CITY OF BURBANK COMMUNITY DEVELOPMENT

Component 3 – Density Bonus Update

Simplified language in BMC

- Mostly refer to state law
- Includes updated **Implementing Regulations**
  - Detailed guide for staff and the public
  - Can be updated without requiring ZTA

Updates to Incentives/Concessions and Waivers

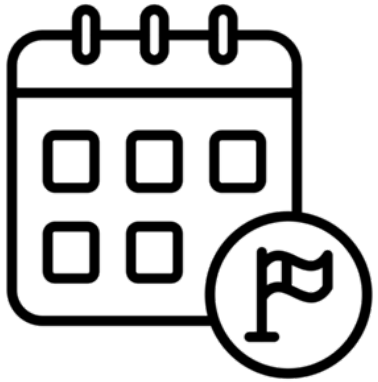
- Two tiers: "on-menu" and "off-menu" concessions:
  - "On-Menu" - granted automatically
  - "Off-Menu" – Ministerial, can only be denied with certain findings

Outcomes of Development Streamlining and Incentives Program (DSIP)

- ❑ Development on Housing Element Opportunity Sites
- ❑ More certainty and reduced development cost
- ❑ Reduced processing timelines
- ❑ Superior Projects with Community Benefits:
  - ✓ Crucial Amenities
  - ✓ Larger units
  - ✓ For-sale housing
  - ✓ Missing Middle housing
  - ✓ Lot Consolidation
  - ✓ Workforce Programs
  - ✓ Energy Efficiency and Superior Design

CITY OF BURBANK COMMUNITY DEVELOPMENT

Next Steps



- ❑ Planning Commission Study Session – **December 14**
- ❑ Adoption following Specific Plans in **2027**
- ❑ Ongoing Environmental Analysis

CITY OF BURBANK
COMMUNITY DEVELOPMENT

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(818) 238-5250

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Missing Middle Housing



https://missingmiddlehousing.com/

CITY OF BURBANK
COMMUNITY DEVELOPMENT

ASSEMBLYMEMBER

Nick Schultz

ASSEMBLY DISTRICT 44

2026 SESSION

Legislative Update

Delivering meaningful results for the communities of Assembly District 44



AT A GLANCE

The 2026 Session in Numbers

9
bills signed into law

2
bills vetoed by the Governor

2
resolutions passed

$9.37M
in budget wins in the 44th

KEY OUTCOMES THIS SESSION



Signed into law Vetoed by the Governor

Figures reflect the bills, resolutions, and budget wins featured in this update.

01

LEGISLATIVE ACCOMPLISHMENTS

Eleven bills across seven policy areas, and two resolutions passed



ARTS AND ENTERTAINMENT

AB 2319

Personal Income Tax Law: Corporation Tax Law: credits: qualified motion picture: post-production

SIGNED INTO LAW

Keeping post-production work in California

- Provides $10 million to establish a targeted post-production tax incentive
- Encourages post-production work to remain in California
- Supports high-quality jobs and preserves long-standing infrastructure



ENVIRONMENTAL SUSTAINABILITY

AB 1603

Perfluoroalkyl and polyfluoroalkyl substances (PFAS)

SIGNED INTO LAW

Increasing transparency around PFAS-containing pesticides

Requires the Department of Pesticide Regulation to:

- Disclose if a pesticide contains PFAS
- Publish a list of all pesticides containing PFAS ingredients
- Require other public disclosures, including usage trends



PUBLIC SAFETY

AB 690

Criminal Procedure: indigent defense compensation

SIGNED INTO LAW

Equal access to quality legal services

- Creates statewide standards for contracts providing indigent defense services
- Ensures that all Californians receive equal access to quality legal services



PUBLIC SAFETY

AB 1546

Vehicles: driving under the influence

SIGNED INTO LAW

Modernizing DUI penalties

Strengthens accountability for repeat offenders

3rd

DUI within 10 years
Charged as either a misdemeanor or felony

5th

DUI
Charged as a felony



PUBLIC SAFETY

AB 1595

Criminal procedure: writs of habeas corpus and motions to vacate

VETOED BY THE GOVERNOR

A proposal to help courts correct wrongful convictions

WHAT THIS BILL PROPOSED

1. **Wrongful convictions**
   Help courts correct them while preserving judicial discretion

2. **Court resources**
   Reduce unnecessary litigation and conserve limited court resources

3. **Credible claims**
   Let courts focus on the merits rather than procedural technicalities

PUBLIC SAFETY

AB 1917

The Respect Judicial Decisions Act

SIGNED INTO LAW

Ensuring charges are always evidence-based

- Strengthens transparency and efficiency in criminal court proceedings

HOW IT WORKS

1 A judge dismisses a charge in a preliminary hearing

2 To add it back, the prosecutor must file a motion

3 If the motion is granted, the charge can still be reinstated

PUBLIC SAFETY

AB 1905

Juveniles: custodial interrogation

SIGNED INTO LAW

Stronger protections for young people in custody

- Prohibits law enforcement from using undercover officers or agents to obtain statements from individuals who were 17 years of age or younger at the time of the alleged offense and 26 or younger while in custody
- With clear guardrails, promotes fairness, reduces the risk of unreliable statements, and supports the integrity of the judicial system

AGE LIMITATIONS for PERKINS OPERATIONS

17 **or younger** at the time of the alleged offense

AND

26 **or younger** while in custody

INFRASTRUCTURE

AB 306

California Building Standards Commission: appeals: code interpretations

VETOED BY THE GOVERNOR

A proposal to reform statewide building code appeals

The bill proposed to:

- Reform the statewide appeals process for building code issues with potential statewide significance
- Enable housing innovation to scale more effectively across the state
- Increase code consistency to support more efficient housing project delivery



HOUSING

AB 939

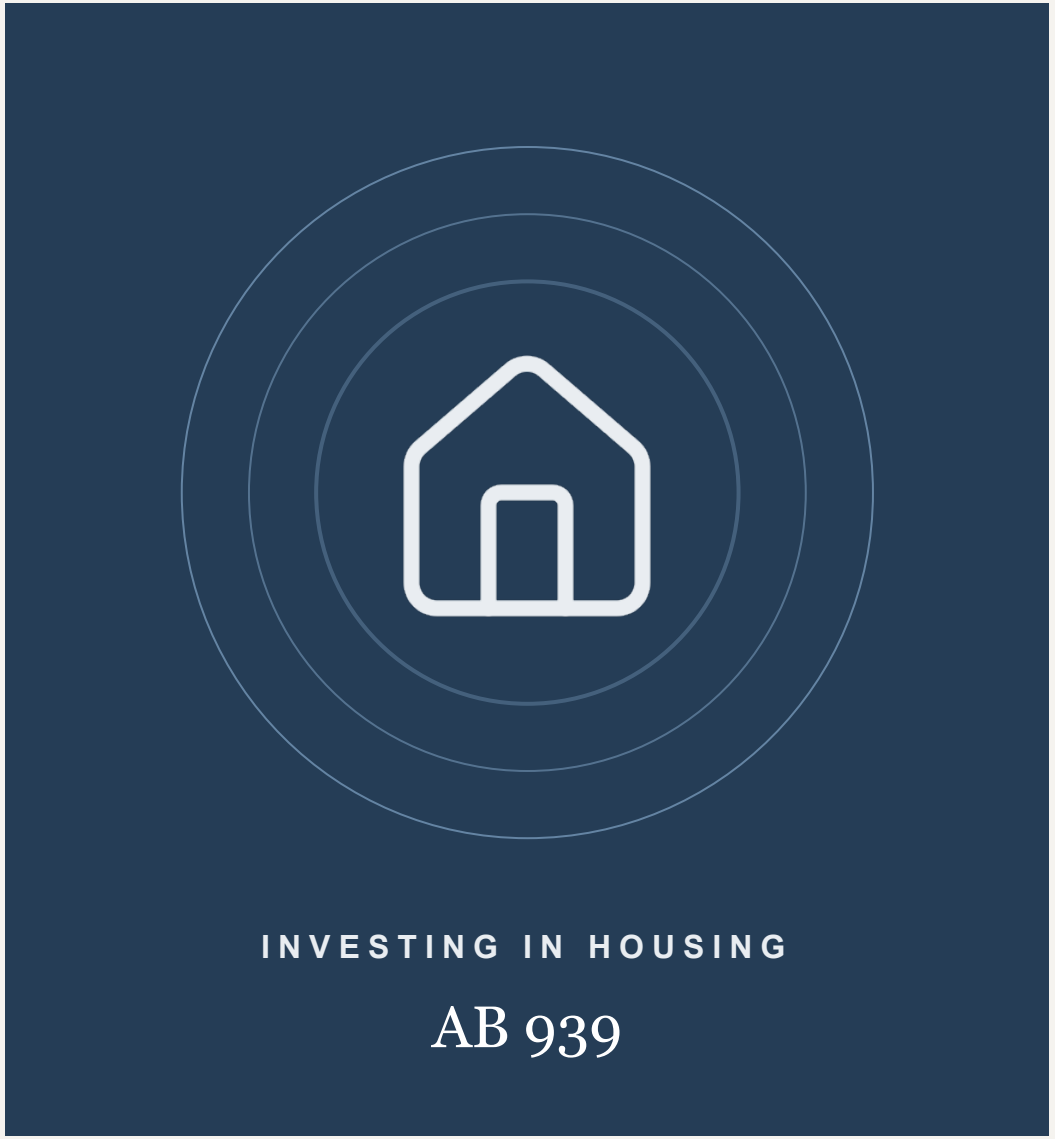
Housing development: density bonuses: affordability of for-sale units

SIGNED INTO LAW

Faster pathways to affordable homeownership

Modernizes the law to expand affordable homeownership opportunities

- Eliminates unnecessary resale delays and clarifies compliance procedures for market-rate developers, nonprofit affordable housing organizations, and local governments
- Ensures homes reach qualified low-income buyers faster and reduces holding costs for developers
- Accelerates pathways to homeownership for low-income Californians



UTILITIES AND ENERGY

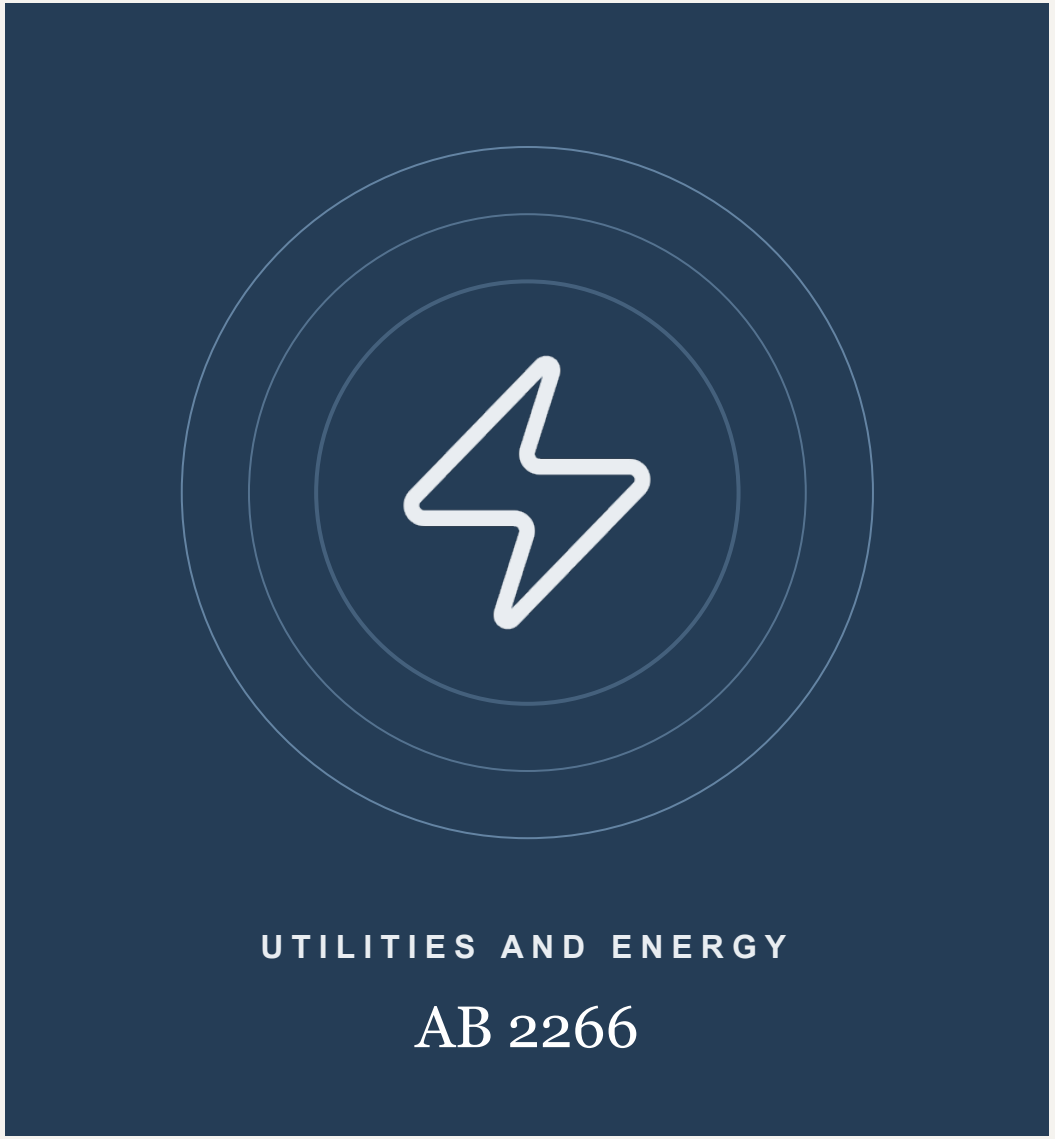
AB 2266

Electricity: load-serving entities

SIGNED INTO LAW

One coordinated process for electricity planning

- Directs the CPUC to streamline how it evaluates electricity-planning decisions across separately enacted clean energy programs into one coordinated process
- Requires consistent methods for determining how much electricity California needs
- Improves accountability through yearly evaluations of the real-world impact of its calculations on actual energy purchases



HUMAN SERVICES

AB 2478

Kinship family approval

SIGNED INTO LAW

Placing children with family and trusted adults

When children cannot safely remain at home, this bill:

- Implements a streamlined Kinship Family Approval pathway
- Clarifies emergency placement rules
- Extends eligibility for limited criminal record exemptions to a wider range of kin, so children can be placed quickly with safe caregivers familiar to them



RESOLUTIONS PASSED

HR 76

Recognized the vital and unique roles of affordable homeownership in strengthening California's economic future, promoting racial and economic equity, and building intergenerational stability for working families.

HR 97

Recognized April 24, 2026 as the State of California Day of Commemoration for the 111th Anniversary of the Armenian Genocide of 1915-1923.



02

BUDGET WINS IN THE 44TH

$9.37 million

across five local investments



INVESTING IN OUR COMMUNITIES

Discovery Cube, Burbank, and Glendale

Discovery Cube Los Angeles

$4 million

Fire Prevention Training Grounds

Wildfire Preparedness Exhibit

City of Burbank

$1 million

Reservoir #2 replacement

Requested by Assemblymember Schultz and Senator Menjivar

City of Glendale

$71,000

Helipad to assist with wildfires

City of Los Angeles

City of Los Angeles

$1.9 million

Pedestrian and transit rider safety improvements

Requested by Councilmembers Nazarian and Raman

City of Los Angeles

$2.4 million

$1.2 million: Hansen Dam biodiversity improvements

Requested by Councilmember Rodriguez

$1.2 million: Arroyos and Foothills Conservancy Land Acquisition in Shadow Hills to preserve a critical natural habitat, biodiversity, and wildlife corridor

Requested by Assemblymembers Schultz and Harabedian

03

COMMUNITY RECOGNITION

A check presentation and the 2026 District honorees

LA COUNTY LEGISLATIVE DELEGATION FUNDING

YWCA Glendale & Pasadena

2026 NONPROFIT OF THE YEAR

Making It Happen

2026 WOMAN OF THE YEAR

Rabbi Sarah Hronsky

2026 BUSINESS OF THE YEAR

Red Maple

COMMUNITY

LA County Legislative Delegation Foundation Nonprofit Program

eliminating racism
empowering women
ywca
Glendale & Pasadena

$2,500



2026 NONPROFIT OF THE YEAR

Making It Happen

Critical support to the Sunland-Tujunga community for years

- Beautifying the neighborhood and maintaining the iconic “Welcome to Sunland-Tujunga” signs
- Addressing food insecurity through local food pantries and holiday drives
- Commitment to bringing neighbors together and creating a cleaner, safer, and more supportive community for all



2026 WOMAN OF THE YEAR

Rabbi Sarah Hronsky

A Senior Rabbi of Temple Beth Hillel

A respected leader in interfaith collaboration, Jewish communal safety, and social justice



President
Los Angeles Council of Religious Leaders

Immediate Past President
Board of Rabbis of Southern California

Fellow
Shalom Hartman Rabbinic Leadership Initiative

2026 BUSINESS OF THE YEAR

Red Maple

Nestled in the heart of Toluca Lake

- Owned by Brian Veskosky and Jim Orozco, who have known and worked with each other for over 24 years
- A gathering place for neighborhood families, industry professionals, familiar faces from entertainment, sports and business, and visitors from around the world

@redmaplela



IN THE DISTRICT

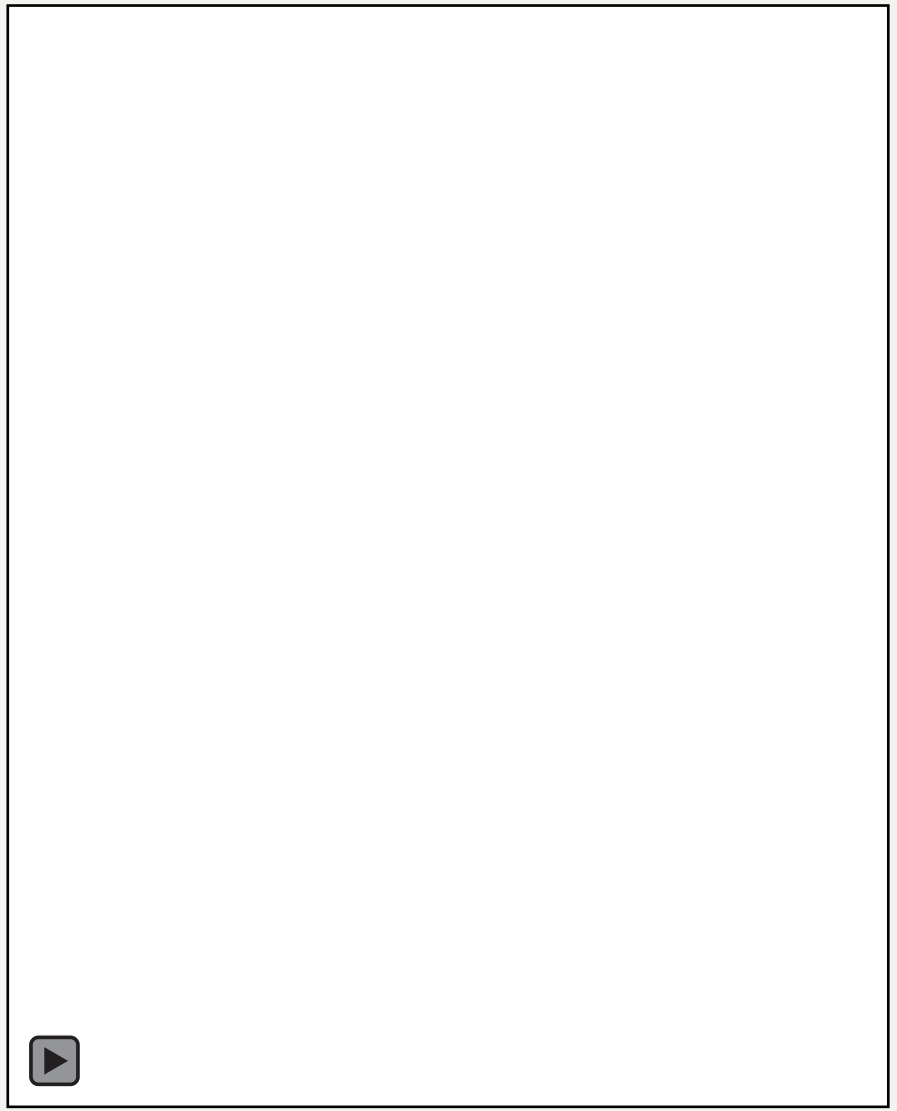
Upcoming District Events

NOV 17

Food Drive benefiting
Making It Happen, Inc.
Montrose

NOV 18

Food Drive benefiting North Hollywood Interfaith Food Pantry
Studio City



ASSEMBLYMEMBER

Nick Schultz

ASSEMBLY DISTRICT 44

Connect with AD44

Share an idea, track legislation, and reach our offices

Contact me

There Ought to be a Law

Track Bills

DISTRICT OFFICE

3500 West Olive Avenue, Suite 690
Burbank, CA 91505
Office: (818) 558-3043

CAPITOL OFFICE

State Capitol, P.O. Box 942849
Sacramento, CA 94249
Office: (916) 319-2044

SOCIAL MEDIA

@AsmNickSchultz

ASSEMBLYMEMBER

Nick Schultz

ASSEMBLY DISTRICT 44

LOOKING AHEAD

Public safety, housing, the environment, and California's creative economy remain at the center of our work for the communities of Assembly District 44.

ASSEMBLYMEMBER NICK SCHULTZ
California State Assembly, District 44



STAFF REPORT

FIRE DEPARTMENT

DATE: November 17, 2026

TO: Justin Hess, City Manager

FROM: Danny Alvarez, Fire Chief
BY: Channing Reyes, Administrative Analyst II

SUBJECT: Adoption of a Resolution Authorizing the Execution of a Memorandum of Agreement with the County of Los Angeles Department of Health Services, Acceptance of 2025 Measure B Funding in the Amount of $25,981.81, and Amending the Fiscal Year 2026-27 Budget by Appropriating Funds to the Burbank Fire Department's Emergency Medical Services Program

RECOMMENDATION

Adopt A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK AUTHORIZING THE CITY MANAGER, OR DESIGNEE, TO EXECUTE A MEMORANDUM OF AGREEMENT WITH THE COUNTY OF LOS ANGELES DEPARTMENT OF HEALTH SERVICES FOR 2025 MEASURE B FUNDING, ACCEPT A GRANT AWARD IN THE AMOUNT OF $25,981.81, AND AMEND THE FISCAL YEAR 2026-27 BUDGET BY APPROPRIATING FUNDS TO THE BURBANK FIRE DEPARTMENT'S EMERGENCY MEDICAL SERVICES PROGRAM.

BACKGROUND

In November 2002, Los Angeles County voters adopted Measure B which established a special parcel tax that provides revenue to support the countywide system of trauma centers, emergency medical services (EMS), trauma prevention, and bioterrorism response activities. Funding is regulated by the Los Angeles County Department of Public Health. Local agencies annually request Measure B funds through a proposal process. The Measure B Advisory Board evaluates the eligible proposals based on several criteria including: consistency with the original intent of Measure B; regional or system-wide application and impact; improvement of overall trauma, EMS, or bioterrorism services; fulfillment of any major gaps in the system to ensure access and health equity; project feasibility based on time and available resources; and completeness of the proposal.

The Burbank Fire Department (Department) was awarded $25,981.81 in 2025 Measure B Funding for the purchase of fifteen automated external defibrillators (AEDs) for the various utility vehicles and pickup trucks assigned to Department personnel.

DISCUSSION

Sudden Cardiac Arrest (SCA) is a life-threatening emergency caused when the heart suddenly stops beating and no longer pumps blood throughout the body. An AED is an essential lifesaving piece of equipment that delivers an electrical shock to the heart, helping it restore its normal rhythm. Specialized AEDs also have a Real Cardiopulmonary Resuscitation (CPR) Help feature that provides real-time feedback for depth and rate of chest compressions. This information ensures that the person providing CPR to the patient is delivering care accurately, thereby increasing the probability of resuscitation. This CPR feature, accompanied by proper training, doubles a SCA patient's chance of survival.

From 2021 to 2024, in Los Angeles County, an average of 2,619 patients experienced out of hospital cardiac arrest in a public setting. This is 36% of all patients who experience this medical emergency throughout Los Angeles County. Out of hospital cardiac arrests have a survival rate of over 40% when paired with early defibrillation delivered by an AED. Over this same three-year period, Burbank Fire Department EMS personnel provided emergency care to 152 patients requiring the use of an AED.

Currently, there is an AED on each of the frontline emergency response fire apparatus (six fire engines, two aerial ladder trucks, and four Rescue Ambulances). The purchase of fifteen additional AEDs will increase the existing equipment inventory to meet patient care demand and provide a greater level of service through accessibility. Of the fifteen AEDs, eleven will be assigned to Department utility vehicles and pickup trucks used by 40-hour sworn personnel. This includes the vehicles for the Fire Chief, Deputy Fire Chief, Battalion Chiefs, Training and Safety Division Fire Captain, and Fire and Life Safety Division Fire Captains and Fire Engineer. One AED will be reserved as a backup for these vehicles. The three remaining AEDs will be placed on Department vehicles utilized by 56-hour sworn personnel. This investment will expand the Department's inventory of life-saving equipment and enhance the Department's ability to respond to sudden cardiac emergencies and protect the health and well-being of Burbank residents and the surrounding community.

ENVIRONMENTAL REVIEW

This agreement has no potential for resulting in either a direct physical change in the environment, or a reasonable foreseeable indirect physical change in the environment, and as such, is not a "project" subject to the requirement of the California Environmental Quality Act (CEQA) 14 Cal. Code Regs § 15378.

FISCAL IMPACT

Staff is requesting City Council authority to accept the funds and amend the Fiscal Year 2026-27 Adopted Budget by appropriating $25,981.81 from revenue account number 001.FD000.48010.1999.25434.00000 (General Fund, Fire Department General, Other Intergovernmental Revenue, Miscellaneous, 2025 Measure B) to expenditure account 001.FD03A.62300.0000.25434.00000 (General Fund, Fire Suppression, Special Departmental Supplies, 2025 Measure B).

CONCLUSION

The use of Measure B funding to equip the Department with fifteen AEDs will further enhance the Department's ability to provide timely access to necessary emergency life-saving healthcare. With increased accessibility, personnel can provide critical emergency care prior to the dispatch of a rescue ambulance, fire engine, or fire truck, therefore increasing the patient survival rate.

ATTACHMENTS

Attachment 1 – Resolution
Attachment 2 – Agreement
Attachment 3 – Measure B Funding Process
Attachment 4 – Measure B Funding Proposal

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK AUTHORIZING THE CITY MANAGER, OR DESIGNEE, TO EXECUTE A MEMORANDUM OF AGREEMENT WITH THE COUNTY OF LOS ANGELES DEPARTMENT OF HEALTH SERVICES FOR 2025 MEASURE B FUNDING, ACCEPT A GRANT AWARD IN THE AMOUNT OF $25,981.81, AND AMEND THE FISCAL YEAR 2026-27 BUDGET BY APPROPRIATING FUNDS TO THE BURBANK FIRE DEPARTMENT'S EMERGENCY MEDICAL SERVICES PROGRAM

THE COUNCIL OF THE CITY OF BURBANK FINDS:

A. The Los Angeles County Measure B Fund ("Fund") provides monetary grants to support the countywide system of trauma centers, emergency medical services (EMS), trauma prevention, and bioterrorism response activities.

B. The Fund has awarded the Burbank Fire Department a grant in the amount of $25,981.81 ("Grant"). Grant funds will be used to purchase fifteen automated external defibrillators (AEDs). This equipment is essential to providing patient care to individuals experiencing sudden cardiac arrest.

C. In order to receive the Grant award, the City must execute a Memorandum of Agreement ("Grant Agreement") with the County of Los Angeles Department of Health Services prior to receiving the Grant funds.

D. This Grant has no potential for resulting in either a direct physical change in the environment, or a reasonable foreseeable indirect physical change in the environment, and as such, is not a "project" subject to the requirement of the California Environmental Quality Act 9CEQA) 14 Cal. Code Regs § 15378.

THE COUNCIL OF THE CITY OF BURBANK RESOLVES:

1. The foregoing recitals are true and correct and are hereby incorporated as if restated therein.

2. City Council hereby accepts the Grant funds in the amount of $25,981.81 from the County of Los Angeles Department of Health Services Measure B Fund.

3. City Council hereby authorizes the City Manager, or designee, to execute the Grant Agreement on behalf of the City, and take all necessary action to effectuate the receipt and appropriation of the Grant funds and to execute any future amendments to the Grant, upon approval by the City Attorney.

4. The City's Fiscal Year 2026-27 Annual Budget is amended by appropriating $25,981.81 from revenue account number 001.FD000.48010.1999.25434.00000 (General Fund, Fire Department General, Other Intergovernmental Revenue, Miscellaneous, 2025 Measure B) to expenditure account number 001.FD03A.62300.0000.25434.00000 (General Fund, Fire Suppression, Special Departmental Supplies, 2025 Measure B).

5. The Financial Services Director, or designee, is authorized to make such other revisions, changes in summaries, fund totals, grand totals, and revisions to any other portion of the budget document as necessary to reflect and implement the appropriations specified in this resolution.

PASSED and ADOPTED this ____ day of November, 2026.

_____
Tamala Takahashi
Mayor

Approved as to Form:
Office of the City Attorney

Attest:

_____
Kimberley Clark, City Clerk

By: _____
Ray Johal
Senior Assistant City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF BURBANK)

I, Kimberley Clark, City Clerk of the City of Burbank, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by a vote of the Council of the City of Burbank at its regular meeting held on the ___ day of November, 2026, by the following vote:

AYES:

NOES:

ABSENT:

_____
Kimberley Clark, City Clerk

MOA No. H-711783

MEMORANDUM OF AGREEMENT

BETWEEN

THE BURBANK FIRE DEPARTMENT

AND

THE COUNTY OF LOS ANGELES

DEPARTMENT OF HEALTH SERVICES

Related to the Transfer of Measure B Funding

MEMORANDUM OF AGREEMENT
BETWEEN THE
BURBANK FIRE DEPARTMENT
AND THE
COUNTY OF LOS ANGELES
DEPARTMENT OF HEALTH SERVICES

THIS Memorandum of Agreement (hereafter "MOA") is made and entered into this 22 day of October, 2026, (the "Effective Date"), by and between the County of Los Angeles (hereinafter "County") on behalf of its Department of Health Services (hereinafter "LAHS") and the Burbank Fire Department (hereinafter "Provider"), hereinafter referred to individually as a "Party" and collectively as the "Parties".

WHEREAS, on July 15, 2025, County's Board of Supervisors (hereinafter "Board") approved a motion brought forth by Supervisors Janice Hahn and Hilda L. Solis, as amended: to allocate $20 million in unproposed, unallocated, one-time available funding evenly between the five Supervisorial Districts to maintain emergency room operations and availability, trauma, emergencies, bioterrorism response needs, and for specific, qualified Measure B purposes; and to delegate authority to the Director of the DHS to work in conjunction with each Supervisorial District and the Chief Executive Office (hereinafter "CEO") to identify projects within each District that meet the requirements of Measure B; and to execute necessary agreements that contain provisions necessary to comply with proper reporting, monitoring, and oversight of the use of such funds; and

WHEREAS, on April 27, 2026, DHS notified the Board regarding funding disbursements allocated for each Supervisorial District, with a one-time funding allocation from District 5 in the amount of $25,981.81 to Provider for qualified Measure B purposes, including the reimbursement for the purchase of fifteen Automated External Defibrillators (AED); and

WHEREAS, Provider is responsible for emergency medical services bioterrorism response, and trauma services to serve the health needs of the community in response to a medical emergency, bioterrorism threat, or trauma event; and

WHEREAS, the Parties concur that this MOA, as executed, does not affect in any manner the Provider's present or future rights for the provision of its jurisdiction's prehospital emergency medical services under Health and Safety Code Sections 1797.201 or 1797.224, and that this MOA is solely for the purpose of establishing terms and conditions for reimbursement by County to Provider for the purchase of approved emergency medical service equipment.

NOW, THEREFORE, THE PARTIES HERETO AGREE AS FOLLOWS:

1.0 SCOPE; PROVIDER OBLIGATIONS

1.1 Provider shall purchase, and County shall reimburse Provider with Measure B funding for the purchase of, fifteen (15) Automated External Defibrillators

(AED) (the "Equipment") to improve the level of service and prehospital emergency care to efficiently and appropriately provide the delivery of emergency medical care to the sick and injured at the scene of an emergency within the County.

1.2 Provider shall be responsible for maintaining the Equipment .

1.3 Provider agrees to utilize the Equipment in a manner consistent with standards, policies, and procedures of the Emergency Medical Services Agency, and without regard to a patient's ability to pay.

1.4 Provider represents, warrants, and certifies that expenditures reimbursed under this MOA are allowable, eligible, and compliant with Measure B requirements, applicable Board motions, and all County policies governing the use of Measure B funds.

2.0 TERM

This MOA is effective on the Effective Date and expires on December 31, 2027, unless sooner extended or terminated, in whole or in part, as provided herein. This MOA may be terminated by County for convenience or for cause, in whole or in part, at any time upon thirty (30) calendar days' advance written notice. Provider may terminate this MOA only upon thirty (30) calendar days' advance written notice and subject to County's reimbursement rights under Section 3.5.

3.0 PAYMENT AND INVOICES

3.1 County's maximum reimbursement to Provider for the Equipment shall not exceed Twenty-Five Thousand Nine Hundred Eighty-One Dollars and Eighty-One Cents ($25,981.81).

3.2 County shall not reimburse Provider for the purchase of the Equipment to the extent that Provider has received funding from any other grant or third-party source to offset the cost.

3.3 Provider shall maintain accurate, complete, and current supporting documentation for Measure B funds under this MOA, in accordance with Generally Accepted Accounting Principles (GAAP) and Measure B requirements. Such records shall be retained for a minimum of five (5) years following the end of the applicable Fiscal Year, or longer if an audit, litigation, or other dispute is pending. The County, its authorized representatives, the Chief Executive Office, Auditor-Controller, or any authorized federal or state agency shall have the right to inspect, audit, and copy such records at any time during normal business hours, upon reasonable notice.

3.4 Provider shall submit copies of its invoice(s) with purchase order(s), and

proof of Provider's payments to the County that clearly reflects and provides details for the allowable purchases and expenditures. Invoice(s) with purchase order(s) and proof of payment shall be forwarded to County via United States Postal Service, facsimile transmission, or e-mail transmission within thirty (30) days after payment to the vendor to the following address:

Department of Health Services
Emergency Medical Services Agency
10100 Pioneer Blvd., Suite 200
Santa Fe Springs, CA 90670
Attn: Adrian Romero, County's Project Director
562-941-2397
E-mail: ARomero2@dhs.lacounty.gov

3.4.1 County Approval of Invoices

All invoices submitted by Provider for payment must receive the written approval of County's Project Director prior to any payment thereof. In no event shall County be liable or responsible for any payment prior to such written approval. Approval for payment will not be unreasonably withheld.

3.4.2 County shall reimburse Provider within ninety (90) days of its receipt of a complete and correct invoice, including Provider's purchase order(s) and proof of payment for the allowable purchases and associated expenditures.

3.4 **Default Method of Payment: Direct Deposit or Electronic Funds Transfer**

3.4.1 Payment under Section 3.0 shall be made by Electronic Funds Transfer (EFT) or direct deposit, unless an alternative method of payment is deemed appropriate by the Auditor-Controller (A-C).

3.4.2 The Provider shall submit a direct deposit authorization request via the website https://directdeposit.lacounty.gov with banking and vendor information, and any other information that the A-C determines is reasonably necessary to process the payment and comply with all accounting, record keeping, and tax reporting requirements.

3.4.3 Any provision of law, grant, or funding agreement requiring a specific form or method of payment other than EFT or direct deposit shall supersede this requirement with respect to those payments.

3.4.4 At any time during the duration of this MOA, the Provider may submit a written request for an exemption to this requirement. Such request

must be based on specific legal, business or operational needs and explain why the payment method designated by the A-C is not feasible and an alternative is necessary. The A-C, in consultation with the contracting department(s), shall decide whether to approve the exemption request.

3.5 DISALLOWED COSTS; REPAYMENT

In the event County determines that any reimbursement made under this MOA was for costs that are unallowable, unsupported, or otherwise disallowed, Provider shall repay such amounts to County within thirty (30) days of written notice regardless of termination or expiration of this MOA.

3.6 SUSPENSION OF PAYMENTS

County may withhold or suspend reimbursement if Provider fails to comply with any provision of this MOA, Measure B requirements, or applicable audit findings until such non-compliance is cured to County's satisfaction.

4.0 COUNTY ADMINISTRATION

4.1 DHS' Director or authorized designee shall have the authority to administer this MOA on behalf of the County. Director or designee retains professional and administrative responsibility for the obligations under this MOA.

4.2 County's Project Director shall be responsible for ensuring that the objectives of this MOA are met and providing direction to the Provider in the areas relating to County policy, information requirements, and procedural requirements. County's Project Director is:

Adrian Romero
Department of Health Services
Emergency Medical Services Agency
10100 Pioneer Blvd., Suite 200
Santa Fe Springs, CA 90670
Telephone: (562) 378-1595
E-mail: ARomero2@dhs.lacounty.gov

4.3 County shall notify Provider in writing of any change in the name of the County's Project Director.

5.0 PROVIDER ADMINISTRATION

5.1 Provider's Project Manager shall be responsible for Provider's day-to-day activities as related to this MOA and shall coordinate with County's Project Director on a regular basis. Provider's Project Manager is:

Travont White, EMS Battalion Chief
331 E. Orange Grove Ave.
Burbank, CA 91502
818-238-3453
twhite@burbankca.gov

5.2 Provider shall notify County in writing of any change in the name or address of Provider's Project Manager.

6.0 AMENDMENTS

For any mutually agreed upon change that affects the term or any conditions included under this MOA, an amendment shall be prepared by County and then executed by the Parties.

7.0 COUNTERPARTS; ELECTRONIC SIGNATURES AND REPRESENTATIONS

This MOA and any amendments or modifications thereto may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

County and Provider hereby agree to regard appropriate facsimile or digital representations of original signatures of authorized officers of each Party on the MOA related documents, received via an electronic communication (facsimile, email or electronic signature), as legally sufficient evidence that legally binding signatures have been affixed to such documents.

8.0 GOVERNING LAW, JURISDICTION, AND VENUE

This MOA shall be governed by, and construed in accordance with, the laws of the State of California (State). Provider agrees and consents to the exclusive jurisdiction of the courts of the State of California for all purposes regarding this MOA and further agrees and consents that venue of any action brought hereunder shall be exclusively in the County of Los Angeles.

9.0 INDEPENDENT CONTRACTOR STATUS

9.1 This MOA is not intended, and shall not be construed, to create the relationship of agent, servant, employee, partnership, joint venture, or association, as between County and Provider. The employees and agents of one party shall not be, or be construed to be, the employees or agents of the other party for any purpose whatsoever. No third party shall be deemed a beneficiary of this MOA.

9.2 Provider shall be solely liable and responsible for providing to, or on behalf of, all persons performing work pursuant to this MOA all compensation and

benefits; and County shall have no liability or responsibility for the payment of any salaries, wages, unemployment benefits, disability benefits, federal, State, or local taxes, or other compensation, benefits, or taxes for any personnel provided by or on behalf of Provider.

9.3 Provider understands and agrees that all persons performing work pursuant to this MOA are, for purposes of workers' compensation liability, solely employees of Provider and not employees of County. Provider shall be solely liable and responsible for furnishing any and all workers' compensation benefits to any person as a result of any injuries arising from or connected with any work performed by or on behalf of Provider pursuant to this MOA.

10.0 INDEMNIFICATION

Provider shall indemnify, defend and hold harmless the County, its Special Districts, elected and appointed officers, employees, agents and volunteers (hereinafter "County Indemnitees") from and against any and all liability, including but not limited to demands, claims, actions, fees, costs, and expenses (including attorney and expert witness fees), arising from or connected with Provider's intentional, willful, or negligent acts and/or omissions arising from and/or from or connected with Provider's performance under this MOA, including any breach of this MOA; provided, however, that such duty to indemnify, defend and hold harmless shall not apply to any liability arising solely from the intentional, willful, or negligent acts and/or omissions of the County Indemnitees.

Any legal defense pursuant to Provider's indemnification obligations under the MOA shall be conducted by Provider and performed by counsel selected by Provider and approved by County. Notwithstanding the preceding sentence, County shall have the right but not the obligation to participate in any such defense at its sole cost and expense. In the event Provider fails to provide County with a full and adequate defense, as determined by County in its reasonable judgment, County shall be entitled to retain its own counsel, including, without limitation, County Counsel, and Provider shall reimburse County for all costs and expenses incurred by County in doing so. Provider shall not have the right to enter into any settlement, agree to any injunction, or make any admission, in each case, on behalf of County without County's prior written approval.

11.0 NOTICES

All notices or demands required or permitted to be given or made under this MOA shall be in writing and shall be hand delivered with signed receipt or mailed by first-class registered or certified mail, postage prepaid, addressed to the parties as identified in Sub-paragraphs 4.2 and 5.1, and copies to:

Julio C. Alvarado, Director
Los Angeles County Department of Health Services

Contracts Administration and Monitoring Division
E-mail: jalvarado@dhs.lacounty.gov

Contact information may be changed by either Party giving ten (10) days prior written notice thereof to the other Party.

12.0 OWNERSHIP AND USE OF EQUIPMENT

Equipment purchased with Measure B funds shall be used solely for public emergency medical services within the County of Los Angeles. Provider shall not sell, transfer, encumber, or dispose of the Equipment during its useful life without County's prior written approval.

13.0 ADDITIONAL TERMS

13.1 Provider shall not assign, transfer, or subcontract any rights or obligations under this MOA without County's prior written consent.

13.2 Provider warrants compliance with applicable conflict-of interest laws, including Government Code section 1090, Political Reform Act requirements and County lobbying ordinances.

13.3 Sections 3.3, 3.5, 10.0, 11.0 and all audit or repayment obligations shall survive expiration or termination of this MOA.

13.4 If any provision of this MOA is held invalid or unenforceable, the remaining provisions shall remain in full force and effect.

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IN WITNESS WHEREOF, the Board of Supervisors of the County of Los Angeles has caused this MOA to be executed by the County's Director of Health Services, and Provider has caused this MOA to be executed on its behalf by its duly authorized officer, the day, month, and year first above written.

COUNTY OF LOS ANGELES

By: _____
Christina R. Ghaly, M.D.
Director of Health Services

BURBANK FIRE DEPARTMENT

By: Travont White (Oct 19, 2026 11:31:07 PDT)
_____
Signature

Travont White
_____
Printed Name

Battalion Chief EMS Division
_____
Title

APPROVED AS TO FORM:
DAWYN R. HARRISON
County Counsel

By James Chow (Oct 21, 2026 11:49:55 PDT)
_____
James Chow
Senior Deputy County Counsel

MEASURE B ADVISORY BOARD
10100 Pioneer Boulevard, Suite 200
Santa Fe Springs, CA 90670

Measure B Funding
Process for Submitting Funding Proposals
2025

Background

Measure B is a special property assessment that was passed by the voters of Los Angeles County on November 5, 2002. This assessment is imposed upon all improvements (buildings) located in Los Angeles County and is added to Los Angeles County property taxes to provide funding for the Countywide System of Trauma Centers, Emergency Medical Services, and Bioterrorism Response.

The use of Measure B funds is restricted to four areas and authorized expenditures must fall within one of these areas:

Trauma Centers	• Maintain all aspects of countywide system of trauma centers. • Expand system of trauma centers to cover all areas of the county. • Provide financial incentives to keep existing trauma centers within the system • Pay for the costs of trauma centers, including physician and other personnel costs
Emergency Medical Services	• Coordinate and maintain a countywide system of emergency medical services • Pay for the costs of emergency medical services, including physician and other personnel costs.
Bioterrorism Response	• Enable stockpiling of safe and appropriate medicines to treat persons affected by a bioterrorism or chemical attack. • Train health care workers and other emergency personnel to deal with the medical needs of those exposed to a bioterrorism or chemical attack. • Provide medical screenings and treatment for exposure to biological or chemical agents in the event of a bioterrorism or chemical attack. • Ensure the availability of mental health services in the event of a terrorist attack.
Administration	• Defray administrative expenses, including payment of salaries and benefits for personnel in the Los Angeles County Department of Health Services and other incidental expenses • Recover the costs of the special election in 2002 • Recover the reasonable costs incurred by the county in spreading, billing and collecting the special tax.

Submitting a Proposal

Proposals for Measure B funding can be submitted each year from April 7 through June 26 of this year. The proposals will be reviewed prior to the Measure B Advisory Board (MBAB) proposal review

meeting, to ensure the proposed expenditures are authorized for Measure B funding. Any proposals for expenditures not authorized for under Measure B will be removed and the submitting entity will be notified of this action.

The MBAB will review and rank all submitted requests for Measure B funding with proposed expenditures that are authorized for Measure B at the MBAB proposal review meeting, typically scheduled in September of each year. If additional time is needed to review and evaluate the requests, another meeting will be scheduled typically later in September or in October of that year.

Below are the steps for submitting a proposal:

1. Complete the Measure B Proposal form and submit it, along with any supporting documents, via mail or email to the Los Angeles County EMS Agency no later than 5:00 pm on June 26 of the year to allow adequate time for the proposals to be reviewed and distributed prior to the first MBAB proposal review meeting. Supporting documents include price quotations for equipment purchases, budget, and pertinent financial statements. Financial statements will be required for funding request to offset the operational loss for providing a specific service (e.g. Trauma Services). The financial statements must clearly show direct expenses incurred and revenue received and expected to be received from all sources (including subsidy and donations) for providing the service. For proposed new services or activities, a detailed budget must accompany the funding request, that includes a list of personnel, equipment, supplies and services costs, and an explanation of how these costs are determined. Additionally, when a request requires the hiring of personnel or incurring other long-term financial obligations (e.g. lease) for future years, the requesting entity must provide supporting documentation demonstrating how they will cover the personnel cost and these obligations if Measure B funding is not available in future years. Every requesting entities must provide a letter from the organization's Department Head/Executive Office approving the proposal submission.

2. Proposers are encouraged to attend the MBAB proposal review meeting(s) to provide a brief overview of their project, limited to two minutes and be available to answer any questions that the members of the MBAB may have related to their proposal. If a second meeting is also scheduled for review of proposals, the proposers are encouraged to also attend this meeting. The first meeting is typically scheduled in September of the year and if another meeting is needed, it will be scheduled typically later in September or in October of that year.

3. After reviewing all eligible proposals, the MBAB members will rank score the projects while the proposers are in attendance. However, the ranking score given by the MBAB does not guarantee approval by the Board of Supervisors.

Evaluating and Rank Ordering of the Proposals

After reviewing all eligible proposals submitted for a given year, the MBAB will rank the proposals using a five-level ranking system. Each qualified proposal will be given a high priority (Score of 5), medium high priority (Score of 4), medium priority (Score of 3), medium low priority (Score of 2), or low priority (Score of 1). All MBAB members may vote on any proposals being considered, even if they are affiliated with the requesting entity, or has an interest in or will benefit from a proposal(s), unless it is deemed inappropriate by the MBAB Co-Chairs. The ranking will be done by each MBAB voting member providing a number ranking and an average score will be determined using all voting member rankings for each proposal.

When evaluating/ranking each proposal, the committee may take into consideration the following:

- Consistency with the original intent of Measure B
- Regional or system-wide application and impact
- Improves overall services of trauma, EMS or bioterrorism
- Addresses any major gap in the system to ensure access and health equity
- Feasibility of proposed project, given the available time and resources
- Completeness of proposal

Board Consideration

A memo to the Board of Supervisors providing information on all the eligible proposals that were submitted and reviewed will be written by the Co-Chairs. The Board memo will highlight the amount of unallocated Measure B funding that is available and the rank order score of each proposal. It shall be the Board's sole discretion and decision on what proposals are to be funded, as well as the amount awarded.

Once a proposal is approved by the Board, additional processes may need to be implemented prior to disbursement of the funds. This includes entering into a written agreement with the County outlining the use of the funding and the timeframe for incurring expenses. Typically, any Measure B funds that are awarded should be expended within 12 months of award. All Measure B funding is awarded on a reimbursement basis, with the receiving entity incurring the expense and then submitting the claim or invoice to Los Angeles County - Department of Health Services / Health Services Administration Finance for reimbursement.

If you have any questions regarding submitting a proposal, please contact Jacqui Rifenburg, EMS Agency Assistant Director at jrifenburg@dhs.lacounty.gov or 562-378-1640.

Los Angeles County Measure B Funding Proposal 2025

Measure B funding will be allocated on a one-time basis with all expenditures to be completed within 12 months of award. If the proposal requires year to year funding the proposer must provide supporting documents on how they will cover the on-going costs in future years.

Requesting Entity Name:	Burbank Fire Department
Point of Contact Name:	Peter Garcia
Point of Contact Phone:	(818) 238-3453
Point of Contact email address:	pgarcia@burbankca.gov
Amount of Funding Requested:	$25,981.81
Brief Project Description:	The Burbank Fire Department (BFD) requests Measure B funding to purchase 15 automated external defibrillators (AEDs). Eleven AEDs would be placed on various BFD sports utility vehicles and pickup trucks utilized by 40-hour sworn personnel such as the Fire Chief, Deputy Fire Chief, Battalion Chiefs, Fire Captain in the Training and Safety Division, Fire Captains and Fire Engineer in the Fire Prevention Division. One AED would serve as a backup, while the remaining AEDs would be placed on BFD vehicles (Battalion Chief 1 and Reserve Battalion Chief 11) utilized by 56-hour sworn personnel and a Strike Team Leader.
Describe the gap in Emergency Medical Services, Trauma Services or Bioterrorism Preparedness that the requested funds addresses: ***Discuss the current situation, strategy to solve the identified gap and how the allocation of Measure B funds benefits the citizens of Los Angeles County)***	Sudden Cardiac Arrest (SCA) is a life-threatening emergency when the heart suddenly stops beating. An AED is essential lifesaving equipment for a SCA because it delivers an electric shock to the heart helping restore its normal rhythm. Currently, AEDs are not on any BFD vehicles utilized by 40-hour sworn personnel and some 56-hour sworn personnel. These personnel are frequently driving in their vehicles to incidents, meetings, trainings, inspections, or arson investigations. If awarded Measure B funds, BFD will purchase AEDs with Real Cardiopulmonary Resuscitation (CPR) Help, a feature providing real-time feedback for depth and rate of chest compressions. This feature and proper training more than double a SCA patient's chance of survival. Fifty percent of SCA patients will need an initial shock, but all will require high-quality CPR. If needed, the AED will send a

	defibrillating shock to the patient. https://www.zoll.com/en/Products/Emergency-Care/AEDs/AED-Plus BFD calculated the following three-year averages using 2021 to 2023 statistics in the 2024 Los Angeles County Emergency Medical Services Annual Data Report. About 1,449 patients experience out of hospital cardiac arrests in public settings, which is 19% of the grand total in Los Angeles County. If BFD has additional AEDs in its vehicles, it will have the increased capacity to assist these patients in public settings. Out of hospital cardiac arrests have a high survival rate of 42% when paired with early defibrillation.
Justification: ***Place a checkmark next to each of the applicable statements and incorporate comments into your brief 2-3 paragraph narrative justification.***	☐ Achieves compliance with legal requirements, mandate, citation or audit. ☑ Increases capacity to meet patient care demand. ☐ Provides for improvements in emergency preparedness activities. ☑ Improves timely access to healthcare. ☐ Provides a new service for patients. ☐ Improves efficiency. ☐ Increases patient safety/reduces risk. ☐ Other Narrative Justification: The purchase of 15 AEDs will expand BFD's equipment inventory to meet patient care demand. Improves timely access to healthcare by increasing the availability of AEDs to BFD. If BFD personnel have AEDs on their vehicles, they will have the ability to provide patient care prior to the dispatch of a rescue ambulance, fire engine, or fire truck.
Timeline **When *funds will be needed, how long will it take to implement. Explain/list the major milestones to achieve implementation and the approximate timeline for each.***	The following is the anticipated timeline for the purchasing process: **August 2026** A staff report accepting Measure B funds will be placed on the Burbank City Council agenda. **September 2026** BFD will order the AEDs, which may arrive within one month.

	October 2026 BFD will provide AED refresher training to the applicable personnel, then BFD will place the AEDs on their work vehicles.

Provide as separate attachments the following supporting documents:

- List of equipment and price quotations for equipment purchases.
- Financial statements will be required for funding request to offset the operational loss for providing a specific service (e.g. Trauma Services). The financial statements must clearly show direct expenses incurred and revenue received and expected to be received from all sources (including subsidy and donations) for providing the service, with the request for Measure B funding no more than the gap between the revenue and expenses.
- For proposed new services or activities, a detailed budget must accompany the funding request, that includes a list of personnel, equipment, supplies and services costs, and an explanation of how these costs are determined.
- When a request requires the hiring of personnel or incurring other long-term financial obligations (e.g. lease) for future years, the requesting entity must provide supporting documentation demonstrating how they will cover the personnel cost and these obligations if Measure B funding is not available in future years.
- If the requesting entity is a Los Angeles County department, provide a letter from the submitting entities Chief Executive Officer or Department Head approving the addition of the requested item to the department's budget.
- Project Timeline: Include how soon project would begin once funded. For one-time funding, indicate the total time needed to complete project and major milestones along the timeline.

Submit all documents via mail or email no later than June 26 of this year to:

Los Angeles County

Emergency Medical Services Agency

Measure B Advisory Board

10100 Pioneer Boulevard, Suite 200

Santa Fe Springs, CA 90670

Attention: Jacqui Rifenburg

jrifenburg@dhs.lacounty.gov

STAFF REPORT

WATER AND POWER

DATE: November 17, 2026

TO: Justin Hess, City Manager

FROM: Mandip Kaur Samra, General Manager, Burbank Water and Power
VIA: Joseph Lillio, Chief Financial Officer
BY: Stela Kalomian, Financial Planning and Risk Manager

SUBJECT: Adoption of a Resolution to Undertake Short-Term Sales and Purchases of up to Five Years in Duration for Products and Services Necessary for Operation of the City's Electric Utility

RECOMMENDATION

Adopt A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK, AUTHORIZING THE GENERAL MANAGER OF BURBANK WATER AND POWER, AS DESIGNEE OF THE CITY MANAGER, TO UNDERTAKE SHORT-TERM SALES AND PURCHASES OF UP TO FIVE YEARS IN DURATION FOR PRODUCTS AND SERVICES NECESSARY FOR OPERATION OF THE CITY'S ELECTRIC UTILITY (Attachment 1).

BACKGROUND

As a normal business practice, the Council extends the purchasing and selling authority of the General Manager of Burbank Water and Power (BWP) to accommodate the demanding nature of the markets for electricity, generation fuels, emission credits, and other regulatory mechanisms that require the purchase or sale of credits associated with the operation of power plants, the purchase of electricity, and compliance instruments (such as renewable energy credits, carbon allowances, carbon offsets, etc.). Before 2001, this authority was renewed every two years and allowed the BWP General Manager to enter into contracts with a term not exceeding two years. In 2001, the two-year authority was increased to five years and was renewed on a five-year basis. The current authority was renewed on December 14, 2021, and expires on December 31, 2026.

DISCUSSION

It is standard business practice in the electric utility industry to buy and sell power, fuel (such as natural gas), capacity, compliance instruments and ancillary services on an “as needed” or “spot” basis. These transactions occur within competitive markets, and due to the need to act expeditiously, cannot be facilitated through the City’s normal bidding process. Typically, these transactions are negotiated quickly over the telephone, with approved counterparties, and the time between closing a deal and a transaction starting can be as short as a matter of minutes. Historically, such transactions have comprised a portion of BWP’s power supply for native load, which is energy used specifically by Burbank customers, and nearly 100% of wholesale deals.

The markets for electricity, natural gas, compliance instruments and associated transmission are regulated commodity markets. Participation within these markets is a vital part of the BWP risk management program. BWP has a formal risk management policy designed to manage BWP’s exposure to price volatility and assure adequate power supply to meet seasonal requirements. In addition, regulatory agencies have, over time, employed market mechanisms and compliance instruments to regulate air emissions or encourage the development of renewable energy. As a result, these regulatory measures have created markets in which BWP must participate in the course of operating the electric utility and in maintaining the desired risk profile.

For example, BWP must comply with greenhouse gas (GHG) regulations and may need to purchase or sell GHG credits to meet compliance targets or to realize revenue from the sales of excess GHG credits. BWP must also comply with the Renewables Portfolio Standard (RPS) regulations. Pursuant to the RPS, BWP periodically needs to purchase or sell Renewable Energy Credits to meet compliance targets or to realize revenue from the sale of excess credits.

Whenever possible, BWP uses a competitive bidding process to acquire fuel, or purchase power, transmission capacity, and compliance instruments. However, in many cases this is impractical because of time limitations. Thus, BWP uses a negotiation process that pits contending parties against each other in competition for City business.

ENVIRONMENTAL REVIEW

This activity has no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and as such, is not a “project” subject to the requirements of the California Environmental Quality Act (CEQA) 14 Cal. Code Regs § 15378.

FISCAL IMPACT

Any purchases made under the authority of the Resolution requested in this report would be included as part of an approved BWP Budget.

CONCLUSION

The BWP Board reviewed this item at the November 5, 2026, Board meeting and approved the recommendation for City Council to adopt a resolution renewing the authority of the General Manager of BWP to enter into contracts for power supply products and services with a term of up to five years, with such authority expiring in five years on December 31, 2031.

ATTACHMENT

Attachment 1 – Resolution

ATTACHMENT 1

RESOLUTION NO._____

A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK, AUTHORIZING THE GENERAL MANAGER OF BURBANK WATER AND POWER, AS DESIGNEE OF THE CITY MANAGER, TO UNDERTAKE SHORT-TERM SALES AND PURCHASES OF UP TO FIVE YEARS IN DURATION FOR PRODUCTS AND SERVICES NECESSARY FOR OPERATION OF THE CITY'S ELECTRIC UTILITY

THE COUNCIL OF THE CITY OF BURBANK FINDS:

A. By Resolution No. 21-29,285 dated December 14, 2021, Resolution No.16-28,901 dated December 6, 2016, Resolution No. 28,444 dated November 22, 2011, Resolution No. 27,323 dated September 26, 2006, Resolution No. 26,097 dated September 18, 2001, Resolution No. 25,599 dated August 31, 1999, Resolution No. 25,142 dated August 28, 1997, Resolution No. 24,554 dated August 15, 1995, Resolution No. 24,017, dated August 21, 1993, Resolution No. 23,070, dated September 4, 1990, and, Resolution No. 21,416 dated September 24, 1985, the General Manager of the Burbank and Water Power Department (formerly the Public Service Department) was authorized to obtain and sell electricity, fuels, and related products and services necessary for the operation and maintenance of the City's electric utility by negotiated purchase or other means.

B. Such products and services are bought, sold and traded in competitive markets that make it impractical and infeasible to procure them through the City's normal procurement procedures, and due to the nature of these markets there is a need to act expeditiously in completing such transactions in order to ensure the continued reliable and economical operation of the City's electric utility. For these reasons, it is in the best interests of the City to authorize and enable the General Manager of Burbank Water and Power to execute such transactions without competitive bidding.

THE COUNCIL OF THE CITY OF BURBANK RESOLVES:

1. Effective immediately and through and including December 31, 2031, the General Manager of Burbank Water and Power or his or her designee, as designee of the City Manager, is authorized to negotiate and enter into agreements for short-term sales, purchases and trades of up to five years in duration of the following types of products and services: electric power; ancillary electric services; electric transmission; natural gas, natural gas transportation; natural gas storage; other generating plant fuels; emissions credits; carbon credits, environmental credits, renewable energy credits and similar environmental attributes associated with renewable energy; financial instruments like swaps, options, futures and similar contracts for physical and financial hedges consistent with the Burbank Water and Power Risk Management Policy as approved or as hereafter may be amended by the Burbank Water and Power Board, and other similar or new products and services that may become available.

2. The authorization granted by this Resolution includes authority to negotiate and enter into forward contracts for such products and services, provided the commencement date for performance of any forward contract shall not be more than five years from the date the contract is made, and in no event shall the duration of any such forward contract extend beyond December 31, 2031. Such authorization also includes authority to pay for such products and services and any associated costs such as royalties, scheduling or coordination fees, access or uplift charges, transmission losses or similar losses of a physical product, taxes, and other relevant transaction charges as may be necessary and applicable.

3. All agreements entered into pursuant to this Resolution shall be deemed to be for expenses of Burbank Water and Power payable solely from electric revenue funds and may contain provisions for binding or non-binding arbitration, choice of law other than California law, waiver of trial by jury, and venue outside the County of Los Angeles or the State of California.

PASSED and ADOPTED this ___ day of November 2026.

_____
Tamala Takahashi
Mayor

Approved as to Form:
Office of the City Attorney

Attest:

_____
Kimberley Clark, City Clerk

By: _____
Christopher Chwang
Senior Assistant City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF BURBANK)

I, Kimberley Clark, City Clerk, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Council of the City of Burbank at its regular meeting held on the ___ day of November 2026 by the following vote.

AYES:

NOES:

ABSENT:

_____
Kimberley Clark, City Clerk

STAFF REPORT

COMMUNITY DEVELOPMENT

DATE: November 17, 2026

TO: Justin Hess, City Manager

FROM: Patrick Prescott, Community Development Director
VIA: Fred Ramirez, Asst. Community Development Director, Planning
Scott Plambaeck, Planning Manager
BY: Daniel Villa, Principal Planner
Vanessa Quiroz, Senior Planner

SUBJECT: Adoption of a Resolution Certifying the Final Environmental Impact Report and Adopting the Mitigation Monitoring and Reporting Program, Statement of Overriding Considerations, and Findings of Fact Pursuant to the California Environmental Quality Act for the 2500 North Hollywood Way Dual-Brand Hotel Project (Project No. 16-0003953); and Introduction of an Ordinance Approving a Planned Development, Development Agreement, and Development Review for the Project

RECOMMENDATION

1. Adopt A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK CERTIFYING A FINAL ENVIRONMENTAL IMPACT REPORT (FEIR) FOR THE 2500 NORTH HOLLYWOOD WAY DUAL-BRAND HOTEL PROJECT, ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, FINDINGS OF FACT, AND THE MITIGATION MONITORING AND REPORTING PROGRAM PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) (Attachment 1); and
2. Introduce AN ORDINANCE OF THE COUNCIL OF THE CITY OF BURBANK APPROVING PLANNED DEVELOPMENT NO. 26-1, A DEVELOPMENT AGREEMENT, AND A DEVELOPMENT REVIEW FOR THE 2500 NORTH HOLLYWOOD WAY DUAL-BRAND HOTEL PROJECT (Attachment 2).

BACKGROUND

AWH Burbank Hotel II, LLC (Applicant) proposes to construct a seven-story, approximately 83- to 84-foot tall, 420-room Aloft/Residence Inn hotel and detached four-

story parking garage at 2500 North Hollywood Way (Project). The Project would redevelop a portion of the approximately 11.76-acre property while retaining the existing 488-room Marriott Hotel and convention center. The Applicant requests approval of a Planned Development, ten-year Development Agreement, and Development Review. The Project would provide additional visitor-serving accommodations, employment opportunities, and transportation, infrastructure, and community benefits.

Project Site, Existing On-site Development and Surrounding Context

The Project Site is located at 2500 North Hollywood Way (Attachment 3), in the northwestern portion of Burbank. The approximately 11.76-acre property is generally bounded by Thornton Avenue to the north, Hollywood Way to the west, Avon Street to the south, and the Media Studios North campus to the east. The site is designated Regional Commercial by the *Burbank2035 General Plan* and is currently zoned Planned Development (PD 89-1).

The property is currently developed with a nine-story, 488-room Marriott Hotel, an approximately 39,000-square-foot convention center, surface parking, and related improvements. The Project would retain the existing hotel and convention center while redeveloping a portion of the surface parking area with a new hotel, parking garage, and associated improvements.

Surrounding uses include airport-related parking to the north, media and office uses to the east and south, commercial, office, and restaurant uses to the west, and the Hollywood Burbank Airport. The Regional Intermodal Transportation Center (RITC) and other transportation facilities are also located nearby.

Proposed Development and Operational Characteristics

The proposed dual-brand hotel would provide 203 Aloft rooms and 217 Residence Inn rooms. Guestrooms would be located on floors two through seven. The ground floor would include separate entrances for the two hotel brands, a porte-cochere and drop-off area accessed from Thornton Avenue, a central courtyard with an approximately 880-square-foot pool and deck, conference and meeting spaces, dining and social areas, a bar, and approximately 2,060 square feet of leasable tenant spaces with an associated patio. Guest laundry and fitness facilities would be located on the sixth floor.

A separate four-story parking garage would provide up to 766 valet-only parking spaces. Together with surface parking, the Project would provide 1,051 parking spaces on the Project Site. The garage would include controlled access to prevent self-parking, rooftop solar panels and associated equipment, and battery energy storage systems to store energy generated by the solar panels. The Project would also repave portions of the existing convention center drop-off and surface parking areas and install new landscaping throughout the site.

The existing Marriott Hotel and convention center would remain in operation. Larger events currently occur on the property approximately four times per year in the southeastern parking area east of the convention center. The Project materials (Attachments 4 and 5), and Parking Utilization and Demand Study prepared for the Project (Attachment 6), provide that sufficient parking for these events would be managed through a parking management plan and, when needed, off-site parking arrangements.



Figure 1: View of the proposed development from Thornton Avenue.

Requested Land Use Approvals

The Applicant is requesting the following land use approvals for the Project:

- **Planned Development:** Site-specific zoning and development standards for the Project Site, replacing the existing PD 89-1 zoning (Attachment 7).
- **Development Agreement:** A ten-year agreement with vested development rights, Project obligations, community benefits, and Conditions of Approval.
- **Development Review:** Approves the Project's site plan, building design, circulation, parking, landscaping, and related improvements.

Development Agreement

The proposed ten-year Development Agreement establishes the Project's development regulations, approved plans, Conditions of Approval, and vested development rights, subject to compliance with the Agreement's obligations. It also establishes procedures for annual review, amendments, assignment, and enforcement.

The Development Agreement and Conditions of Approval include the following community benefits and obligations to be provided by the Applicant:

- **Public Safety:** $30,000 to the Fire Department and $30,000 to the Police Department ($60,000 total) toward future equipment replacement.
- **Public Transit:** $80,000 toward BurbankBus service and $20,000 toward Metrolink station maintenance.
- **Neighborhood Protection Plan:** $250,000 toward neighborhood protection and traffic-calming improvements.
- **Public Improvements and Transportation:** Long-term maintenance of specified public right-of-way improvements, enhanced pedestrian and bicycle facilities, a lighted paseo connecting Thornton Avenue and Avon Street, shuttle service, employee transit subsidies, and transportation demand management measures.
- **Sustainability:** An all-electric hotel, on-site photovoltaic generation with battery storage, water-efficient landscaping, waste-diversion measures, and energy-efficiency requirements.

These obligations are incorporated into the Development Agreement and are included in the Project Conditions of Approval, making them enforceable requirements of the Project.

DISCUSSION

The following section summarizes the Project's consistency with applicable City regulations and required findings for approval.

General Plan Consistency and Zoning Compliance

The Project Site has a General Plan land use designation of Regional Commercial and is currently zoned Planned Development (PD 89-1). The proposed Planned Development (PD 26-1) would establish site-specific zoning regulations for the property. The Project is consistent with applicable General Plan policies supporting economic development, sustainable infill development, transportation, and high-quality site design. It also complies with the proposed development standards, including building height, floor area ratio (FAR), setbacks, and parking requirements.

A Parking Utilization and Demand Study evaluated parking needs associated with the existing and proposed hotels and convention center. Based on this analysis, the proposed regulations require 1,021 on-site parking spaces, while the Project would provide 1,051 spaces. Staff finds that the Project is consistent with the Burbank2035 General Plan and applicable zoning regulations, as further detailed in Attachment 8 and the proposed Planned Development regulations.

Required Findings for Project Approval

City Council approval of the Project entitlements is subject to the findings in BMC Sections 10-1-19127, 10-1-19110, and 10-1-1912. These findings address General Plan consistency, site design, compatibility with surrounding uses, circulation, parking, and compliance with applicable development standards.

Based on the Project plans, proposed Planned Development regulations, Development Agreement, and Conditions of Approval, staff finds that the Project meets all required findings and supporting analysis as detailed in Attachment 2.

Interdepartmental and Airport Land Use Compatibility Review

The Project was reviewed by the City's Interdepartmental Review Committee (IDRC), which evaluated the Project for compliance with applicable City requirements. The Project was determined to be consistent with applicable City requirements, subject to compliance with the Conditions of Approval, which address construction, circulation, parking, utilities, public safety, sustainability, and off-site improvements.

On August 12, 2026, Los Angeles County Airport Land Use Commission (ALUC) staff determined that the Project is consistent with the applicable Airport Land Use Compatibility Plan policies and would not create airport land use compatibility concerns (Attachment 9).

Planning Commission Recommendation

On October 12, 2026, the Planning Commission voted unanimously (5-0) to recommend that the City Council certify the Final Environmental Impact Report (FEIR), adopt the required CEQA Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program (MMRP), and approve the Project's requested land use entitlements, including the Planned Development, Development Agreement, and Development Review, subject to the following amendments: (1) revisions to Conditions of Approval Nos. 16 and 24(c); and (2) editorial revisions as deemed necessary by the City Attorney's Office (CAO). Attachment 10 includes the Planning Commission's Resolution, staff report and minutes of the hearing.

Updates to Conditions of Approval and Final Environmental Impact Report

Following the October 12, 2026, Planning Commission hearing, revisions were made to the Project's Conditions of Approval and FEIR.

The Conditions of Approval were revised to address the Planning Commission's recommended amendments and additional refinements to Project requirements. A redlined version of the updated Conditions of Approval identifying these revisions is provided in Attachment 11.

Subsequent clarifications to the Draft Environmental Impact Report (DEIR) are documented in the errata[1] section of an updated FEIR, which was made available for public review on November 5, 2026, in accordance with CEQA. The CEQA Findings of Fact and Statement of Overriding Considerations were also updated to reflect these clarifications and are included in Attachment 1. The updated FEIR, including the errata, is provided as Attachment 12.

COMMUNITY OUTREACH

The City has provided several opportunities for public participation throughout the review of the Project. As part of the development review process, staff hosted a community meeting on November 20, 2019, pursuant to BMC § 10-1-1909.1 to provide information about the proposed Project, discuss its design and development features, and provide community members an opportunity to ask questions and provide feedback. As part of the environmental review process, the City also held a public meeting on January 13, 2025, to receive comments on the DEIR. Most recently, the Planning Commission conducted a public hearing on October 12, 2026, and voted 5-0 to recommend City Council approval of the Project.

The November 17, 2026, City Council public hearing has been noticed in accordance with State law and BMC § 10-1-19127(G), including mailed notices to property owners and occupants within 1,000 feet of the Project Site, publication in the Burbank Leader, an on-site public notice sign, and updates to the City's Project webpage. As of the preparation of this report, staff has not received public comments regarding the City Council hearing.

ENVIRONMENTAL REVIEW

An Environmental Impact Report (EIR) was prepared for the Project in accordance with CEQA. The DEIR (Attachment 13) was circulated for public review from December 16, 2024, through January 29, 2025, during which nine comment letters were received. The FEIR, originally released on October 1, 2026, includes responses to comments and the MMRP. Subsequent clarifications to the DEIR are documented in the errata section of an updated FEIR, which was made available for public review on November 5, 2026, in accordance with CEQA. The updated FEIR, including the errata, is provided as Attachment 12.

The EIR evaluates the Project's potential environmental impacts and identifies mitigation measures to reduce significant effects. However, impacts related to greenhouse gas emissions, construction noise, and utilities and service systems would remain significant and unavoidable despite mitigation. These impacts are primarily associated with

[1] Errata refers to corrections, clarifications, or other non-substantive revisions to a previously published document. In this case, the errata identifies updates to the DEIR that are incorporated into the FEIR.

operational emissions, construction activities, and noise generated by on-site and off-site utility improvements.

Before approving the Project, the City Council must certify the FEIR and adopt the required CEQA Findings of Fact, MMRP, and Statement of Overriding Considerations pursuant to State CEQA Guidelines Sections 15091 and 15093. Staff finds the Project's economic, employment, transportation, infrastructure, and community benefits support a determination that these benefits outweigh the significant and unavoidable environmental impacts. The proposed findings, MMRP, and Statement of Overriding Considerations are provided in Attachment 1.

FISCAL IMPACT

There is no fiscal impact to the City associated with the approval of the Project. The Applicant would be responsible for all Project-related improvements, applicable permit and cost-recovery fees, Development Impact Fees (DIFs), and required financial contributions in accordance with the Conditions of Approval and Development Agreement.

The Project is anticipated to generate ongoing fiscal and economic benefits, including an estimated $2 million to $2.5 million annually in Transient Occupancy Tax (TOT) revenue, along with additional property tax, sales tax, employment opportunities, and visitor spending. Additionally, the Development Agreement includes community benefits and public improvements with an estimated value of approximately $1,112,000. Collectively, these contributions, improvements, and anticipated tax revenues would support the City's infrastructure, municipal services, and local economy.

CONCLUSION

Staff’s review indicates that the Project is consistent with the Burbank2035 General Plan and applicable City regulations, and that the required findings for approval can be made. The Project would provide 420 additional hotel rooms while retaining the existing Marriott Hotel and convention center, support economic development and employment opportunities, and provide transportation, infrastructure, and community benefits. On October 12, 2026, the Planning Commission voted unanimously (5-0) to recommend City Council approval of the Project.

Accordingly, staff recommends that the City Council certify the FEIR, adopt the required CEQA Findings of Fact, Statement of Overriding Considerations, and MMRP, and introduce the ordinance approving the Planned Development, Development Agreement, and Development Review, as outlined in the Recommendation section of this report.

ATTACHMENTS

Attachment 1 – Draft Resolution
Attachment 2 – Draft Ordinance
Attachment 3 – Zoning and Fair Political Practices Act Compliance Map and Aerial Photograph
Attachment 4 – Project Application
Attachment 5 – Project Plans
Attachment 6 – Parking Utilization and Demand Analysis
Attachment 7 – Existing and Proposed Zoning Designation of Property
Attachment 8 – Burbank2035 General Plan Consistency Analysis
Attachment 9 – Los Angeles County Airport Land Use Plan Consistency Determination
Attachment 10 – Planning Commission Resolution, Staff's Report, and Minutes from the October 12, 2026, Planning Commission Meeting
Attachment 11 – Updates to Conditions of Approval
Attachment 12 – Final Environmental Impact Report
Attachment 13 – Draft Environmental Impact Report
Correspondences

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK CERTIFYING A FINAL ENVIRONMENTAL IMPACT REPORT (FEIR) FOR THE 2500 NORTH HOLLYWOOD WAY DUAL-BRAND HOTEL PROJECT, ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, FINDINGS OF FACT, AND THE MITIGATION MONITORING AND REPORTING PROGRAM PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

(PROJECT NO. 16-0003953, PLANNED DEVELOPMENT, DEVELOPMENT AGREEMENT, AND DEVELOPMENT REVIEW)

THE COUNCIL OF THE CITY OF BURBANK FINDS:

A. AWH Burbank Hotel II, LLC ("Applicant") submitted applications for a Planned Development rezone, Development Agreement, and Development Review for Project No. 16-0003953, located on an approximately 11.76-acre site at 2500 North Hollywood Way that is currently zoned Planned Development No. 89-1 (PD 89-1) and designated Regional Commercial by the Burbank2035 General Plan (the "Project"). The entitlement application includes the following:

(1) **Planned Development**. The Applicant requests approval of a Planned Development to rezone the approximately 11.76-acre Project Site from Planned Development No. 89-1 (PD 89-1) to Planned Development No. 26-1 (PD 26-1). Pursuant to BMC Sections 10-1-19118 through 10-1-19134, the Planned Development would establish site-specific land uses, development standards, and regulations governing the existing Marriott Hotel and convention center, the proposed 420-room dual-brand Aloft and Residence Inn hotel, detached parking garage, and related site improvements.

(2) **Development Agreement**. The Applicant requests approval of a ten-year Development Agreement between the City and Applicant pursuant to BMC Sections 10-1-1997 et seq., attached hereto as Exhibit A and incorporated herein by this reference. The Development Agreement establishes the applicable development regulations, vesting provisions, Project obligations, Conditions of Approval, and public and community benefits governing implementation of the Project during the term of the Agreement.

(3) **Development Review**. The Applicant requests approval of a Development Review pursuant to BMC Sections 10-1-1909 through 10-1-1912 for the proposed 420-room dual-brand hotel, detached four-story parking garage, and associated site and public improvements. The Development Review is required to review the Project's site plan, building design, circulation, parking, landscaping, and related improvements for consistency with the applicable provisions of the BMC, including the

development standards established by PD 26-1.

B. City staff determined that the 2500 North Hollywood Way Dual-Brand Hotel Project, Project No. 16-0003953 ("Project"), is a project requiring review pursuant to the California Environmental Quality Act ("CEQA") (Public Resources Code §§ 21000 *et seq.*) and the CEQA Guidelines (14 California Code of Regulations §§ 15000 *et seq.*), and an Environmental Impact Report ("EIR") was prepared to evaluate the potential significant environmental effects of the Project.

C. The City has evaluated potential environmental effects of the Project through the preparation and circulation of an EIR and consideration of all comments and responses as noted in Attachments 12 and 13 to the November 17, 2026, Staff Report to the City Council, and incorporated herein by reference.

D. Pursuant to CEQA Guidelines Section 15082, the City circulated a Notice of Preparation ("NOP") on November 1, 2019, notifying public agencies and other interested parties that an EIR would be prepared for the Project. The City held a joint Community Meeting and EIR Scoping Meeting on November 20, 2019, to receive public input regarding the scope and content of the EIR. Following subsequent modifications to the Project, the City circulated a Recirculated NOP on March 6, 2024, which superseded the original NOP and provided an updated Project description. The City held a joint Informational Meeting and EIR Public Scoping Meeting on March 20, 2024, during the Recirculated NOP public comment period to provide information regarding the updated Project and receive additional input regarding the scope and content of the Draft EIR.

E. The City released a Notice of Availability ("NOA") for the Project Draft EIR on December 16, 2024, commencing a 45-day public review and comment period that ended on January 29, 2025.

F. The Planning Commission held a duly noticed public meeting to receive public input on the Draft EIR within the 45-day public review period on January 13, 2025.

G. A Final EIR consisting of the Project Draft EIR dated October 2026; written comments received during the Draft EIR public review periods; written responses to those comments; a Mitigation Monitoring and Reporting Program ("MMRP"); and appendices, (collectively, the "Final EIR"), has been prepared for the Project. The Final EIR was posted on the City's website on or about October 1, 2026, at least ten (10) days prior to the City Council's consideration of the Final EIR and the Project in accordance with CEQA and the CEQA Guidelines.

H. On October 12, 2026, the Commission held a duly noticed public hearing on the Project. The Commission considered all evidence presented, both written and oral, and at such hearing adopted Resolution No. 3493 recommending that the City Council of the City of Burbank ("Council") approve the Project, including but not limited to certification of the Final EIR and adoption of the proposed Statement of Overriding Considerations and Findings of Fact as presented in Exhibit B to this Resolution.

I. On November 17, 2026, the City Council at its regular meeting, held a public hearing on the Project, to consider certification of the Final EIR and approval of the Project as required by the State law.

J. Said hearing was properly noticed in accordance with the provisions of the Burbank Municipal Code, which establishes procedures that meet or exceed the public noticing requirements for adoption of such updates as set forth in Government Code Sections 65090, 65355, and 65453.

K. The City Council concurred with the City staff's assessment that the Project requires an EIR to assess the impacts of the Project pursuant to Section 15081 of the CEQA Guidelines.

L. The City Council considered the report and recommendations of the City Planner, the action and recommendations of the Planning Commission, the Final EIR, the MMRP and the Statement of Overriding Considerations with Findings of Fact, as well as the evidence presented at such hearing.

M. The City Council, in certifying the Final EIR for this Project, of which these findings are a part, does so through the exercise of its independent judgment and review after finding substantial evidence, considering the record as a whole, to support the certification of the Final EIR.

N. The City Council, has made its decision to certify the Final EIR in consideration of the entire administrative record for the Project, including all written and oral testimony, correspondence, reports, comments, responses to comments, analyses, staff reports, and other evidence presented to the City at or prior to the close of the noticed public hearing, including letters, reports, comments, analyses, etc. that the Planning Commission, after review and comment by its staff, critically reviewed, corrected, and augmented where necessary, as set forth in the record and procedural findings on this Project.

THE COUNCIL OF THE CITY OF BURBANK RESOLVES:

SECTION 1: FINDINGS. The City Council incorporates the findings set forth above as if restated herein in their entirety.

SECTION 2: CITY COUNCIL INDEPENDENT JUDGMENT AND REVIEW. The City Council further certifies that the Final EIR was presented to the Council, which reviewed and considered the information contained in the Final EIR prior to deciding whether to approve the proposed Project. The Final EIR has been thoroughly reviewed and analyzed by the City's Staff and the City Council, which is the final decision-making body on the Project. The Project-related documents circulated for public review reflect the City Council's own independent judgment and the Final EIR as certified by this Resolution also reflects the independent judgment of the City Council.

SECTION 3: CEQA – CERTIFICATION OF FINAL ENVIRONMENTAL IMPACT REPORT. Based on the findings set forth above and on the entire administrative record for the Project, the City Council hereby certifies that: (1) the Final EIR as presented to the City Council and set forth in Attachment 12 to the Staff Report has been completed in compliance with CEQA and the State CEQA Guidelines; (2) the Final EIR was presented to the City Council, and the City Council reviewed and considered the information contained in the Final EIR prior to approving the Project; and (3) the Final EIR reflects the City Council's independent judgment and analysis.

SECTION 4: CEQA FINDINGS. The City Council hereby makes and adopts the findings required by California Public Resources Code Section 21081 and CEQA Guidelines Section 15091 that are set forth in Section II of that document entitled "CEQA Findings of Fact and Statement of Overriding Considerations" attached hereto as Exhibit A and incorporated herein by this reference and that the findings are supported by substantial evidence in the administrative record.

SECTION 5: MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) ADOPTED. The City Council hereby adopts the MMRP set forth in the Final EIR and attached hereto as Exhibit B and incorporated herein by this reference. The City Council finds that the MMRP has been prepared in accordance with CEQA and the CEQA Guidelines and directs the Community Development Director or his/her designee to oversee the implementation of the MMRP.

SECTION 6: STATEMENT OF OVERRIDING CONSIDERATIONS. The City Council hereby adopts the Statement of Overriding Considerations ("SOC") attached hereto as Exhibit A and incorporated herein by this reference, and makes the findings stated therein in accordance with applicable law. The City Council finds that the SOC and Findings of Fact are supported by substantial evidence and have been prepared in accordance with CEQA and the CEQA Guidelines. As more fully stated in the SOC, the City Council finds that the specific economic, employment, transportation, infrastructure, sustainability, and other benefits of the proposed Project identified in the SOC outweigh the Project's significant and unavoidable environmental effects and therefore finds those effects acceptable pursuant to Public Resources Code section 21081(b) and CEQA Guidelines section 15093(a).

SECTION 7: FILING OF NOTICE OF DETERMINATION. The City Council hereby directs the Community Development Director or their designee to file a Notice of Determination within five (5) working days after approval of the Project with the Los Angeles County Clerk and electronically with the Governor's Office of Land Use and Climate Innovation, as required by CEQA and the CEQA Guidelines.

SECTION 8: RECIRCULATION NOT REQUIRED. The City Council finds, based upon the entire administrative record, that the comments received on the Draft EIR, the responses to those comments, and other information added to the record after circulation of the Draft EIR, do not constitute significant new information requiring further recirculation pursuant to CEQA Guidelines section 15088.5. No new significant

environmental impact has been identified, no substantial increase in the severity of a previously identified significant environmental impact has been identified, and no feasible project alternative or mitigation measure considerably different from those previously analyzed has been identified that the City has declined to adopt.

SECTION 9: AVAILABILITY OF PROJECT APPROVALS AND ENVIRONMENTAL IMPACT REPORT. The Community Development Director or their designee shall make the Project-related documents that constitute the record of the proceedings upon which its decision is based available at City Hall, 275 E. Olive Avenue and the Community Services Building, 150 N. Third Street in the City of Burbank, California, and in other locations the Director deems appropriate to facilitate public access to these documents.

PASSED AND ADOPTED this ____ day of _____, 2026

_____
Tamala Takahashi
Mayor

Approved as to Form:
Office of the City Attorney

Attest:

_____
Kimberley Clark, City Clerk

By: _____
Kane Thuyen
Senior Assistant City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF BURBANK)

I, Kimberley Clark, City Clerk of the City of Burbank, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Council of the City of Burbank at its regular meeting held on this ___ of _____, 2026 by the following vote:

AYES:

NOES:

ABSENT:

_____
Kimberley Clark, City Clerk

EXHIBIT A

CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE 2500 NORTH HOLLYWOOD WAY DUAL-BRAND HOTEL PROJECT

State Clearinghouse No. No. 201911003

CEQA FINDINGS OF FACT

The California Environmental Quality Act (Public Resources Code (PRC) Section 21000 et seq.) (CEQA) requires that public agencies shall not approve or carry out a project for which an environmental impact report (EIR) has been certified that identifies one or more significant adverse environmental effects of a project unless the public agency makes one or more written Findings for each of those significant effects, accompanied by a brief explanation of the rationale for each Finding (State CEQA Guidelines [California Code of Regulations (CCR), Title 14, Sections 15000 et seq.] Section 15091). This document presents the CEQA Findings of Fact made by the City of Burbank, in its capacity as the CEQA lead agency, regarding the 2500 N. Hollywood Way – Dual Brand Hotel Project (Project), evaluated in the Draft Environmental Impact Report ("Draft EIR") and Final Environmental Impact Report ("Final EIR") for the Project.

SECTION I.
INTRODUCTION

PRC Section 21002 states that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available, which would substantially lessen the significant environmental effects of such projects[.]" PRC Section 21002 further states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects."

Pursuant to PRC Section 21081, a public agency may only approve or carry out a project for which an EIR has been completed that identifies any significant environmental effects if the agency makes one or more of the following written finding(s) for each of those significant effects accompanied by a brief explanation of the rationale for each finding:

1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

As indicated above, PRC Section 21002 requires an agency to "avoid or substantially lessen" significant adverse environmental impacts. Thus, mitigation measures that "substantially lessen" significant environmental impacts, even if not completely avoided, satisfy PRC Section 21002's mandate. (*Laurel Hills Homeowners Assn. v. City Council* (1978) 83 Cal.App.3d 515, 521 ["CEQA does not mandate the choice

of the environmentally best feasible project if through the imposition of feasible mitigation measures alone the appropriate public agency has reduced environmental damage from a project to an acceptable level"]; *Las Virgenes Homeowners Fed., Inc. v. County of Los Angeles* (1986) 177 Cal. App. 3d 300, 309 ["[t]here is no requirement that adverse impacts of a project be avoided completely or reduced to a level of insignificance . . . if such would render the project unfeasible"].)

While CEQA requires that lead agencies adopt feasible mitigation measures or alternatives to substantially lessen or avoid significant environmental impacts, an agency need not adopt infeasible mitigation measures or alternatives. (PRC Section 21002.1(c) [if "economic, social, or other conditions make it infeasible to mitigate one or more significant effects on the environment of a project, the project may nonetheless be carried out or approved at the discretion of a public agency"]; see also State CEQA Guidelines, § 15126.6(a) [an "EIR is not required to consider alternatives which are infeasible"].) CEQA defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." (PRC Section 21061.1.) The State CEQA Guidelines add "legal" considerations as another indicia of feasibility. (State CEQA Guidelines, § 15364.) Project objectives also inform the determination of "feasibility." (*Jones v. U.C. Regents* (2010) 183 Cal. App. 4th 818, 828-829.) "'[F]easibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.) "Broader considerations of policy thus come into play when the decision making body is considering actual feasibility[.]" (*Cal. Native Plant Soc'y v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1000 ("*Native Plant*"); see also PRC Section 21081(a)(3) ["economic, legal, social, technological, or other considerations" may justify rejecting mitigation and alternatives as infeasible] (emphasis added).)

Environmental impacts that are less than significant do not require the imposition of mitigation measures. (*Leonoff v. Monterey County Board of Supervisors* (1990) 222 Cal.App.3d 1337, 1347.)

The California Supreme Court has stated, "[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 576.) In addition, perfection in a project or a project's environmental alternatives is not required; rather, the requirement is that sufficient information be produced "to permit a reasonable choice of alternatives so far as environmental aspects are concerned." Outside agencies (including courts) are not to "impose unreasonable extremes or to interject [themselves] within the area of discretion as to the choice of the action to be taken." (*Residents Ad Hoc Stadium Com. v. Board of Trustees* (1979) 89 Cal.App.3d 274, 287.)

SECTION II.
FINDINGS ON IMPACTS DETERMINED TO BE LESS THAN SIGNIFICANT OR NO IMPACT

Consistent with *CEQA Guidelines* Sections 15162.2 and 15128, the EIR focused its analysis on potentially significant impacts and limited discussion of other impacts for which it can be seen with certainty there is no potential for significant adverse environmental effects. *CEQA Guidelines* Section 15091 does not require specific findings to address environmental effects that an EIR identifies as "no impact" or as a "less than significant impact."

A. AESTHETICS AND SCENIC RESOURCES

The Project would not have a substantial adverse effect on a scenic vista.

The Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

The Project site is in an urbanized area and would not conflict with applicable zoning and other regulations governing scenic quality.

The Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

B. AGRICULTURE AND FORESTRY RESOURCES

The Project would not 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.

The Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.

The Project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).

The Project would not result in the loss of forest land or conversion of forest land to non-forest use.

The Project would not 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.

C. AIR QUALITY

The Project would not conflict with or obstruct implementation of the applicable air quality plan.

The Project would not 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.

The Project would not expose sensitive receptors to substantial pollutant concentrations.

The Project would not result in other emissions such as those leading to odors adversely affecting a substantial number of people.

The Project, combined with other related projects, would not conflict with or obstruct implementation of the applicable air quality plan.

The Project, combined with other related projects, would not result in cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under the applicable federal or state ambient air quality standard.

The Project, combined with other related projects, would not result in other emissions such as those leading to odors adversely affecting a substantial number of people.

D. BIOLOGICAL RESOURCES

The Project would not have a substantial adverse effect, either directly or through habitat modifications, or 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 Wildlife or U.S. Fish and Wildlife Services.

The Project would not 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 Wildlife or U.S. Fish and Wildlife Service.

The Project would not 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.

The Project would not 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.

The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

E. CULTURAL RESOURCES

The Project would not cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.

The Project, combined with other related projects, would not cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.

The Project, combined with other related project, would not cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5.

The Project, combined with other related projects, would not disturb any human remains, including those interred outside dedicated cemeteries.

F. ENERGY

The Project would not result in potentially significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

The Project would not conflict with or obstruct a state of local plan for renewable energy or energy efficiency.

The Project, combined with other related projects, would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

The Project, combined with other related projects, would not conflict with or obstruct a state of local plan for renewable energy or energy efficiency.

G. GEOLOGY AND SOILS

The Project would not 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.

The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.

The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

The Project would not result in substantial soil erosion or the loss of topsoil.

The Project would not 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 and/or 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.

The Project would not 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.

The Project, combined with other related projects, would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

The Project, combined with other related projects, would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.

The Project, combined with other related projects, would not result in substantial soil erosion or the loss of topsoil.

The Project, combined with other related projects, would not 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 and/or 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.

The Project, combined with other related projects, would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

H. HAZARDS AND HAZARDOUS MATERIALS

The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

The Project would not result in a safety hazard for people residing or working in the project area due to the site's location 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.

The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

The Project, combined with other related projects, would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

The Project, combined with other related projects, would not 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.

The Project, combined with other related projects, would not result in a safety hazard for people residing or working in the project area due to the site's location 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.

The Project, combined with other related projects, would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

I. HYDROLOGY AND WATER QUALITY

The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

The Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; 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; or impede or redirect flood flows.

The Project site is not located within a flood hazard, tsunami, or seiche zones and would not risk release of pollutants due to project inundation.

The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

The Project, combined with other related projects, would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

The Project, combined with other related projects, would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; 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; or impede or redirect flood flows.

The Project, combined with other related projects, would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

J. LAND USE AND PLANNING

The Project would not physically divide an established community.

The Project would not 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.

The Project, combined with other related projects, would not 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.

K. MINERAL RESOURCES

The Project would not 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.

The project would not 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.

L. NOISE

The Project would not expose people residing or working in the Project area to excessive noise levels due to the Project's location 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.

The Project, combined with other related projects, would not expose people residing or working in the Project area to excessive noise levels due to the Project's location 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.

M. POPULATION AND HOUSING

The Project would not 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 road or other infrastructure.

The Project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; and displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

N. PUBLIC SERVICES

The Project would not 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 fire protection.

The Project would not 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 police protection.

The Project would not 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 schools.

The Project would not 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 parks.

The Project would not 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 other public facilities.

The Project, combined with other related projects, would not 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 fire protection.

The Project, combined with other related projects, would not 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 police protection.

O. RECREATION

The Project would not 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.

The Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

P. TRANSPORTATION

The Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

The Project would not conflict or be inconsistent with CEQA Guidelines sections 15064.3, subdivision (b).

The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

The Project would not result in inadequate emergency access.

The Project, combined with other related projects, would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

The Project, combined with other related projects, would not conflict or be inconsistent with CEQA Guidelines sections 15064.3, subdivision (b).

The Project, combined with other related projects, would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Q. TRIBAL CULTURAL RESOURCES

The Project, combined with other related projects, would not cause a substantial adverse change int the significance of a tribal cultural resources, 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 America tribe, and that is: (i) 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 (ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code section 5024.1.

R. UTILITIES AND SERVICE SYSTEMS

The Project would not 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.

The Project would comply with federal, state, and local statutes and regulations related to solid waste.

The Project, combined with other related projects, would not 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.

The Project, combined with other related projects, would comply with federal, state, and local statutes and regulations related to solid waste.

S. WILDFIRE

The Project site is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones, and would not substantially impair an adopted emergency response plan or emergency evacuation plan.

The Project site is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones, and would not expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby.

The Project site is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones, and would not 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.

The Project site is not located in or near State responsibility areas or lands

classified as very high fire hazard severity zones, and would not 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.

SECTION III.
FINDINGS ON IMPACTS MITIGATED TO LESS THAN SIGNIFICANT

Finding. The City Council hereby finds that mitigation measures have been identified in the EIR and these findings that will avoid or substantially lessen the following potentially significant environmental impacts to a less than significant level. The potentially significant impacts and the mitigation measures that will reduce them to a less than significant level are as follows:

A. CULTURAL RESOURCES

1. Archaeological Resources

Threshold: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR. These changes are identified in the form of the mitigation measures below. The City of Burbank hereby finds that implementation of the mitigation measures is feasible, and the measures are, therefore, adopted.

Explanation: According to the Cultural Resources Assessment, there is a moderate potential of encountering historic period archaeological remains dating to the early-20th century within the Project site due the native and undisturbed soils that occur within the Project site and surrounding area. Thus, development within the Project site has the potential to encounter archaeological resources, resulting in a potentially significant impact.

Offsite pedestrian and bicycle improvements are not likely to involve ground disturbance at depths having the potential to encounter archaeological remains. Although the proposed sewer improvements from the intersection of Wyoming Avenue and North Ontario Street to the intersection of West Burbank Boulevard and North Frederick Street would involve the design and construction of 1,580 feet of sewer main infrastructure improvements that would require ground disturbance at greater depths, the offsite improvements would connect and extend services to the Project site within existing rights-of-way and would occur within an area that has previously experienced ground disturbance activities. However, due to the

proximity of the offsite improvement areas to the Project site, and the Cultural Resources Assessment's finding of moderate potential to encounter historic period archaeological remains within the Project site, there is also the potential for historic period archaeological remains to be encountered within the offsite improvement areas if construction activities extend into depths greater than artificial fill. This would result in a potentially significant impact.

To avoid and mitigate potential impacts associated with the potential discovery of archaeological resources during construction activities within the Project site and offsite improvement areas, Mitigation Measures CUL-1 and CUL-2 would require a monitor to be retained to conduct onsite monitoring during ground-disturbing activities within the Project site and the offsite sewer improvement area. If an archaeological or tribal cultural resource is inadvertently discovered during ground disturbing activities, an archaeologist, in coordination with a Native American Monitor, would be required to evaluate the find and implement protocols in accordance with the provisions of PRC Section 21083.2 and State CEQA Guidelines Sections 15064.5 and 15126.4. Compliance with Mitigation Measures CUL-1 and CUL-2 would reduce potential impacts to archaeological resources to a less than significant level.

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 monitor(s) shall meet the Secretary of the Interior's Professional Qualification Standards for archaeology, 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 and offsite sewer improvement area. A copy of the executed contract shall be submitted to the City of Burbank Community Development Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Archaeological Monitor shall complete monitoring logs daily, providing descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The onsite 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: If an archaeological or Native American resource is 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 and Native American Monitor(s) to determine if any discovered potential resource meets the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique resources (Public Resources Code 21083.2(g)). The City of Burbank Community Development Department shall be immediately notified. If the resource is determined to be potential a tribal cultural resource, the Applicant shall retain the services of a Native American Monitor to work in consultation with the Archaeological Monitor to delineate the resource. Work on areas outside of the buffered area may continue during the assessment period. The Applicant shall, in good faith, consult with the Tribe(s) on the disposition and treatment of any tribal cultural resource encountered during all ground disturbing activities. If the find is considered a "tribal cultural 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 Sections 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 resource is 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.

2. Human Remains

Threshold: Would the Project disturb any human remains, including those interred outside of formal cemeteries?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant

environmental effect as identified in the Final EIR. These changes are identified in the form of the mitigation measures below. The City of Burbank hereby finds that implementation of the mitigation measures is feasible, and the measures are, therefore, adopted.

Explanation: Although no conditions exist that suggest human remains are likely to be found within or adjacent to the Project site or offsite improvement areas, future development could result in the inadvertent discovery of human remains and potential impacts to these resources. Health and Safety Code Sections 7050.5 to 7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by Mitigation Measure CUL-3, and as required by State law, the requirements and procedures set forth in PRC Section 5097.98 would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission (NAHC) and consultation with the individual identified by the NAHC to be the "most likely descendant (MLD)." The MLD would make recommendations to landowners for the disposition of any Native American human remains and grave goods found. Recommendations would be made for the treatment and disposition of the remains. Thus, compliance with Health and Safety Code Sections 7050.5 to 7055, PRC Section 5097.98, and Mitigation Measure CUL-3 would ensure that, in the event human remains are discovered, the remains would be handled in accordance with applicable laws, and impacts would be less than significant.

Mitigation Measures:

CUL-3: In the event that human remains are discovered during onsite construction activities, the Archaeological Monitor 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 and Safety Code Section 7050.5. The City of Burbank Community Development Department shall also be immediately notified. 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 State CEQA Guidelines Section 15064.5(e).

B. GEOLOGY AND SOILS

1. Paleontological Resources

Threshold: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR. These changes are identified in the form of the mitigation measures below. The City of Burbank hereby finds that implementation of the mitigation measures is feasible, and the measures are, therefore, adopted.

Explanation: According to the Geotechnical Assessment, excavations on the order of five to 20 feet in depth would be required for the foundation elements and anticipated elevator pit enclosures for the proposed Hotel and Garage. Should fossil resources be present in the Project site's subsurface, ground-disturbing activities associated with excavations could directly or indirectly destroy a unique paleontological resource. This would be a potentially significant impact.

Offsite pedestrian and bicycle improvements and the offsite infrastructure improvements that would involve connecting to and extending services to the Project site within existing rights-of-way would not involve disturbance of soils at depths of high paleontological sensitivity (i.e., greater than 10 feet). Although the proposed sewer improvements from the intersection of Wyoming Avenue and North Ontario Street to the intersection of West Burbank Boulevard and North Frederick Street would involve replacement of an existing pipe that would require ground disturbance at greater depths, the offsite improvements would connect and extend services to the Project site within existing rights-of-way and would occur within an area having previously experienced ground disturbance activities. The potential to encounter fossil resources is considered unlikely due to this past disturbance. Thus, the potential for activities associated with the offsite improvements to directly or indirectly destroy a unique paleontological resource would be less than significant.

To avoid and mitigate potential impacts to unique paleontological resources during Project construction activities, Mitigation Measure GEO-1, requiring a qualified vertebrate paleontologist to develop a Worker Awareness and Environment Program (WEAP) Training for construction personnel, Mitigation Measure GEO-2 requiring the paleontologist to monitor ground-disturbing activities in previously undisturbed sediments that exceed 10 feet in depth, and Mitigation Measure GEO-3 detailing the appropriate steps in the event of fossil

discovery, would be required. Compliance with Mitigation Measures GEO-1, GEO-2, and GEO-3 would reduce potential impacts to paleontological resources to a less than significant level.

Mitigation Measures:

GEO-1: Prior to commencement of ground-disturbing activities a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall develop Worker Awareness and Environmental Program (WEAP) Training for construction personnel. This training shall be presented to construction personnel and include what fossil remains may be found within the Project area and policies and procedures that must be followed in case of a discovery. Verification of the WEAP Training shall be provided to the Burbank Community Development Department.

GEO-2: Paleontological resources monitoring by a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall be required during ground disturbances (including grading, trenching, foundation work, and other excavations) in previously undisturbed sediments that exceed 10 feet in depth. The duration and timing of the monitoring shall be determined by the qualified paleontologist and the location and extent of the proposed ground disturbance. If the qualified paleontologist determines that fulltime monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, the qualified paleontologist may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring shall not be required in artificial fill or for activities that do not reach 10 feet in depth.

GEO-3: In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. The qualified paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources:

- Salvage of Fossils. The qualified paleontologist (or paleontological monitor) shall recover significant fossils following standard field procedures for collecting paleontological resources, as described by the Society of Vertebrate Paleontology standards. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case

the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.

- Preparation and Curation of Recovered Fossils. Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the University of California Museum of Paleontology), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the qualified paleontologist.

C. GREENHOUSE GAS EMISSIONS

1. Emission Reduction Plans

Threshold: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR. These changes are identified in the form of the mitigation measures below. The City of Burbank hereby finds that implementation of the mitigation measures is feasible, and the measures are, therefore, adopted.

Explanation: Several plans and policies have been adopted to reduce GHG emissions in the Southern California region. The following discussion analyzes the Project's consistency with the Greenhouse Gas Reduction Plan (GGRP), 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and 2022 Scoping Plan. Some Statewide GHG emissions regulations, including SB 32 and Executive Order S-3-05, are not analyzed because these regulations are focused on Statewide GHG emissions reduction targets and are not applicable to individual development projects. In addition, the 2022 Scoping Plan includes all the actions that need to be taken to achieve the targets established in SB 32 and Executive Order S-3-05. Therefore, projects that are consistent with 2022 Scoping Plan could demonstrate consistency with SB 32 and Executive Order S-3-05 and contribution of their fair share of GHG emissions reductions. The GGRP was adopted to guide the City in reducing GHG emissions consistent with the targets set out by AB 32. Additionally, the GGRP fulfills the requirements of CEQA Guidelines Section 15183.5, and consistency with the GGRP allows

for the CEQA analysis to be streamlined by presuming that a project's GHG emissions would not be significant. As discussed above, the Project's GHG emissions would exceed the GGRP significance threshold of 3.12 metric tons of carbon dioxide (CO_2) equivalent ($MTCO_2e$) per service population, and impacts would remain significant even with the incorporation of Mitigation Measure GHG-1.

Burbank2035 Greenhouse Reduction Plan

The GGRP identifies GHG emissions 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. The proposed Project would be consistent with the City of Burbank's GGRP, and impacts would be less than significant in this regard.

2020-2045 RTP/SCS

The latest 2024-2050 RTP/SCS was adopted on April 4, 2024. However, the California Air Resources Board (CARB) concluded that the technical methodology the Southern California Association of Governments (SCAG) used to quantify the GHG emissions reductions for the 2024-2050 RTP/SCS does not operate accurately. SCAG resubmitted the SCS Submittal Package for CARB's review in June 2024. CARB will have 60 business days to evaluate it and make its determination. Review by CARB is limited to acceptance or rejection of SCAG's determination that its SCS would, if implemented, achieve the region's GHG emissions reduction target. If CARB rejects SCAG's determination of meeting the GHG emission target, SCAG will need to revise the SCS or adopt an alternative planning strategy demonstrating the ability to achieve the target. As such, until CARB makes the decision, the 2024-2050 RTP/SCS is not a fully adopted document and is potentially subject to further updates, especially from the GHG reduction perspective relative to the methods and assumptions of the calculation of Auto Operating Costs (AOC), induced travel, electric vehicle incentives, job center parking and parking deregulation, off-model strategy assumptions, and emissions factors. As CARB has not made the decision at the time of preparation of this document, the consistency analysis relies upon the 2020-2045 RTP/SCS. The Project is consistent with these five strategies found within the 2020-2045 RTP/SCS. The proposed Project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

2022 CARB Scoping Plan

The 2022 Scoping Plan identifies reduction measures necessary to achieve the goal of carbon neutrality by 2045 or earlier. Actions that

reduce GHG emissions are identified for each AB 32 inventory sector. The proposed Project is consistent with the applicable reduction actions/strategies in the 2022 CARB Scoping Plan.

Conclusion

The proposed Project is generally consistent with or would not conflict with strategies outlined in the GGRP, 2020-2045 RTP/SCS, and 2022 Scoping Plan. The proposed Project would exceed the GGRP Efficiency Threshold of 3.12 per service population. According to the GGRP, any projects that exceed this GHG efficiency threshold would result in a significant impact and would be required to mitigate the GHG emissions to a maximum extent feasible. The proposed Project would require the incorporation of Mitigation Measure GHG-1. Upon incorporation of Mitigation Measure GHG-1, the Project would mitigate the GHG emissions to the maximum extent feasible and, as such, would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions. As such, the impacts would be less than significant with the incorporation of Mitigation Measure GHG-1.

Mitigation Measures:

GHG-1 Prior to the issuance of building permits, the Project applicant shall provide documentation (e.g., building plans, site plans) to the City of Burbank Community Development Department to verify implementation of the design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements:

- The Project applicant shall prepare a Transportation Management Plan with the help of certified Traffic Engineer which includes voluntary and mandatory trip reduction measures such as discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation such as carpooling, taking transit, walking, and biking, implementing employee parking cash-outs, thereby reducing VMT and GHG emissions. The Transportation Management Plan shall grant all employees located within the Project site eligibility to participate. The Transportation Management Plan shall be reviewed and approved by the Transportation Planning Division.

- The Project applicant shall join the Burbank Transportation Management Organization (TMO), which helps provide services to employees that encourages the use of public transit, carpooling, vanpooling, walking, and biking.

- The Project applicant shall demonstrate to the Planning Division that new vehicles owned and operated by the Project operators that provide transport between the Hollywood Burbank Airport and the Project will be clean-fuel vehicles.

- No wood-burning or gas-powered fireplaces shall be installed in the proposed development.

- All major appliances provided/installed (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) shall be electric-powered EnergyStar-certified or of equivalent energy efficiency, where applicable.

D. HAZARDOUS AND HAZARDOUS MATERIALS

1. Accident or Upset

Threshold: Would the Project 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?

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

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR. These changes are identified in the form of the mitigation measures below. The City of Burbank hereby finds that implementation of the mitigation measures is feasible, and the measures are, therefore, adopted.

Explanation: *Construction*

Construction of the proposed Project would involve demolition/removal of surface parking, grading, and construction of new buildings. The existing Marriott Hotel would remain; modifications to the existing structures are not proposed as part of the Project. Potentially hazardous materials used during construction include substances, such as paints, sealants, lubricants, solvents, adhesives, cleaners, and diesel fuel. There is potential for these materials to spill or to create hazardous conditions. The materials used, however, would not be in such quantities or stored in such a manner as to pose a significant safety hazard, as their storage and use would be in accordance with all applicable regulations. These

activities would also be short-term and would cease upon completion of construction.

Nonetheless, to prevent hazardous conditions, existing local, State, and federal laws, are required to be enforced at the construction sites. For example, compliance with existing regulations would ensure construction workers and the general public are not exposed to any risks related to hazardous materials during demolition and construction activities. Cal/OSHA has regulations concerning the use of hazardous materials, including requirements for safety training, exposure warnings, availability of safety equipment, and preparation of emergency action/prevention plans. All spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable State and local regulations for the cleanup and disposal of that contaminant. All contaminated waste encountered would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility.

Based on the results of the Phase II Subsurface Investigation, there is evidence of elevated volatile organic compounds (VOCs) in soil-gas (specifically perchloroethylene [PCE] and trichloroethylene [TCE]) beneath the Project site that may present a vapor intrusion risk to the proposed Project. These VOCs are considered to be the result of a regional groundwater VOC plume as noted from the Phase I recognized environmental condition (REC) findings. Mitigation Measure HAZ-1 requires that an appropriate vapor intrusion mitigation system using a VOC-compatible vapor barrier be incorporated into the design of the proposed onsite structures where there may be a potential for vapor intrusion risk to occupants. The vapor barrier shall be pre-approved by the applicable regulatory oversight agency and provide for mitigation of soil vapor to levels that are protective of human health for the proposed use. Methods for monitoring the vapor barrier system to confirm that the vapor barrier system continues to be protective of human health shall also be required subject to approval by the regulatory agency with jurisdiction.

Excavation and related utility operations would potentially encounter hazardous materials, based on the results of the Phase II Subsurface Investigation, which determined there are potential VOC-impacted soils on the Project site. Impacts related to releases of hazardous substances would be potentially significant during the construction phase. Implementation of Mitigation Measure HAZ-2, which requires that the Applicant prepare and submit a soils management plan to address the proper characterization and handling of potential VOC-impacted soils and other contaminants of concern (reported to be

TCE, PCE, 1,4, dioxane, hexavalent chromium, and 1,2,3-tetrachloropropane [TCP]) that may be present prior to the issuance of a grading permit, would reduce potential significant impacts to less than significant levels. With implementation of Mitigation Measures HAZ-1 and HAZ-2, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving soil and groundwater contamination. With the incorporation of mitigation, impacts would be less than significant.

The Project site is located within the Area 1 site in the Burbank Operable Unit (BOU), and as such, it is on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Releases from a large number of facilities throughout eastern portions of Area 1 have resulted in a large plume of VOC-contaminated groundwater, which begins in the Area 1 site and extends southeast, down-gradient. Potential remedies for Area 1 are being addressed through federal, State, municipal, and potential responsible party (PRP) actions. The current site status of the BOU area includes the temporary remedy of extraction and treatment of groundwater. BWP receives groundwater from the site blended with treated groundwater to reduce nitrate levels and then distributes it to the public water supply system.

According to the Burbank Water and Power (BWP) 2020 Urban Water Management Plan (2020 UWMP), the BOU is a USEPA-led project to clean up groundwater impacted by historical industrial releases, primarily by Lockheed-Martin. The BOU project consisted of drilling eight extraction wells and constructing a state-of-the-art treatment plant using Best Available Technology (Air Stripping Towers and Granular Activated Carbon Filters) to remove and stabilize the VOC plumes within the aquifer. Completion of this project restored a major component to the City's water supply. The Consent Decree for the project was “entered” on March 25, 1992. Lockheed-Martin started construction on June 23, 1993, and the project began operation in January 1996. The eight wells and the VOC removal treatment plant were operated by Lockheed-Martin until March 2001, when the City of Burbank took over operation. Through compliance with applicable regulations and implementation of Mitigation Measures HAZ-1 and HAZ-2, impacts related to hazards to the public and the Project site being on a list of hazardous materials sites compiled through Government Code Section 65962.5 would be less than significant.

Operations

Operation of the proposed Project would involve the use of small amounts of hazardous materials, such as cleaners, paints, fertilizers,

and pesticides for cleaning and maintenance purposes. However, the proposed land uses are not associated with uses that use, generate, store, or transport large quantities of hazardous materials; such uses generally include manufacturing, industrial, medical (e.g., hospital), and other similar uses.

The use, storage, transport, and disposal of hazardous materials would be governed by existing regulations of several agencies, including DTSC, USEPA, USDOT, Cal/OSHA, and Los Angeles County CUPA. Compliance with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous materials would ensure all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts.

Although highly unlikely and not anticipated, should the Project require storage of hazardous substances exceeding regulatory thresholds, a Hazardous Materials Business Plan (HMBP) would be required, and hazardous materials permits would need to be obtained from the CUPA. These permits would include preventative requirements and best practices for the use of hazardous materials related to the Project. As required by CUPA, the HMBP would detail the location and quantities of hazardous materials stored onsite, accompanied by the appropriate Materials Safety Data Sheets. That information would be made available to emergency responders, such as firefighters and medical personnel, who would, in part, use such information to contain the hazardous materials and avoid the creation of a significant hazard. Therefore, substantial hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during long-term operation of the proposed Project would be less than significant.

Mitigation Measures:

HAZ-1: Prior to the issuance of building permits, the Applicant shall include on the building plans an appropriate vapor intrusion mitigation system using a volatile organic compound (VOC)-compatible vapor barrier that is incorporated into the design of new onsite structures, where there may be a potential for vapor intrusion risk to occupants. The elements of the vapor intrusion mitigation system shall include the design of an appropriate vapor barrier compatible with known VOCs, installation oversight to ensure compliance with VOC barrier manufacturers' warranty requirements, and subsequent post-installation VOC barrier integrity testing.

The Applicant shall incorporate all requirements in the design of the Project as set forth by the applicable regulatory oversight agency for

issuance of building permits, including the following measures: The proposed design of the vapor barrier shall be pre-approved by the applicable regulatory oversight agency (e.g., Department of Toxic Substances Control [DTSC], the Los Angeles Regional Water Quality Control Board [LARWQCB], or other appropriate local regulatory agency). The design of a physical vapor barrier beneath the structure(s) foundation shall prevent soil gas from seeping into breathing spaces inside the structure. The system shall include a passive or powered vapor mitigation system layer that draws soil gas out of the under-foundation base rock and directs that soil gas to a treatment system to prevent people from being exposed outdoors. Any contaminants found in shallow soil vapor shall be mitigated to levels that are protective of human health for the proposed commercial uses. Upon completion, the Project Applicant shall prepare a report documenting the testing results and installed vapor mitigation method and submit the report to the regulatory agency with jurisdiction.

An Operations, Maintenance, and Monitoring (OMM) Plan shall be prepared and implemented to maintain the vapor barrier system and confirm that the vapor barrier system continues to be protective of human health. The OMM Plan shall include details of methods for monitoring the vapor barrier system, provide monitoring frequencies and maintenance procedures for the system components and provide for post construction indoor air quality monitoring. The OMM Plan shall be approved by the regulatory agency with jurisdiction.

HAZ-2: Prior to the issuance of a grading permit, the Applicant shall submit a Soils Management Plan (SMP) to the City of Burbank Community Development Department Building & Safety Division that addresses the proper characterization and handling of potential VOC-impacted soils, and other contaminants of concern that may be present. The SMP shall require that, as grading, excavation, and trenching are performed, exposed soil shall be monitored for stained or discolored soil, wet or saturated soils, or odors. If impacted soil is encountered, the soil shall be analyzed to identify and characterize the impact and determine if soil remediation is required. Soil samples shall be analyzed by an appropriate State-certified laboratory using appropriate methods based on the parameters to be analyzed. When a new area of contamination is identified, it shall be characterized to assess its lateral and vertical extent. The likely excavation of impacted soil shall be followed by segregated stockpiling or direct-loading, waste profiling, and offsite disposal or recycling, which shall be performed in accordance with applicable federal, State, and local regulations.

E. NOISE

1. Vibration

Threshold: Would the Project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR. These changes are identified in the form of the mitigation measures below. The City of Burbank hereby finds that implementation of the mitigation measures is feasible, and the measures are, therefore, adopted.

Explanation: Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of some heavy-duty 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 (in/sec) 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 level of groundborne vibration would be generated during the building construction phase due to the potential operation of an impact pile driver. The nearest offsite structure (an office building to the east of the Project site) is located approximately 60 feet from proposed construction activities. At this distance, the maximum vibration velocities from impact pile drivers would be approximately 0.408 in/sec PPV, which would exceed the FTA significance threshold of 0.3 in/sec PPV. Therefore, groundborne

vibration generated from impact pile driver operations would be considered potentially significant.

As groundborne vibration generated from impact pile driver operations would exceed applicable thresholds, the Project would be required to implement Mitigation Measure NOI-2. Mitigation Measure NOI-2 would require the use of sonic pile drivers as an alternative to impact pile drivers. As shown in Table 5.9-8, the maximum vibration velocities from sonic pile drivers would be approximately 0.197 in/sec PPV at the nearest offsite building. Therefore, with implementation of Mitigation Measure NOI-2, groundborne vibration levels would not exceed the FTA's significance threshold of 0.3 in/sec PPV, and impacts would be less than significant.

Mitigation Measures:

NOI-2: The following measure shall be incorporated on all grading and building plans and specifications subject to approval of the City's Building and Safety Division prior to issuance of a grading permit:

- Sonic pile drivers shall be used as an alternative to impact pile drivers to reduce groundborne vibration levels. Impact pile driver operations shall be prohibited.

2. Cumulative Vibration

Threshold: Would the Project, combined with other related projects, result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR. These changes are identified in the form of the mitigation measures below. The City of Burbank hereby finds that implementation of the mitigation measures is feasible, and the measures are, therefore, adopted.

Explanation: Construction activities associated with the proposed Project and related projects may overlap. Despite the potential for overlap, groundborne vibration generated at the Project site during construction would not be in exceedance of the FTA threshold of 0.30 in/sec PPV for engineered concrete and masonry buildings, following implementation of Mitigation Measure NOI-2, which requires the use of sonic pile drivers to reduce groundborne vibration levels. In addition, there would be no vibration impacts associated with operations at the Project site. The closest related projects are the Media Studios North project, immediately southwest of the Project site, and the 3031 Thornton Avenue project, north of the Project site.

Although construction of the related projects could occur at the same time as the proposed Project, cumulatively significant construction vibration would generally only occur when construction activities on the sites occur near one another in a way that concentrates the vibration. The farther construction activities occur from one another on each respective project site, the quicker the vibration dissipates by the time it reaches a sensitive receptor. Additionally, because heavy construction equipment moves around a project site and would only occur for limited durations, average vibration levels at the nearest structures would diminish with increasing distance between the structures and construction activities. As such, cumulative construction vibration impacts would not occur. Both the proposed Project and related projects would be required to comply with the BMC limitations on allowable hours of construction and mitigate their respective construction vibration impacts, as required. Therefore, the Project's less than significant effects after mitigation associated with the generation of excessive groundborne vibration or groundborne noise levels would not be considered cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measure NOI-2

F. TRIBAL CULTURAL RESOURCES

1. Tribal Cultural Resources

Threshold: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: (i) 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 (ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1(c)?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR. These changes are identified in the form of the mitigation measures below. The City of Burbank hereby finds that implementation of the mitigation measures is feasible, and the measures are, therefore, adopted.

Explanation: The records search indicates that 15 cultural resources studies were conducted within a 0.5-mile radius of the Project site. Of these studies, none were of the Project site and three were located adjacent to the Project site. The results of the Cultural Resources Assessment identified no prehistoric or historic-period cultural resources within or adjacent to the Project site. Results of the site visit revealed that the ground surface is obscured by the existing Marriott Hotel, convention center, and paved surface parking lots. According to the Cultural Resources Assessment, there is a moderate potential of encountering historic period archaeological resources dating to the early-20th century within the Project site due the native and undisturbed soils that occur with the Project site and surrounding area.

As part of the AB 52 process, letters were sent by the City of Burbank inviting tribes to consult on the Project. The Gabrieleño Band of Mission Indians-Kizh Nation and the Fernandeño Tataviam Band of Mission Indians responded requesting consultation, stating that the Project site is situated within each of the tribes' ancestorial territory. As part of the consultation process, both tribes were provided access to the Cultural Resources Assessment and the Geotechnical Assessment, Geotechnical Assessment Addendum, and Geotechnical Investigation, Preliminary Geotechnical Assessment prepared for the Project. The City held separate meetings with both the Gabrieleño Band of Mission Indians-Kizh Nation and the Fernandeño Tataviam Band of Mission Indians to discuss the Project in greater detail. Both tribes indicated that based on the presence of significant tribal resources near the Project site, precautions were necessary when conducting ground disturbing activities on native/undisturbed soil levels. The tribes requested the inclusion of mitigation measures to address the potential for tribal cultural resources (TCRs) to be encountered within the Project site as a result of ground disturbing activities.

Based on the records search, literature review, field survey results, and tribal consultation results, there is the potential for unknown TCRs to be discovered onsite during site disturbance activities, resulting in the potential for a significant impact to TCRs. Mitigation Measures CUL-1 and CUL-2 in Section 5.2, Cultural Resources, of the Draft EIR, have been identified and reviewed by the Gabrieleño Band of Mission Indians-Kizh Nation and the Fernandeño Tataviam Band of Mission Indians in order to reduce potential impacts to TCRs in the event of discovery. Implementation of Mitigation Measures CUL-1 and CUL-2 would require a monitor qualified in the identification of archaeological and Native American resources during construction related ground-disturbing activities within the Project site and offsite sewer improvement area. The Project

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. If archaeological or Native American resources are inadvertently discovered during ground disturbing activities, the find would be evaluated by the Archaeological and Native American Monitor(s) and implement protocols in accordance with the provisions of PRC Section 21083.2 and State CEQA Guidelines Sections 15064.5 and 15126.4; refer also to Section 5.2, Cultural Resources, of the Draft EIR. Compliance with Mitigation Measures CUL-1 and CUL-2 would reduce potential impacts to TCRs to a less than significant level.

Mitigation Measures: Refer to Mitigation Measures CUL-1 and CUL-2.

SECTION IV.
FINDINGS ON SIGNIFICANT UNAVOIDABLE IMPACTS

Finding. The City Council hereby finds that, despite the incorporation of mitigation measures identified in the EIR and in these findings, the following environmental impacts cannot be fully mitigated to a less than significant level and a Statement of Overriding Considerations is, therefore, included in Section VI:

A. GREENHOUSE GAS EMISSIONS

1. Emissions Generation

Threshold: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure below. The City of Burbank hereby finds that implementation of the mitigation measure is feasible, and the measure is, therefore, adopted. However, since most of the Project-related emissions come from mobile sources, which primarily depend on the prerogative of future employees and visitors regarding their preferred methods of transportation and fuel efficiency and emission standards are regulated at the State level, the City of Burbank finds that there are no other mitigation measures that are feasible to reduce GHG emissions below the significance threshold, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other

considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section V of these Findings (Public Resources Code Sections 21081(a)(1) and (3); CEQA Guidelines Sections 15091(a)(1) and (3)). As described in the Statement of Overriding Considerations (Section VI below), the City has determined that this significant and unavoidable impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed Project outweigh its significant effects on the environment.

Explanation: *Project-Related Sources of Greenhouse Gas Emissions*

Per the GGRP, the City has adopted a GHG efficiency threshold of 3.12 $MTCO_2e$ per service population as the significance threshold for assessing impacts related to GHG emissions. The methodology for evaluating the Project's impacts related to GHG emissions focuses on the GHG efficiency threshold. Based on occupancy data for the period of June 2023 to June 2024 provided by Marriott Hotel, the average occupancy rate is 1.4 persons per reservation. This data is specific to the Los Angeles Marriott Burbank Airport Hotel. As such, the proposed 420 rooms would have an occupancy rate of approximately 588 persons. With the 85 proposed employees, the proposed Project would have a service population of 673 individuals.

The analysis also calculates the amount of GHG emissions that would be attributable to the Project using recommended emissions calculations models, as described below. The primary purpose of quantifying the Project's GHG emissions is to compare the Project's GHG efficiency ratio with the GGRP's GHG efficiency threshold. The estimated emissions inventory is also used to determine if there would be a reduction in the Project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions.

The proposed Project would result in direct and indirect emissions of CO_2, nitrous oxide (N_2O), and methane (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, mobile sources, and refrigerants, while indirect sources include emissions from energy consumption, water demand, and solid waste generation. Construction emissions would be required to comply with applicable regulations (i.e., SCAQMD Rule 402, Rule 403, etc.). Project design features include photovoltaic panels for on-site renewable energy production (11

percent of the total annual consumption), exceeding the most current Title 24 standards by 10 percent, installing energy efficient lighting, installing energy efficient appliances, low flow water fixtures, water efficient landscaping, and all-electric landscaping equipment. The Project's unmitigated GHG emission per service population is 6.94 $MTCO_2e$. As the proposed Project would exceed the GGRP efficiency threshold of 3.12 $MTCO_2e$ per service population even with incorporation of Project design features, the Project would be required to implement Mitigation Measure GHG-1. Mitigation Measure GHG-1 would require the incorporation of Tier 2 requirements of the 2022 CALGreen Code. Per the CALGreen Code, Tier 2 requirements are typically voluntary tiers that add additional requirements beyond the mandatory measures. Mitigation Measure GHG-1 includes the following features: preparation of a Transportation Management Plan, joining the Burbank Transportation Management Organization, owning a clean-fuel vehicle fleet, and no wood-burning or gas-powered fireplaces.

Direct Project-Related Source of Greenhouse Gas Emissions

Construction Emissions. Construction GHG emissions are amortized (i.e., total construction emissions divided by the lifetime of the Project, assumed to be 30 years), then added to the operational emissions. Construction of the proposed Project would result in a total of 60.59 $MTCO_2e$ (amortized over 30 years).

Area Sources. Area source emissions would be generated due to an increased demand for fuel associated with the development of the proposed Project. The primary use of fuel that produces area source emissions by the Project would be for landscaping. The proposed Project without Project design features would directly result in 9.57 $MTCO_2e$ per year. However, the Project would utilize all-electric landscaping equipment (e.g., lawnmowers, hedge trimmers, leaf blowers). As such, with incorporation of Project design features, the Project would not result in GHG emissions from area source emissions.

Mobile Source Emissions. The proposed Project would generate 4,315 daily trips. As previously stated, the trip generation provided by Fehr & Peers considers trips without passengers (valet, ridesharing, etc.). As such, the Project would result in approximately 4,044.00 $MTCO_2e$ per year of mobile source generated GHG emissions. However, as discussed, the proposed Project would incorporate Mitigation Measure GHG-1 which includes the following features: preparation of a Transportation Management Plan, joining the Burbank Transportation Management Organization, and owning a clean-fuel vehicle fleet. These features would help reduce GHG emissions relating to mobile sources. Specifically, the Transportation

Management Plan and the Burbank Transportation Management Organization would provide incentives to employees, such as employee carpooling programs, reduced public transit fares, and ridesharing opportunities. Additionally, the clean-fuel vehicle fleet would reduce GHG emissions from vehicles used by employees for work. However, as discussed above, the GHG reduction potential of these features are not quantifiable in CalEEMod. Even though these features are not quantifiable in CalEEMod, the incorporation of Mitigation Measure GHG-1 would reduce GHG emissions for mobile sources below 4,044.00 $MTCO_2e$ per year. However, this reduction would likely not reduce emissions to a less than significant impact.

Refrigerants. Refrigerants are substances used in equipment for air conditioning and refrigeration. Most of the refrigerants used today are hydrofluorocarbons (HFCs) or blends thereof, which can have high GWP values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains), and an operational refrigerant leak rate, and each refrigerant has a Global Warming Potential (GWP) that is specific to that refrigerant. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime, and then derives average annual emissions from the lifetime estimate. The proposed Project includes land uses that would have air conditioning and refrigeration onsite. The Project would directly result in a 67.90 $MTCO_2e$ per year from refrigerants.

Indirect Project-Related Sources of Greenhouse Gases

Energy Consumption. Electricity would be provided to the Project site via BWP. The proposed Project's energy consumption without Project design features would result in approximately 475.00 $MTCO_2e$ per year of GHG emissions. The analysis considers the incorporation of various design features such as exceeding the most recent Title 24 Building Energy Efficiency Standards by 10 percent, generating approximately 11 percent of the total annual energy consumption from onsite photovoltaic panels, installing high efficiency lighting, and requiring energy efficient appliances. The Project would indirectly result in 407.00 $MTCO_2e$ per year of GHG emissions due to energy consumption with Project design features.

Water Demand. The proposed Project would consume approximately 11.6 million gallons of water per year. The proposed Project's water consumption without Project design features would result in approximately 22.80 $MTCO_2e$ per year of GHG emissions. However, it should be noted that the Project would include Project design features such as installing low-flow fixtures, designing water efficient landscaping, and including water efficient irrigation. Emissions from indirect energy consumption due to extraction,

treatment, and transmission of water supply would result in 20.20 $MTCO_2e$ per year with incorporation of Project design features.

Solid Waste. Solid waste disposal at landfills associated with operations of the proposed Project would result in 71.80 $MTCO_2e$ per year.

Total Project-Related Sources of Greenhouse Gases

Project-related GHG emissions from direct and indirect sources without Project design features would total 4,751.66 $MTCO_2e$ per year. However, the Project would incorporate various design features (i.e., energy efficient appliances, onsite renewable energy generation, water efficient irrigation, etc.) that would reduce GHG emissions. As such, incorporation of these design features would reduce GHG emissions to approximately 4,671.49 $MTCO_2e$ per year.

Conclusion

The proposed Project with incorporation of Project design features would result in approximately 4,671.49 $MTCO_2e$ per year. Based on a service population of 673 individuals (588 per occupancy data and 85 employees), the proposed Project would have a GHG efficiency ratio of 6.94 $MTCO_2e$ per service population. This would exceed the GGRP efficiency threshold of 3.12 $MTCO_2e$ per service population. As previously discussed, any projects that exceed this GHG efficiency threshold would result in a significant impact and would be required to mitigate the GHG emissions to a maximum extent feasible.

The primary source of Project-related emissions would be from mobile-source emissions generated by the Project-related vehicle trips, followed by energy sector emissions and solid waste sector emissions. Most of the Project-related emissions come from mobile sources, which primarily depend on the prerogative of future employees and visitors regarding their preferred methods of transportation. In addition, fuel efficiency and emission standards are regulated at the State level, and these regulations are becoming more stringent over the years to reduce mobile source emissions. The proposed Project has development standards and design features that contribute to reducing GHG emissions. Design features include the following: all electric landscaping equipment, exceeding the most recent Title 24 standards, onsite renewable energy generation, energy efficient appliances, high efficiency lighting, drought tolerant landscaping, low flow fixtures, and water efficient irrigation. These design features would minimize GHG emissions during operation. However, it should be noted that even with the implementation of these design features, the Project's GHG

emissions would be slightly reduced but would continue to exceed the GHG efficiency threshold of 3.12 $MTCO_2e$ per service population as outlined by the GGRP. As previously discussed, any projects that exceed this GHG efficiency threshold would result in a significant impact and would be required to mitigate the GHG emissions to a maximum extent feasible.

Therefore, to reduce the GHG emissions to maximum extent, this analysis has used the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity: Designed for Local Governments, Communities, and Project Developers (Handbook), prepared by California Air Pollution Control Officers Association (CAPCOA), dated December 2021. CAPCOA is a non-profit association of the Air Pollution Control Officers from all 35 local air quality agencies (including SCAQMD) throughout California. This Handbook was given an Award of Excellence for Best Practices by the California American Planning Association and is integrated into CalEEMod to quantify GHG emission reduction from feasible measures. The Handbook provides methods to quantify GHG emission reductions from a specified list of measures, primarily focused on project-level actions. The Handbook also includes a method to assess potential benefits of different climate vulnerability reduction measures, as well as measures that can be implemented to improve health and equity, again at the project level. CAPCOA included a wide range of measures in the Handbook that are frequently used to reduce GHG emissions.

The Project would incorporate a majority of the applicable CAPCOA GHG reduction measures as a part of the Project's description. However, the Project would be required to implement Mitigation Measure GHG-1, which requires the Project applicant to implement additional features in the Project that would reduce GHG emissions, including preparing a Transportation Management Plan, which includes voluntary and mandatory trip reduction measures, such as discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation, including, but not limited to, carpooling, taking transit, walking, and biking, implementing employee parking cash-outs and purchasing carbon offsets, thereby reducing VMT and GHG emissions to the maximum extent feasible. Pursuant to Mitigation Measure GHG-1, the Project applicant would also be required to join the Burbank Transportation Management Organization (TMO), which is a private-sector, non-profit organization that gathers employers, developers, building owners, and employees to develop policies, programs, and services to reduce transportation use and improve air quality. The Burbank TMO would require the Applicant to become a paying member to fund

services that reduce single-occupancy automotive travel and encourages participating members to use public transit, carpooling, vanpooling, walking, and biking to work.

Additionally, the Burbank TMO would also keep participating members updated about transit, bike, and carpool resources within the City; relevant construction and closures that may impact commutes; and transit route/fare changes. The Burbank TMO collects surveys from participating employees, utilization data, and commute trip lengths, which would help the City develop better future transportation plans and programs. As discussed above, these GHG reducing features that address mobile source emissions are not quantifiable in CalEEMod. However, even with the implementation of GHG reducing design features and Mitigation Measure GHG-1, Project-related GHG impacts would still exceed the City's GGRP thresholds and result in a significant and unavoidable impact.

The proposed Project would result in a GHG efficiency ratio of 6.94 $MTCO_2e$ per service population even after the incorporation of design features that would reduce GHG emissions. As previously discussed, incorporation of Mitigation Measure GHG-1 is not quantifiable within CalEEMod. Nevertheless, incorporation of Mitigation Measure GHG-1 would reduce GHG emissions below 6.94 $MTCO_2e$ per service population but would still result in emissions that exceed the applicable threshold. Thus, the Project's GHG emissions would still exceed the GGRP's GHG efficiency threshold of 3.12 MTCO2e per service population, and impacts in this regard would be significant and unavoidable.

Mitigation Measures:

GHG-1: Prior to the issuance of building permits, the Project applicant shall provide documentation (e.g., building plans, site plans) to the City of Burbank Community Development Department to verify implementation of the design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements:

- The Project applicant shall prepare a Transportation Management Plan with the help of certified Traffic Engineer which includes voluntary and mandatory trip reduction measures such as discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation such as carpooling, taking transit, walking, and biking, implementing employee parking cash-outs, thereby reducing VMT and GHG emissions. The Transportation Management Plan shall grant all employees located within the Project site eligibility to participate. The

Transportation Management Plan shall be reviewed and approved by the Transportation Planning Division.

- The Project applicant shall join the Burbank Transportation Management Organization (TMO), which helps provide services to employees that encourages the use of public transit, carpooling, vanpooling, walking, and biking.

- The Project applicant shall demonstrate to the Planning Division that new vehicles owned and operated by the Project operators that provide transport between the Hollywood Burbank Airport and the Project will be clean-fuel vehicles.

- No wood-burning or gas-powered fireplaces shall be installed in the proposed development.

- All major appliances provided/installed (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) shall be electric-powered EnergyStar-certified or of equivalent energy efficiency, where applicable.

2. Cumulative Emissions Generation and Reduction Plans

Threshold: Would the Project, combined with other related projects, generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Would the project, combined with other related projects, conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure referenced below. The City of Burbank hereby finds that implementation of the mitigation measure is feasible, and the measure is, therefore, adopted. However, since most of the Project-related emissions come from mobile sources, which primarily depend on the prerogative of future employees and visitors regarding their preferred methods of transportation and fuel efficiency and emission standards are regulated at the State level, the City of Burbank finds that there are no other mitigation measures that are feasible to reduce GHG emissions below the significance threshold, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of

employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section V of these Findings (Public Resources Code Sections 21081(a)(1) and (3); CEQA Guidelines Sections 15091(a)(1) and (3)). As described in the Statement of Overriding Considerations (Section VI below), the City has determined that this significant and unavoidable impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed Project outweigh its significant effects on the environment.

Explanation: Project-related GHG emissions are not confined to a particular air basin; instead, GHG emissions are dispersed worldwide. No single project is large enough to result in a measurable increase in global concentrations of GHG emissions. The California Natural Resources Agency has also clarified that the CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and, therefore, GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses (see CEQA Guidelines Section 15064(h)(3)). A project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the area of the project.

As discussed in Impact Statement GHG-1, the proposed Project would exceed the City's GGRP GHG efficiency threshold of 3.12 MTCO2e per service population and would require the implementation of Mitigation Measure GHG-1. Mitigation Measure GHG-1 would require the Project applicant to implement features in the Project that would reduce GHG emissions, including preparing a Transportation Management Plan, joining the Burbank TMO, owning a clean-fuel vehicle fleet for the proposed Project, installing energy efficient appliances, and exceeding Title 24 by 10 percent. As the Project would exceed the City's GGRP GHG efficiency threshold, impacts would be significant. Any projects that exceed this GHG efficiency threshold would result in a significant impact and would be required to mitigate the GHG emissions to a maximum extent feasible. As such, the proposed Project would incorporate Mitigation Measure GHG-1. However, even with the implementation of GHG reducing design features and Mitigation Measure GHG-1, Project-related GHG impacts would still exceed the City's GGRP GHG efficiency thresholds and result in a significant and unavoidable impact. As such, the Project's incremental effects to GHG emissions would be cumulatively considerable, and cumulative GHG impacts would be significant and unavoidable.

Mitigation Measures: Refer to Mitigation Measure GHG-1.

B. NOISE

1. Noise Levels

Threshold: Would the Project result in 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?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure below. The City of Burbank hereby finds that implementation of the mitigation measure is feasible, and the measure is, therefore, adopted. However, since the 15 to 25 dBA attenuation provided by mufflers required by Mitigation Measure NOI-1 relies heavily on the speed of a vehicle, engine noise, and load on a vehicle, the maximum 25 dBA reduction would not be maintained throughout the construction period, therefore, the City of Burbank finds that there are no other mitigation measures that are feasible to reduce construction noise below the significance threshold, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section V of these Findings (Public Resources Code Sections 21081(a)(1) and (3); CEQA Guidelines Sections 15091(a)(1) and (3)). As described in the Statement of Overriding Considerations (Section VI below), the City has determined that this significant and unavoidable impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed Project outweigh its significant effects on the environment.

Explanation: *Short-Term Construction Noise*

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction would include demolition, grading, paving, building construction, application of architectural coatings, and linear construction (offsite improvements and sewer improvements). Ground-borne noise and other types of construction-related noise impacts typically occur during the initial grading phase, which has the potential to create the highest levels of noise. Construction equipment produces maximum noise levels when

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 partial 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.

Construction noise at the nearest receptors surrounding the Project site could be exposed to temporary and intermittent noise levels ranging from 56.5 to 71.1 dBA L_{eq} when construction activities occur near the Project site boundary and would have the potential to exceed the significance threshold of 63.7 dBA L_{eq}. Additionally, construction activities would occur across the entire Project site, and, therefore, the estimated noise levels were also calculated from the center of the Project site. Therefore, construction noise would be approximately 51.5 to 66.1 dBA L_{eq} from the center of the Project site at 640 feet and would still exceed the significance threshold of 63.7 dBA L_{eq}. Therefore, impacts would be significant.

The BMC and Burbank2035 have established allowable hours of construction (7:00 a.m. to 7:00 p.m. on weekdays, 8:00 a.m. to 5:00 p.m. on Saturdays, and exclude Sundays and holidays). Thus, pursuant to the BMC and Burbank2035, construction activities would be conducted during allowable daytime hours. These permitted hours of construction are required in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. Thus, impacts would be less than significant. As discussed above, construction of the proposed Project would exceed the 63.7 dBA L_{eq} threshold and as such, a significant impact would occur. To ensure that noise generated during construction of the Project would be lessened to the maximum extent possible, the Project would be required to implement Mitigation Measure NOI-1, which would incorporate BMPs during construction and ensure nuisances do not occur. Implementation of Mitigation Measure NOI-1 would further minimize impacts from construction noise as it requires construction equipment to be equipped with properly operating and maintained mufflers. Nevertheless, even with incorporation of Mitigation Measure NOI-1, construction-noise impacts would remain significant. As such, impacts in this regard would be significant and unavoidable.

Sewer Main Infrastructure and Off-Site Infrastructure Improvements

As a condition of Project approval, the Project would be responsible for the design and construction of 1,580 feet of sewer main infrastructure improvements from the intersection of Wyoming Avenue and Ontario Street to the intersection of Burbank Boulevard and Frederick Street. Sewer main improvements would occur as close as 45 feet to the neighboring single-family residential units along Wyoming Avenue. Construction noise from the sewer main improvements could expose sensitive receptors to a maximum of 87.4 dBA L_{eq} (refer to Appendix H, Noise Data), which exceeds the significance threshold of 63.7 dBA L_{eq}.

However, it should be noted that sewer improvements would occur offsite as part of the Project's condition of approval and would not be concentrated at a single point but occur over 1,580 linear feet. Specifically, construction of the sewer main improvement would not have a fixed location, and construction would move as portions of the sewer main are replaced. Additionally, construction would not be concentrated at one location for an extended period of time. Furthermore, certain construction equipment would only be used during certain periods of construction (i.e., excavators would only be used during the excavation of the old sewer main and backfill) and would be powered down when not in use. As such, the actual noise levels from construction equipment used for the sewer main improvement would be less than the conservative noise levels of 87.4 dBA L_{eq}. Construction-related noise from the sewer main improvement would still exceed the 63.7 dBA L_{eq} significance threshold.

As part of the proposed Project, various off-site improvements would occur along North Avon Street and Thornton Avenue. Off-site improvements include the electrical connections, relocation of existing curbs, construction of Class IV bikeways, improvement of curbs, gutters, and driveways, and installation of ADA-compliant sidewalks. However, it should be noted that these improvements would occur along Thornton Avenue along the property's northeastern boundary and North Avon Street that connects to North Hollywood Way and Empire Avenue. Unlike the sewer main improvements, these off-site improvements would not occur close to existing sensitive receptors except for the electrical improvements, which would connect to existing BWP facilities at the Thornton Avenue and Ontario Street intersection. The closest residential uses are multi-family residential units located on Ontario Street, approximately 60 feet south of the Thornton Avenue and Ontario Street intersection. These off-site improvements would occur nearer to the Project site boundary and would be in areas where residences are not located nearby. Specifically, the closest residences to the proposed off-site improvements along Thornton Avenue and North

Avon Street are approximately 1,000 feet to the east. As such, construction noise from off-site improvements would be less than noise levels from sewer main improvements due to the farther distance from sensitive receptors. While the off-site improvements are located 1,000 feet from sensitive receptors, as a conservative analysis, construction noise levels would be representative of off-site improvements within the vicinity of the Project site. Additionally, off-site improvements would occur concurrently with the construction of the proposed Project. Thus, noise impacts from off-site improvements would also be significant.

The Project would be required to implement Mitigation Measure NOI-1, which would incorporate BMPs during construction and ensure nuisances do not occur. Implementation of Mitigation Measure NOI-1 would further minimize impacts from construction noise as it requires construction equipment to be equipped with properly operating and maintained mufflers which can reduce noise by up to 15 to 25 dBA. However, the 15 to 25 dBA attenuation provided by mufflers relies heavily on the speed of a vehicle, engine noise, and load on a vehicle. The maximum 25 dBA reduction would not be maintained throughout the construction period. As such, construction-related noise from the sewer main improvement would still have the potential to exceed the 63.7 dBA L_{eq} significance threshold even with incorporation of Mitigation Measure NOI-1. Therefore, construction noise impacts would be significant and unavoidable in this regard.

Construction Trip Noise Impacts

Construction activities would also cause increased noise along access routes to and from the Project site due to movement of construction workers, vendors, as well as haul trucks, which would generate a maximum of 198 one-way construction worker trips (99 round trips) and 77 vendor trips per day (approximately 39 round trips).

Per Applicant provided information, earthwork during the grading period would require 20 hauling roundtrips per day (or 40 one-way trips) over a period of 35 days for a total of 1,400 one-way trips (40 one-way trips per day times 35 days). However, the grading period modeled in CalEEMod would only last a period of 20 days. As such, modeling in CalEEMod provides a more conservative modeling of 70 one-way hauling trips (35 round trips) per day during the modeled grading period for a total of 1,400 one-way trips (70 one-way hauling trips times 20 days).

According to the California Department of Transportation (Caltrans), a doubling of traffic (100 percent increase) on a roadway would result

in a perceptible increase in traffic noise levels (3 dBA). Accordingly, a significant impact would occur if a doubling of traffic occurs with the implementation of the proposed Project. Existing ADTs in the Project vicinity range from 5,048 to 40,476 trips. The combined total of the Project's maximum construction trips described above (approximately 173 trips) would be nominal and not double existing traffic volumes; thus, any increase in traffic noise levels would be imperceptible. Mobile traffic noise from construction trips would also be temporary and would cease upon Project completion. Therefore, short-term haul truck noise impacts from construction traffic would be less than significant.

Operational Noise Impacts: Offsite Mobile Noise

Future development generated by the proposed Project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. A doubling of traffic volumes would result in a 3-dB increase in traffic noise levels, which is barely detectable by the human ear. Accordingly, a significant impact would occur if a doubling of traffic occurs with implementation of the proposed Project. The proposed Project would generate 4,315 daily trips.

Existing ADTs in the Project vicinity range from 1,528 to 33,439 trips. However, it should be noted that the Project's trip generation would be distributed amongst surrounding roadways. Based on the Project's ADTs and trip distribution, the Project's operational trip generation would not double existing traffic volumes. Thus, any increase in traffic noise along local roadways would be imperceptible (i.e., less than 3-dB increase in traffic noise levels). Impacts would be less than significant in this regard.

Operational Noise Impacts: Stationary Noise

Stationary noise sources associated with the proposed Project would include mechanical equipment, slow moving trucks, parking activities, and outdoor gathering areas. These noise sources are typically intermittent and short in duration and would be comparable to existing sources of noise experienced in the site vicinity. The 2022 California Energy Code Section 120.2, Required Controls for Space-Conditioning Systems, outlines nonresidential and hotel/motel requirements for conditioning and heating. Pursuant to the 2022 California Energy Code Section 120.2(e), all space-conditioning system would be installed with controls that would automatically shut off the system during periods of nonuse. Such controls require an automatic time switch control device, an occupancy sensor, and a four-hour timer that can be manually operated. As such, heating, ventilation, and air conditioning (HVAC) units in hotel uses would

only be operational when hotel rooms are occupied and would automatically shut off after a certain duration. Slow moving trucks movement would only occur during deliveries and trash collection activities, which happens occasionally. Noise from parking activities and outdoor gathering areas are dependent on hotel guests and would not be a constant noise source.

Operational Noise Impacts: Mechanical Equipment Noise

HVAC units would be installed on the roof of the proposed Hotel building. The proposed Project would also install an electric emergency generator; however, electrical generators would not produce substantial noise levels compared to traditional diesel generators. Traditional diesel generators generate noise due to the combustion process of fossil fuels, noise from the cooling fans, and loose-fitting parts that would generate noise from vibration. At 23 feet, noise generated from traditional generators would be approximately 93 dBA. The nearest sensitive receptors are the single-family residential uses located approximately 380 feet to the east of the proposed Hotel building. At this distance, noise from traditional generators would be approximately 69 dBA. However, the proposed Project would utilize an electrical generator which would not generate as much noise as a traditional generator because it does not have an internal combustion engine. Additionally, the generator would be enclosed and would be shielded from sensitive receptors. Therefore, noise generated from the electrical generator would be significantly less than traditional generators and would have noise shielding which would further reduce noise.

Typically, mechanical equipment (i.e., HVAC) would generate noise that is 55 dBA at 50 feet from the source. Based upon the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source. The nearest sensitive receptors are the single-family residential uses located approximately 380 feet to the east of the proposed Hotel building. At this distance, potential noise from HVAC units would be approximately 33 dBA. Therefore, HVAC noise levels would not be audible above existing ambient noise levels (61.2 dBA) near the single-family residential units to the east and would not increase the existing ambient noise levels by 3 dBA. It should be noted that intervening structures, such as the proposed Garage and adjacent buildings within the Media Studios Campus, would preclude direct line-of-sight of mechanical equipment from the closest sensitive receptors, further reducing noise levels. Additionally, noise levels from mechanical equipment would be consistent 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 5 dBA. Therefore, the nearest residents would not be directly exposed to substantial noise from onsite mechanical equipment. Impacts in this regard would be less than significant.

Operational Noise Impacts: Slow-Moving Trucks

The proposed Project may involve occasional deliveries and trash/recycling pickups from slow-moving trucks. Typically, a medium 2-axle truck for deliveries can generate a maximum noise level of 75 dBA at 50 feet. These are levels generated by a truck that is operated by an experienced “reasonable” driver with typically applied accelerations. Noise associated with deliveries and trash/recycling pickups would be consistent with the existing noise environment, as these activities already occur at the Project site and in the surrounding area. Additionally, slow-moving truck noise would be intermittent, short in duration, and would not generate excessive noise levels over an extended period of time. Intervening structures such as the proposed Garage and adjacent buildings within the Media Studios Campus would preclude direct line-of-sight of slow-moving trucks from the closest sensitive receptors, further reducing noise levels. Impacts resulting from truck delivery activities would be less than significant.

Operational Noise Impacts: Parking Noise

The proposed Project would construct a detached parking structure (Garage) on a portion of the site currently used for surface parking. In addition to the Garage, the existing SE Lot, including the area behind the convention center, would be regraded, repaved, restriped, and landscaped for a more efficient parking layout. However, this portion of the site is currently used for parking to serve the existing Marriott Hotel under existing conditions. Traffic associated with parking lots and garages 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 nearby noise-sensitive receptors.

Parking activities can result in noise levels up to 61 dBA at 50 feet. It is noted that noise associated with parking activities 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 activities would be far lower than those identified. The proposed Garage would have intermittent noise due to the movement of vehicles. The nearest sensitive receptors to the proposed Garage would be located approximately 360 feet to the

east of the Project site. At this distance, noise levels from parking activities would range from 36 to 44 dBA. Therefore, noise associated with parking activities would not exceed the City's noise standards or the California Land Use Compatibility Standards. Additionally, parking activity noise would be partially masked by background noise from traffic along Ontario Street (61.2 dBA) and would not increase the existing ambient noise levels by 3 dBA. Further, parking lot noise currently exists within the surface parking lot onsite, and at the surface parking lot to the east of the Project site. Additionally, adjacent buildings within the Media Studios Campus would preclude direct line-of-sight of parking activities from the closest sensitive receptors, further reducing noise levels. Thus, the Project would not introduce a new source of noise when compared to existing conditions. Impacts would be less than significant in this regard.

Operational Noise Impacts: Outdoor Gathering Area Noise

Within the proposed Project boundaries, crowds have the potential to gather at the event terrace and two covered patios. The proposed Project would include a pool; however, it would be located within the Hotel interior and would not generate exterior noise. The nearest sensitive receptors to the potential outdoor gathering areas are the residential uses located approximately 380 feet to the east of the proposed Hotel building. At this distance, crowd noise at the nearest sensitive receptors would be approximately 21 dBA (based on the Inverse Square Law). Thus, crowd noise generated at the Project's outdoor gathering areas would not exceed the City's noise standards. Additionally, crowd noise from the proposed Project would be lower than existing ambient noise levels near the Project site (61.2 dBA) and would not increase the existing ambient noise levels by 3 dBA. As such, Project operational noise associated with outdoor gathering areas would not introduce an intrusive noise source when compared to existing conditions. Thus, impacts would be less than significant in this regard.

Conclusion

Temporary construction-related impacts would exceed the significance threshold of 63.7 dBA L_{eq}. To ensure that noise generated during construction of the Project would be lessened to the maximum extent possible, implementation of Mitigation Measure NOI-1 would be required. However, even with incorporation of Mitigation measure NOI-1, construction-related impacts would still be significant and unavoidable.

As described above, long-term operational noise impacts would be less than significant, and no mitigation measures are required.

Mitigation Measures:

NOI-1: The Project Applicant and/or Contractor shall implement the following noise-attenuating measures during construction of the proposed Project:

- Construction contracts shall specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.

- A sign, legible at 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 reviewed and approved by the City's Building Official and City Traffic Engineer and 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.

2. Cumulative Noise Standards

Threshold: Would the Project, combined with other related projects, result in the 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?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure below. The City of Burbank hereby finds that implementation of the mitigation measure is feasible, and the measure is, therefore, adopted. However, since the 15 to 25 dBA attenuation provided by mufflers required by Mitigation Measure NOI-1 relies heavily on the speed of a vehicle, engine noise, and load on a vehicle, the maximum 25 dBA reduction would not be maintained throughout the construction period, therefore, the City of Burbank finds that there are no other mitigation measures that are feasible to reduce construction noise below the significance threshold, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section V of these Findings (Public Resources Code Sections 21081(a)(1) and (3); CEQA Guidelines Sections 15091(a)(1) and (3)). As described in the Statement of Overriding Considerations (Section VI below), the City has determined that this significant and unavoidable impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed Project outweigh its significant effects on the environment.

Explanation: *Construction*

Construction activities associated with the proposed Project and related projects may overlap, resulting in construction noise in the area. However, cumulative construction noise impacts would affect only the areas immediately adjacent to the construction site. The closest related projects are the Media Studios North Original Remaining Entitlement (Media Studios North) project, immediately

southwest of the Project site, and the 3031 Thornton Avenue project, north of the Project site (refer to Draft EIR Section 4.0). Construction of these related projects could occur at the same time as the proposed Project. The City of Burbank has discretionary authority over the Media Studios North and 3031 Thornton Avenue projects. It should be noted that plans for the Media Studios North project have not been submitted for the City's review and the 3031 Thornton Avenue project is undergoing review. Nevertheless, if development of these sites were to occur, construction noise impacts associated with these projects would be reduced through compliance with the City's standards and ordinances, and any necessary mitigation measures would be identified through the City's development review process. As discussed above, the proposed Project would result in a significant and unavoidable impact regarding short-term construction noise even with incorporation of Mitigation Measure NOI-1. Therefore, the Project's significant effects associated with a temporary increase in ambient noise would be considered cumulatively considerable, and cumulative impacts would be significant.

Operation

As outlined by the USDOT, a doubling of traffic volumes would result in a perceptible noise level (i.e., 3-dBA) increase. To analyze the cumulative operational traffic noise impact from the proposed Project, the combined traffic noise from the proposed Project and related projects in Burbank are analyzed. Although there may be a significant noise increase due to the proposed Project in combination with other related projects (combined effects), it must also be demonstrated that the proposed Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed Project. A significant impact would result only if both the combined (including an exceedance of the applicable exterior standard at a sensitive use) and incremental effects criteria have been exceeded. Noise is a localized phenomenon and reduces as distance from the source increases. Consequently, only the proposed Project and growth that would occur in the Project site's general vicinity would contribute to cumulative noise impacts.

According to the City of Burbank, related projects in Burbank would generate a total of 20,321 net daily trips. The Project would generate 4,315 daily trips, which would be approximately 21 percent of the total related projects' daily trips. Due to the level of Project-generated daily trips compared to the related projects' daily trips, the Project would not represent a substantial percentage of the increase in traffic, and an incremental effect would not occur. Additionally, it should be noted that Project-related trips are more likely to interact with related projects utilizing the same roadways. Trips generated

from related projects further away from the proposed Project would be unlikely to interact and as such, has a low potential to result in a cumulative considerable impact. A doubling of traffic volumes would not occur as a result of trips from nearby related projects and trips from the proposed Project. As such, the Project would not result in significant noise impacts due to increased traffic and the Project's cumulative impact would be less than significant.

Although related projects have been identified within the Project study area, the noise generated by stationary equipment at each related project site cannot be adequately quantified due to the conceptual nature of most of the related projects. However, each related project would require separate discretionary approval and CEQA assessment that would address potential noise impacts and identify necessary attenuation measures, where appropriate. Additionally, as noise dissipates as it travels away from its source, noise impacts from stationary sources would be limited to each of the respective sites and their vicinities. The closest related projects are the Media Studios North project, immediately southwest of the Project site, and the 3031 Thornton Avenue project, north of the Project site. All the existing and planned development in the Project area currently operate, or would operate, mechanical equipment and other stationary noise sources throughout the Project area. As such, the Project would not introduce new stationary noise that is not already contributing to the existing noise environment. As noted above, the proposed Project would not result in significant stationary noise impacts. The proposed Project would not result in stationary long-term equipment that would significantly affect surrounding sensitive receptors.

The Project's less than significant effects associated with a permanent increase in ambient noise would not be considered cumulatively considerable, and cumulative impacts would be less than significant.

Conclusion

Temporary construction-related impacts would exceed the significance threshold of 63.7 dBA L_{eq}. To ensure that noise generated during construction of the Project would be lessened to the maximum extent possible, implementation of Mitigation Measure NOI-1 would be required. Nevertheless, construction impacts from the proposed Project would still exceed thresholds and as such, would be cumulatively significant. Therefore, cumulative construction-related impacts would be significant and unavoidable.

Long-term operational noise impacts would not be cumulatively considerable; therefore, long-term cumulative operational noise impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measure NOI-1.

C. UTILITIES AND SERVICES SYSTEMS

1. New or Expanded Water Systems

Threshold: Would the Project, require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects?

Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure below. The City of Burbank hereby finds that implementation of the mitigation measure is feasible, and the measure is, therefore, adopted. However, since the 15 to 25 dBA attenuation provided by mufflers required by Mitigation Measure NOI-1 relies heavily on the speed of a vehicle, engine noise, and load on a vehicle, the maximum 25 dBA reduction would not be maintained throughout the construction period, therefore, the City of Burbank finds that there are no other mitigation measures that are feasible to reduce construction noise below the significance threshold, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section V of these Findings (Public Resources Code Sections 21081(a)(1) and (3); CEQA Guidelines Sections 15091(a)(1) and (3)). As described in the Statement of Overriding Considerations (Section VI below), the City has determined that this significant and unavoidable impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed Project outweigh its significant effects on the environment.

Explanation: *Water Conveyance Facilities*

BWP provides water to existing development within the Project site and would provide water to the proposed Project. Fire water and domestic water would have lateral connection to the existing mains directly across from the Project site on Thornton Avenue

(approximately 50 feet from the property line). Recycled water service would connect to the main near the Thornton Avenue and Hollywood Way intersection (approximately 500 feet from the property line). In addition to using recycled water for irrigation of the proposed Project, the irrigation for the landscaping at the existing Marriott Hotel would also be upgraded to connect to recycled water services that the Project would extend to the site.

Construction activities associated with water facilities would be limited to providing new water lines within the site to connect to existing mains adjacent to the site. The Project would also be required to pay a water main replacement fee as determined by the City. New or expanded off-site water conveyance facilities would not be required. The potential environmental effects associated with construction of the proposed Project, including the proposed onsite water lines to serve the proposed development, were analyzed throughout the Draft EIR, and construction impacts have been determined to be less than significant with compliance with regulatory requirements and implementation of mitigation measures except for construction noise, which would be significant and unavoidable. 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. Therefore, construction noise associated with activities specific to the provision of new water lines are not isolated. Results also assume a clear line-of-sight and no other machinery or equipment noise that would mask Project construction noise. The shielding of buildings and other barriers that interrupt line-of-sight conditions would help further reduce noise levels. However, since construction activities could exceed the significance threshold for noise, impacts would be significant. The Project would be required to implement Mitigation Measure NOI-1, which would incorporate BMPs during construction activities. Implementation of Mitigation Measure NOI-1 would further minimize impacts from construction noise as it requires construction equipment to be equipped with properly operating and maintained mufflers. Nevertheless, even with incorporation of Mitigation Measure NOI-1, construction-noise impacts would remain significant. Since the proposed Project would result in the construction of new water facilities, which would contribute to significant environmental effects specific to construction noise, impacts would be significant and unavoidable in this regard.

Water Supply

As stated, BWP provides water to the Project site. BWP's 2020 UWMP indicates water supplies would meet the service area's water demands for normal, single-dry, and multiple dry-year conditions through 2045. The 2020 UWMP water demand forecasts are based

in part on adopted general plans. Burbank2035 identifies the development capacity associated with implementation of the Burbank2035 land use designations. The Burbank2035 General Plan Land Use Map designates the Project site as Regional Commercial. The Regional Commercial land use designation provides for regional employment and shopping destinations that serve both Burbank residents and residents of surrounding cities at a maximum FAR of 1.25. For non-residential designations, including the Regional Commercial land use designation, Burbank2035 development capacities assume development consistent with the maximum FAR. For the Regional Commercial land use designation, a 2035 development capacity of 4,643,665 square feet can be expected from implementation of land use policies established in Burbank2035.

The Project proposes development of a hotel with 420 rooms, which would increase the potable water demand within the Project site. The Project would also use recycled water for irrigation landscaping within the Project site, including upgrading the existing Marriott Hotel to connect to recycled water services for irrigation. Recycled water would also be used during grading and construction activities.

Development, as proposed, would result in a FAR of 1.13, which is less than the 1.25 maximum FAR allowed by the Regional Commercial land use designation, and, therefore, less than the development capacity assumptions identified in Burbank2035. Thus, the Project's anticipated water demand is accounted for in the 2020 UWMP, and there would be sufficient water supplies available to serve the Project development during normal, dry and multiple dry years. Impacts to water supply would be less than significant.

Mitigation Measures: Refer to Mitigation Measure NOI-1

2. New or Expanded Wastewater Services Systems

Threshold: Would the Project, require or result in the relocation or construction of new or expanded wastewater facilities, the construction or relocation of which could cause significant environmental effects?

Would the Project 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?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant

environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure below. The City of Burbank hereby finds that implementation of the mitigation measure is feasible, and the measure is, therefore, adopted. However, since the 15 to 25 dBA attenuation provided by mufflers required by Mitigation Measure NOI-1 relies heavily on the speed of a vehicle, engine noise, and load on a vehicle, the maximum 25 dBA reduction would not be maintained throughout the construction period, therefore, the City of Burbank finds that there are no other mitigation measures that are feasible to reduce construction noise below the significance threshold, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section V of these Findings (Public Resources Code Sections 21081(a)(1) and (3); CEQA Guidelines Sections 15091(a)(1) and (3)). As described in the Statement of Overriding Considerations (Section VI below), the City has determined that this significant and unavoidable impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed Project outweigh its significant effects on the environment.

Explanation: *Wastewater Conveyance Facilities*

The City provides wastewater (sewer) service to existing development within the Project site and would provide wastewater services to the proposed Project. Sanitary sewer services would connect to the existing onsite main.

A Sewer Capacity Analysis was prepared by the City of Burbank Water Reclamation and Sewer Division to determine if offsite sewer improvement upgrades or additional treatment capacity would be required in order to serve the proposed Project. Offsite sewer improvement upgrades were determined to be needed in order to serve the proposed Project and a separate development (2311 N. Hollywood Way) that would utilize the same downstream portion of the offsite sewer. Therefore, the Project would be conditioned to design and construct approximately 1,580 feet of sewer main infrastructure improvements from the intersection of Wyoming Avenue and North Ontario Street to the intersection of West Burbank Boulevard and North Frederick Street. There are seven reaches of City sewer main, totaling approximately 1,580.5 feet, that the Project would be responsible to upsize from existing 12-inch pipe to upgraded 15-inch pipe. The Project would also be required to pay a

Sewer Facilities Charge as determined by the City. With the required improvements and payment of fair share costs for improvements, adequate conveyance infrastructure would be available to serve the proposed development.

The potential environmental effects associated with construction of the proposed Project, including the required offsite sewer improvements are analyzed throughout the Draft EIR, and construction impacts have been determined to be less than significant with compliance with regulatory requirements and implementation of mitigation measures except for construction noise, which would be significant and unavoidable; refer to Section 5.9, Noise, of the Draft EIR. Offsite sewer main improvements would occur as close as 45 feet to the neighboring single-family residential units along Wyoming Avenue. Construction noise from the sewer main improvements could expose sensitive receptors to maximum noise levels that would exceed the significance threshold; refer to Section 5.9 of the Draft EIR. Sewer improvements would not be concentrated at a single point but occur over 1,580 linear feet. Noise levels assumes that construction equipment would be used concurrently as a conservative analysis. However, certain construction equipment would only be used during certain periods of construction (i.e., excavators would only be used during the excavation of the old sewer main and backfill) and would be powered down when not in use. As such, the actual noise levels from construction equipment used for the sewer main improvement would be less than the conservative noise levels identified in Section 5.9 of the Draft EIR. As previously stated, the Project would be required to implement Mitigation Measure NOI-1, which would incorporate BMPs during construction activities. Implementation of Mitigation Measure NOI-1 would further minimize impacts from construction noise as it requires construction equipment to be equipped with properly operating and maintained mufflers. Nevertheless, even with incorporation of Mitigation Measure NOI-1, construction-noise impacts associated with the offsite sewer improvements would remain significant. Since the proposed Project would result in construction of new wastewater facilities, which could cause significant environmental effects specific to construction noise, impacts would be significant and unavoidable in this regard.

Wastewater Treatment

Development of the proposed Project would result in increased wastewater flows requiring treatment when compared to existing conditions. Wastewater generated by the proposed Project would be treated at the Burbank Water Reclamation Plant (BWRP). BWRP treats approximately nine million gallons per day (mgd) and has a design capacity of 12.5 mgd. Based on the Sewer Capacity Analysis

prepared by the City, the proposed Project would generate a peak wastewater discharge rate of 117.8 gallons per minute (gpm) or approximately 169,632 gallons per day (gpd). The projected wastewater generated by the Project represents approximately 4.8 percent of BWRP's available capacity of 3.5 mgd. Although the Project would be required to provide improvements to the wastewater conveyance infrastructure, the Water Reclamation and Sewer Division determined adequate capacity would be available at BWRP to treat the wastewater generated from the Project. Further, the Project is required to pay the applicable sewer fees to connect to and receive sewer service, which funds costs associated with the City's sewer system and BWRP. Thus, impacts to wastewater treatment facilities associated with the Project would be less than significant.

Mitigation Measures: Refer to Mitigation Measure NOI-1

3. New or Expanded Electrical, Natural Gas, or Telecommunications Facilities

Threshold: Would the Project, require or result in the relocation or construction of new or expanded electrical, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure below. The City of Burbank hereby finds that implementation of the mitigation measure is feasible, and the measure is, therefore, adopted. However, since the 15 to 25 dBA attenuation provided by mufflers required by Mitigation Measure NOI-1 relies heavily on the speed of a vehicle, engine noise, and load on a vehicle, the maximum 25 dBA reduction would not be maintained throughout the construction period, therefore, the City of Burbank finds that there are no other mitigation measures that are feasible to reduce construction noise below the significance threshold, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section V of these Findings (Public Resources Code Sections 21081(a)(1) and (3); CEQA Guidelines Sections 15091(a)(1) and (3)). As described in the Statement of Overriding Considerations (Section VI below), the City has determined that this significant and unavoidable impact is acceptable because specific overriding economic, legal, social,

technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed Project outweigh its significant effects on the environment.

Explanation: Electrical power to the area is provided by BWP, and natural gas is provided by Southern California Gas Company (SoCalGas). Various companies provide telecommunications. The Project would be constructed to be all-electric, with no use of natural gas in its daily operations and systems. Therefore, natural gas connections would not be required. Local telecommunications companies operate and maintain transmission and distribution infrastructure in the Project area. The Project would not require new or upgraded telecommunication facilities.

BWP conducted a feasibility study to determine the capacity and improvements required to serve the proposed development. Electrical service would connect to existing BWP facilities at the Thornton Avenue and Ontario Street intersection and extend approximately 820 feet from the intersection into the Project site. In order to create a looped electrical service system, as required by BWP, the electrical service would then extend through the Project site from Thornton Avenue south to the Avon Street driveway (approximately 750 feet). From there, the service would extend an additional 595 feet in the public right of way on Avon Street, before connecting to the existing service from Empire Avenue and completing the "loop." As a Condition of Approval, the Project Applicant would be required to enter into a service agreement with BWP to pay the required fees necessary to construct the identified improvements and provide electrical infrastructure and service to the site. Payment of the required fees by the Project Applicant, and construction of the infrastructure improvements by BWP, would ensure adequate electrical service is provided to the Project.

The potential environmental effects associated with construction of the proposed Project, including the proposed electrical infrastructure improvements, are analyzed throughout the Draft EIR, and construction impacts have been determined to be less than significant with compliance with regulatory requirements and implementation of mitigation measures except for construction noise, which would be significant and unavoidable. Offsite electrical improvements would occur as close as 60 feet to multi-family residential units along Ontario Street. Construction noise from the electrical improvements could expose sensitive receptors to maximum noise levels that would exceed the significance threshold. Although construction noise from the electrical improvements would be less than the noise levels from the sewer main improvements, impacts would also be significant. As previously stated, the Project would be required to implement Mitigation Measure NOI-1, which

would incorporate BMPs during construction activities. Implementation of Mitigation Measure NOI-1 would further minimize impacts from construction noise as it requires construction equipment to be equipped with properly operating and maintained mufflers. Nevertheless, even with incorporation of Mitigation Measure NOI-1, construction-noise impacts associated with the offsite electrical improvements would remain significant. Since the proposed Project would result in construction of new electrical facilities, which could cause significant environmental effects specific to construction noise, impacts would be significant and unavoidable in this regard.

Mitigation Measures: Refer to Mitigation Measure NOI-1

4. Cumulative New or Expanded Water Facility Systems

Threshold: Would the Project, combined with other related projects, require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects?

Would the Project, combined with other related projects, have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure below. The City of Burbank hereby finds that implementation of the mitigation measure is feasible, and the measure is, therefore, adopted. However, since the 15 to 25 dBA attenuation provided by mufflers required by Mitigation Measure NOI-1 relies heavily on the speed of a vehicle, engine noise, and load on a vehicle, the maximum 25 dBA reduction would not be maintained throughout the construction period, therefore, the City of Burbank finds that there are no other mitigation measures that are feasible to reduce construction noise below the significance threshold, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section V of these Findings (Public Resources Code Sections 21081(a)(1) and (3); CEQA Guidelines Sections 15091(a)(1) and (3)). As described in the Statement of Overriding Considerations (Section VI below), the

City has determined that this significant and unavoidable impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed Project outweigh its significant effects on the environment.

Explanation: Water service is provided by BWP. In addition to the Project, related projects within the City would receive water service from BWP.

Similar to the proposed Project, individual development projects in the City would be required to assess water demand associated with the proposed development and capacity of water conveyance systems to serve the development being proposed. Individual development projects would be required to provide on-site water infrastructure and improvements necessary to serve the development. Each applicant also must fund the costs of the water-related infrastructure needed to serve a particular site. All new facilities proposed or necessitated by related projects would be subject to applicable CEQA review and would be required to determine the potential for the construction or relocation of new or expanded water facilities to cause a significant environmental effect. Individual related projects would be required to comply with mitigation measures to reduce impacts associated with the improvements.

Even with implementation of Mitigation Measure NOI-1, the proposed Project, which includes new onsite water infrastructure to serve the Project, would result in a significant and unavoidable impact regarding short-term construction noise. Construction activities associated with the proposed Project and related projects may overlap, resulting in construction noise in the area. Therefore, the Project's significant effects associated with a temporary increase in ambient noise resulting from construction activities, which include new water facilities would be considered cumulatively considerable, and cumulative impacts would be significant.

The proposed Project would involve an increase in demand for water supplies. Related projects would also result in the need for water supply and incrementally increase the long-term demand for water service. Similar to the proposed Project, individual development projects would be required to assess the water demand and available water supplies to serve the development being proposed. Additionally, under the provisions of SB 610, related projects meeting the statutory requirements would be required to prepare a comprehensive Water Supply Assessment (WSA). The WSA would evaluate the quality and reliability of existing and projected water supplies, as well as alternative sources of water supply and measures to secure alternative sources if needed, on a project-by-project basis. Any new water facilities would undergo separate

environmental review and require compliance with all applicable City water supply ordinances, laws, and regulations.

BWP's 2020 UWMP indicates water supplies would meet the service area's water demands for normal, single-dry, and multiple dry-year conditions through 2045. The 2020 UWMP water demand forecasts are based in part on adopted general plans. Burbank2035 identifies the development capacity associated with implementation of the Burbank2035 land use designations, including the Project site's Regional Commercial land use designation. Burbank2035 development capacities assume development consistent with the maximum FAR. Since the Project would be consistent with the development capacities assumed for the UWMP, adequate water supplies would be available to serve the Project. Thus, the Project's less than significant effects to water supplies would not be cumulatively considerable and cumulative impacts would be less than significant.

5. Cumulative Wastewater Capacity

Threshold: Would the Project, combined with other related projects, require or result in the relocation or construction of new or expanded wastewater facilities, the construction or relocation of which could cause significant environmental effects?

Would the Project, combined with other related projects, 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?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure below. The City of Burbank hereby finds that implementation of the mitigation measure is feasible, and the measure is, therefore, adopted. However, since the 15 to 25 dBA attenuation provided by mufflers required by Mitigation Measure NOI-1 relies heavily on the speed of a vehicle, engine noise, and load on a vehicle, the maximum 25 dBA reduction would not be maintained throughout the construction period, therefore, the City of Burbank finds that there are no other mitigation measures that are feasible to reduce construction noise below the significance threshold, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible

the alternatives identified in the EIR, as discussed in Section V of these Findings (Public Resources Code Sections 21081(a)(1) and (3); CEQA Guidelines Sections 15091(a)(1) and (3)). As described in the Statement of Overriding Considerations (Section VI below), the City has determined that this significant and unavoidable impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed Project outweigh its significant effects on the environment.

Explanation: The City provides wastewater conveyance and treatment for the Project site and related projects within the City. The proposed Project would involve an increase in wastewater generation requiring conveyance and treatment. Related projects would also result in increased wastewater generation. Similar to the proposed Project, individual development projects in the City would be required to assess the wastewater generation associated with the proposed development and capacity of conveyance systems and BWRP. Individual development projects would be required to provide on-site sewer infrastructure and improvements necessary to serve the development and pay the required Sewer Facilities Charge prior to issuance of a building permit. If upgrades to the sewer system are required, the related project would be required to provide the upgrades and/or pay its contribution toward the cost of the sewer infrastructure upgrades. All new facilities proposed or necessitated by related projects would be subject to applicable CEQA review, and related projects would be required to determine the potential for the construction or relocation of new or expanded wastewater facilities to cause a significant environmental effect. Individual related projects would be required to comply with mitigation measures to reduce impacts associated with the improvements. The Project would connect to the existing onsite main. However, as determined by the Sewer Capacity Analysis, offsite sewer improvement upgrades would be required, as the proposed Project and a related project (2311 N. Hollywood Way) would utilize the same downstream portion of the offsite sewer that necessitates improvements. Implementation of the improvements and payment of the required Sewer Facilities Charge would ensure adequate capacity is available to serve the increased wastewater resulting from the Project and related project.

Even with implementation of Mitigation Measure NOI-1, the proposed Project, which includes offsite sewer main improvements, would result in a significant and unavoidable impact regarding short-term construction noise. Construction activities associated with the proposed Project and related projects may overlap, resulting in construction noise in the area. Therefore, the Project's significant effects associated with a temporary increase in ambient noise

resulting from construction activities, which includes offsite sewer main infrastructure improvements, would be considered cumulatively considerable, and cumulative impacts would be significant.

The Project and related projects would generate increased wastewater requiring treatment at BWRP. As with the proposed Project, individual development projects are reviewed by to determine that adequate wastewater capacity would be available to serve the development being proposed at that time. Additionally, development projects are required to pay the applicable sewer fees to connect to and receive sewer service. These fees are collected to fund the costs associated with the City's sewer system, and BWRP. Based on the Sewer Capacity Analysis prepared by the City, adequate capacity would be available at BWRP to treat the wastewater generated from the Project. Thus, the Project's less than significant effects associated with the wastewater infrastructure upgrades and wastewater treatment capacity would not be cumulatively considerable, and cumulative impacts would be less than significant.

6. Cumulative Electrical, Natural Gas and Telecommunication Facilities

Threshold: Would the Project, combined with other related projects, require or result in the relocation or construction of new or expanded electrical, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure below. The City of Burbank hereby finds that implementation of the mitigation measure is feasible, and the measure is, therefore, adopted. However, since the 15 to 25 dBA attenuation provided by mufflers required by Mitigation Measure NOI-1 relies heavily on the speed of a vehicle, engine noise, and load on a vehicle, the maximum 25 dBA reduction would not be maintained throughout the construction period, therefore, the City of Burbank finds that there are no other mitigation measures that are feasible to reduce construction noise below the significance threshold, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section V of these Findings (Public Resources Code Sections 21081(a)(1) and (3); CEQA Guidelines Sections 15091(a)(1) and (3)). As described

in the Statement of Overriding Considerations (Section VI below), the City has determined that this significant and unavoidable impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed Project outweigh its significant effects on the environment.

Explanation: The Project would not utilize natural gas and therefore would not require natural gas facilities. The Project would not impact natural gas facilities.

The Project and the related projects would result in an increased demand for electricity and telecommunications services. Similar to the Project, the related projects would be required to coordinate their respective projects, sites, and requirements with the service providers to ensure adequate service could be provided or to determine the need for infrastructure improvements. All new facilities proposed or necessitated by related projects would be subject to applicable CEQA review, and projects would be required to determine the potential for the construction or relocation of new or expanded electricity and telecommunications facilities to cause a significant environmental effect. Individual related projects would be required to comply with mitigation measures to reduce impacts associated with the improvements.

The Project would be served by existing telecommunications facilities and would not require the construction of new facilities. The Project would connect to existing BWP facilities at the Thornton Avenue and Ontario Street intersection and extend approximately 820 feet from the intersection into the Project site. Per the requirements of BWP, in order to create a looped system, electrical service would then extend through the Project site from Thornton Avenue south to the Avon Street driveway (approximately 750 feet). From there, the service would extend an additional 595 feet in the public right of way on Avon Street, before connecting to the existing service from Empire Avenue and completing the “loop.” The potential environmental effects associated with the proposed Project, including the installation of electrical infrastructure to serve the proposed development, are analyzed throughout this EIR. Even with implementation of Mitigation Measure NOI-1, the proposed Project, which includes offsite electrical improvements, would result in a significant and unavoidable impact regarding short-term construction noise. Construction activities associated with the proposed Project and related projects may overlap, resulting in construction noise in the area. Therefore, the Project’s significant effects associated with a temporary increase in ambient noise resulting from construction activities, which includes electrical infrastructure improvements

would be considered cumulatively considerable, and cumulative impacts would be significant.

As a Condition of Approval, the Project Applicant would be required to enter into a service agreement with BWP to pay the required fees necessary to construct the identified improvements and provide electrical infrastructure and service to the Project site. Payment of the required fees by the Project Applicant, and construction of the infrastructure improvements by BWP, would ensure adequate electrical service is provided to the Project. Thus, the Project's incremental effects associated with the construction of telecommunication and electrical facilities would not be cumulatively considerable and cumulative impacts would be less than significant.

SECTION V.
FINDINGS ON PROJECT ALTERNATIVES

A. BACKGROUND

The Draft EIR analyzed two alternatives to the Project as proposed and evaluated these alternatives for their ability to avoid or reduce the Project's significant environmental effects while also meeting the majority of the Project's objectives. The City finds that it has considered and rejected as infeasible the alternatives identified in the Draft EIR and described below. This section sets forth the potential alternatives to the Project analyzed in the Draft EIR and evaluates them in light of the Project objectives, as required by CEQA.

Where significant impacts are identified, Section 15126.6 of the State CEQA Guidelines requires EIRs to consider and discuss alternatives to the proposed actions. Subsection (a) states:

> (a) 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. An EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

Subsection 15126.6(b) states the purpose of the alternatives analysis:

(b) Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (PRC Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

In Section 15126.6(c), the State CEQA Guidelines describe the selection process for a range of reasonable alternatives:

(c) The range of potential alternatives to the proposed project shall 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. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

The range of alternatives required is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed Project. Alternatives are limited to ones that would avoid or substantially lessen any of the significant effects of the Project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the Project.

B. PROJECT OBJECTIVES

The following objectives have been established for the Project (Draft EIR):

- Enhance the continued economic revitalization and urbanization of the Hollywood Burbank Airport area with premium lifestyle and extended stay hotel brands catering to the modern business and leisure traveler.
- Construct and operate a Marriott-branded, business- and leisure-oriented urban hotel reflecting the character of Burbank and integrated into the overall site design of the existing onsite hotel facilities, immediately adjacent to and complementing the airport, existing and planned transit stations, and the convention center to attract and enhance customer travel for those visiting Burbank.
- Construct and operate additional conference/meeting/entertainment/dining space, fitness facilities for hotel guests and other patrons, and a ground-floor

central open courtyard with pool and deck space amenity area to provide additional outdoor space.

- Contribute to the economic health and well-being of Burbank through the development of a Project that would generate new construction and long-term jobs and provide additional long-term revenue for the City through visitor operations, enhanced property values, new visitor spending, and transient occupancy tax.
- Redevelop a portion of the surface parking lot area that is underutilized into a more economically productive use that complements the existing development on the property and is consistent with the City's ongoing re-envisioning efforts within the Golden State Specific Plan.
- Support environmentally conscious alternative modes of travel by constructing two new hotels within a half mile of two existing Metrolink stations, a planned high speed rail station, and the Hollywood Burbank Airport, and by promoting ride-sharing services and transportation demand management strategies in efforts to reduce local vehicle trips into and out of the City.
- Support and enhance statewide decarbonization efforts through the development of an all-electric Project free from fossil-fuel reliance; on-site generation and use of power through solar panels and battery storage; reducing vehicle emissions through an efficient guest drop-off and pick-up porte cochere design and by operating a valet-only parking garage for more efficient parking of guest's vehicles; and encouraging the replacement of gas-fueled cars with electric vehicles by providing hundreds of EV charging stations and EV ready plug-ins.

C. ALTERNATIVES CONSIDERED BUT REJECTED FROM FURTHER ANALYSIS

Section 15126.6(c) of the State CEQA Guidelines specifies that an EIR should (1) identify alternatives that were considered by the lead agency but were eliminated from detailed consideration because they were determined to be infeasible during the scoping process; and (2) briefly explain the reasons underlying the lead agency's determination. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives; (ii) infeasibility; and/or (iii) inability to avoid significant environmental impacts.

The following alternatives were considered but rejected as part of the environmental analysis for the Project:

- "**Alternative Site" Alternative**

Description. The Alternative Site Alternative would involve developing the Project on 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. In order to achieve the Project's objectives, the site would need to be located

within proximity to the Hollywood Burbank Airport, Metrolink station, and planned high speed rail station. With the exception of the existing site, no other sites in the area are under the Project Applicant's control; thus, no other sites were considered.

Conclusion. Development of the proposed Hotel and Garage on another site would not reduce the Project's significant and unavoidable impact associated with GHG emissions. There is the potential that the significant and unavoidable impacts relative to construction noise, including construction noise associated with the offsite sewer and electrical improvements, may be reduced or eliminated. However, this would be dependent upon the location of the alternative site and ambient noise conditions, and whether offsite infrastructure improvements would be required. In addition, development of the proposed Project on another site would not substantially lessen any of the Project's less than significant impacts, including those requiring mitigation. For example, an alternative site within the area would also likely require a vapor intrusion mitigation system and soils management plan (Mitigation Measures HAZ-1 and HAZ-2) due to regional groundwater conditions and historic industrial uses that have occurred within the area and require archaeological, paleontological, and/or tribal monitoring or worker environmental awareness training given the cultural sensitivity of the area (Mitigation Measures CUL-1 through CUL-3, and GEO-1).

- **"Office" Alternative**

Description. The Office Alternative would involve development of an office building on the existing surface parking lot within the Project site.

Conclusion. This alternative would not achieve a majority of the Project's objectives as an office use would not provide for a hotel catering to the business and leisure traveler in proximity to the Hollywood Burbank Airport, which continues to be in high demand and will only increase with the completion of the new airport terminal project; provide for a Marriott-branded urban hotel that complements the airport, existing and planned transit stations, and the convention center to attract and enhance customer travel visiting Burbank; provide additional meeting/entertainment/dining spaces; or provide for transit occupancy tax. Additionally, the Applicant is a hotel developer and operator and is not an office developer. Moreover, the current economic outlook and viability of successful development of additional office space and the ability to attract close to 100% occupancy post-Covid with the push for remote work is not favorable.

Development of an office is not anticipated to significantly reduce or eliminate the Project's significant and unavoidable impacts relative to construction noise, since construction activities and equipment would be similar and offsite sewer and electrical improvements would still be required to serve the use. Additionally, new employees and associated vehicle trips would result in mobile source emissions, similar to the Project. It is not anticipated that the Project's significant and unavoidable impact relative to greenhouse gas emissions would be significantly reduced or eliminated. Development of an office would continue to require implementation of mitigation measures specific to the Project site and existing environmental conditions. For example, development of an office use on the site would also require a vapor intrusion mitigation system and soils management plan (Mitigation Measures HAZ-1 and HAZ-2) due to regional groundwater

conditions and historic industrial uses that have occurred within the area and require archaeological, paleontological, and/or tribal monitoring or worker environmental awareness training given the cultural sensitivity of the area (Mitigation Measures CUL-1 through CUL-3, and GEO-1). As the Project Applicant is not an office developer and development of the site with an office use would not meet most of the Project objectives, the Office Alternative was rejected from further analysis within this EIR.

- **"Residential Mixed-Use" Alternative**

Description. A Residential Mixed-Use Alternative would involve development of residential uses with ground-floor residential amenities and retail/commercial tenant spaces on the Project site. The Residential Mixed-Use Alternative would maintain the same scale and height as the proposed Hotel with the potential for 192 dwelling units and approximately 30,000 square feet of residential amenities and ground floor retail space.

Conclusion. This alternative would not achieve a majority of the Project's objectives as a residential mixed-use development would not provide for a hotel catering to the business and leisure traveler in proximity to the Hollywood Burbank Airport; provide for a Marriott-branded urban hotel that complements the airport, existing and planned transit stations, and the convention center to attract and enhance customer travel visiting Burbank; provide additional meeting/entertainment/dining spaces; or provide for transit occupancy tax. Additionally, the Applicant is a hotel developer and operator and is not a residential developer. Moreover, uncertainty in the lending industry for multifamily market, rising labor and construction costs, and the decrease in rents for multifamily create a high level of uncertainty even for the most seasoned multifamily developer, let alone the uncertainty that it would bring to a hotel developer seeking to make a housing project pencil out at the Project site.

Development of a residential mixed-use alternative would not significantly reduce or eliminate the Project's significant and unavoidable impacts relative to construction noise, since construction activities and equipment would be similar and offsite sewer and electrical improvements would still be required to serve the use. It is not anticipated that the Project's significant and unavoidable impact relative to greenhouse gas emissions would be significantly reduced or eliminated. Development of residential mixed-use would continue to require implementation of mitigation measures specific to the Project site and existing environmental conditions. For example, development of residential mixed-use on the site would also require archaeological, paleontological, and/or tribal monitoring or worker environmental awareness training given the cultural sensitivity of the area (Mitigation Measures CUL-1 through CUL-3, and GEO-1). Due to the site's recognized environmental conditions associated with elevated VOCs in soil-gas (specifically PCE and TCE) beneath the Project site that may present a vapor intrusion risk, mitigation would be required to provide for residential development to occur. As previously noted, the Project Applicant is not a residential developer and development of the site with residential mixed-use would not meet the Project objectives, the Residential Mixed-Use Alternative was rejected from further analysis within this EIR.

- **"Reduced Parking" Alternative**

Description. A Reduced Parking Alternative would be the same as the proposed Project with regard to the Hotel but would reduce the parking garage in scale. A smaller/reduced garage would result in less construction and materials used, reducing construction impacts.

Conclusion. This alternative would not reduce the Project's significant and unavoidable impact associated with GHG emissions. The Project's significant and unavoidable impact relative to onsite construction noise would be reduced in terms of the duration of construction but the noise levels would be similar, and therefore, the impact would not be eliminated. Further, the Project's offsite construction noise impact associated with the sewer and electrical infrastructure improvements would not be reduced. Development of this alternative would continue to require implementation of mitigation measures specific to the Project site and existing environmental conditions. For example, development of a smaller/reduced garage on the site would still require a vapor intrusion mitigation system and soils management plan (Mitigation Measures HAZ-1 and HAZ-2) due to regional groundwater conditions and historic industrial uses that have occurred within the area and require archaeological, paleontological, and/or tribal monitoring or worker environmental awareness training given the cultural sensitivity of the area (Mitigation Measures CUL-1 through CUL-3, and GEO-1). Further, this alternative would not be consistent with the Parking Study or the Parking Management Plan for the proposed Hotel and, therefore, would not be consistent with the BMC. Thus, this alternative was rejected from further analysis within this EIR.

D. ALTERNATIVES CONSIDERED FOR FURTHER ANALYSIS

The alternatives selected for further detailed review within the EIR focus on alternatives that could reduce the Project's significant environmental impacts, while still meeting most of the basic Project objectives. Those alternatives include:

- **Alternative 1: No Project Alternative** (Draft EIR, page 7-6 through 7-10)
- **Alternative 2: Reduced Intensity Alternative** (Draft EIR, page 7-10 through 7-15)

1. Alternative 1: No Project Alternative

Description: The Project site is currently developed with the Marriott Hotel and 763 surface parking spaces. The existing Marriott Hotel is comprised of 488 hotel rooms, 5,200 square feet of restaurant space, and 46,500 square feet of meeting/banquet and convention space. The Marriott Hotel consists of one eight-story building (East Tower) and one nine-story building (West Tower), connected by a single-story structure on the ground level, totaling 277,600 square feet. The convention center portion of the Marriott Hotel consists of one single-story building with a mezzanine level totaling 39,000 square feet. Access to the site occurs from three driveways, one at Thornton Avenue, one at Hollywood Way, and one at Avon Street.

The No Project Alternative would retain the site in its current condition. The proposed Hotel and Garage, including all onsite and offsite improvements, would not be developed.

Impacts: As shown in Table 7-1 of the Draft EIR, Alternative 1 would result in similar impacts to the proposed Project in the following environmental topic areas: Land Use and Planning. Alternative 1 would result in greater impacts for the following environmental topic areas when compared to the proposed Project: Hydrology and Water Quality and Transportation. Alternative 1 would result in reduced impacts when compared to the proposed Project for Air Quality, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise, Public Services, Tribal Cultural Resources, and Utilities and Service Systems. This alternative would eliminate the significant and unavoidable impacts that would occur with the proposed Project.

Attainment of Project Objectives: Given that no development would occur, the No Project Alternative would not meet any of the Project objectives.

Finding: The findings of the proposed Project set forth in this document and the overriding social, economic, and other issues set forth in the Statement of Overriding Considerations provide support for the proposed Project and the elimination of the No Project Alternative from further consideration.

2. Alternative 2: Reduced Intensity Alternative

Description: The Reduced Intensity Alternative would include the same uses (i.e., hotel, hotel-related amenities, and garage structure) as the proposed Project; however, the number of guestrooms, parking spaces in the garage, and electric vehicle (EV) parking spaces (chargers and EV ready) would be reduced by 25 percent. Ground floor and sixth floor guest amenities would remain the same as proposed under the Project. All additional onsite and offsite improvements would continue to occur under this alternative.

The Reduced Intensity Alternative would provide 315 total guestrooms (164 Residence Inn, 151 Aloft), 661 parking spaces in the garage structure and 337 total EV spaces (121 chargers, 216 EV ready). The Reduced Intensity Alternative would result in 61 employees. The Hotel building would be six stories, but the sixth level floor area would be approximately half of the area of the floors below it, resulting in a total hotel floor area of 206,083 square feet. The Garage would remain the same size as the proposed Project. Overall, Alternative 2 would provide 25 percent reduced development when compared to the Project.

Impacts: As shown in Table 7-1 of the Draft EIR, in comparison to the proposed Project, the Reduced Intensity Alternative would have similar impacts in all environmental topic areas except for air quality, energy, GHG emissions, noise, and public services. Although noise impacts would be reduced when compared to the proposed Project, the significant and unavoidable project and cumulative construction noise impacts, which include onsite and offsite infrastructure improvements, would not be eliminated. Additionally, the GHG impact would be slightly greater due to the increased $MTCO_2e$ per service population associated with the alternative. As with the proposed Project, the Reduced Intensity Alternative would meet all the Project objectives; however, the objectives under this alternative would not be met to the same extent as the proposed Project.

Attainment of Project Objectives: Given that the Reduced Intensity Alternative would develop the same uses as the proposed Project but at a reduced scale, this alternative would meet all the Project objectives identified. This alternative would enhance the continued economic revitalization and urbanization of the Hollywood Burbank Airport area with premium lifestyle and extended stay hotel brands catering to the modern business and leisure traveler; construct and operate a Marriott-branded, business- and leisure-oriented urban hotel reflecting the character of Burbank, immediately adjacent to and complementing the airport, existing and planned transit stations, and the convention center to attract and enhance customer travel visiting Burbank; construct and operate additional meeting/entertainment/dining space, fitness facilities for hotel guests and other patrons, and a ground-floor central open courtyard with pool and deck space amenity area to provide additional outdoor space; contribute to the economic health and well-being of Burbank through the development of a Project that would generate new construction and long-term jobs and provide additional long-term revenue for the City through visitor operations, enhanced property values, new visitor spending, and transient occupancy tax; redevelop a portion of the surface parking lot area that is underutilized into a more economically productive use that complements the existing development on the property and is consistent with the

City's ongoing re-envisioning efforts being undertaken as part of the Golden State Specific Plan; or support environmentally conscious alternative modes of travel by constructing two new hotels within a half-mile of two existing Metrolink stations, a planned high speed rail station, and the Hollywood Burbank Airport, and by promoting ride-sharing services and transportation demand management strategies in efforts to reduce local vehicle trips into and out of the City; and support and enhance statewide decarbonization efforts through the development of an all-electric Project free from fossil-fuel reliance; on-site generation and use of power through solar panels and battery storage; reducing vehicle emissions through an efficient guest drop-off and pick-up porte cochere design and by operating a valet-only parking garage for more efficient parking of guest's vehicles; and encouraging the replacement of gas-fueled cars with electric vehicles by providing hundreds of EV charging stations and EV ready plug-ins.. However, while this alternative would achieve the Project objectives, it would not do so to the same extent as the proposed Project. Specifically, a smaller hotel would not contribute to the economic health and well-being of Burbank through the generation of long-term jobs and additional long-term revenue for the City through visitor operations, enhanced property values, new visitor spending, and transient occupancy tax to the extent of the proposed Project. Furthermore, since the reduced alternative would result in half of a sixth floor, there would be a reduction in continuous roof-top space for solar collectors, which would also be less impactful for clean-energy generation than the full Project. The reduction in required parking spaces would also result in a reduction of EV charging stations/plug-ins, which would be counter-productive to replacing gas vehicles with EVs and further reduce the sustainability advantages of the proposed Project. While the Reduced Intensity alternative would involve redevelopment of a portion of the surface parking lot area that is underutilized into a more economically productive use, it would result in lower utilization of the site than can feasibly be accommodated.

Finding: The findings of the proposed Project set forth in this document and the overriding social, economic, and other issues set forth in the Statement of Overriding Considerations provide support for the proposed Project and the elimination of the Reduced Density Alternative from further consideration.

E. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6(e)(2) of the State CEQA Guidelines indicates that an analysis of alternatives to a proposed Project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR. Draft EIR Table 7.1, *Comparison of Alternatives*, summarizes the comparative analysis presented above (i.e., alternatives compared to the proposed Project), and indicates whether each alternative's environmental impact is greater than, less than, or similar to that of the proposed Project for each of the issue areas studied. Based on the alternatives analysis contained within the Draft EIR, the No Project Alternative is identified as the Environmentally Superior Alternative. If the No Project Alternative is the environmentally superior alternative, an EIR must also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6(e)(2)). Accordingly, the Reduced Intensity Alternative is identified as the Environmentally Superior Alternative.

SECTION VI.
STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to State CEQA Guidelines Section 15093(a), the City Council must balance, as applicable, the economic, legal, social, technological, or other benefits of the Project against its unavoidable environmental risks in determining whether to approve the project. If the specific benefits of the project outweigh the unavoidable adverse environmental effects, those environmental effects may be considered acceptable.

Having reduced the adverse significant environmental effects of the Project to the extent feasible by adopting the mitigation measures; having considered the entire administrative record on the project; the City Council has weighed the benefits of the Project against its unavoidable adverse impacts after mitigation in regard to GHG emissions, noise, and utilities and service systems. While recognizing that the unavoidable adverse impacts are significant under CEQA thresholds, the City Council nonetheless finds that the unavoidable adverse impacts that will result from the Project are acceptable and outweighed by specific social, economic and other benefits of the Project.

In making this determination, the factors and public benefits specified below were considered. Any one of these reasons is sufficient to justify approval of the Project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the City Council would be able to stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this section, and in the documents found in the Records of Proceeding.

The City Council, therefore, finds that for each of the significant impacts which are subject to a finding under CEQA Section 21081(a)(3) that each of the following social, economic, and environmental benefits of the Project, independent of the other benefits, outweigh the potential significant unavoidable adverse impacts and render acceptable each and every one of these unavoidable adverse environmental impacts:

1. The operation of two Marriott-branded hotel facilities will expand the City's tax base through recurring Transient Occupancy Tax (TOT), property tax, and local sales tax revenues generated by hotel guests, events, and dining patrons. These funds directly support municipal services, including emergency response, infrastructure maintenance, and community programs.

2. The Project generates significant short-term construction employment across skilled building trades and establishes long-term, permanent jobs in hotel management, hospitality, facility maintenance, and event operations.

3. By expanding conference, meeting, and dining space adjacent to the Hollywood Burbank Airport and convention facilities, the Project strengthens Burbank’s capacity to host regional business events, capturing local visitor spending that would otherwise leak to adjacent municipalities.

4. The Project eliminates onsite fossil-fuel combustion infrastructure (such as natural gas lines for space heating, domestic hot water, and cooking), preventing direct onsite fossil-fuel emissions.

5. The integration of roof-mounted photovoltaic solar panels paired with battery energy storage systems allows for real-time peak load shaving and clean onsite energy generation, reducing reliance on grid power during peak demand periods.

6. Providing the proposed active EV chargers and EV-ready plug-in spaces exceeds mandatory CALGreen Code baselines, directly addressing regional mobile-source emissions, which comprise the State's largest source of GHG emissions.

7. Located within one-half mile of two existing Metrolink commuter rail stations, the planned California High-Speed Rail station, and the Hollywood Burbank Airport, the Project enables business and leisure travelers to utilize regional passenger rail and air travel without relying on private automobiles.

8. Replacing low-density surface parking with a dual brand hotel with structured parking improves land use intensity, complements the existing and planned development within the area and preserves open space elsewhere by accommodating growth in an infill location.

9. Incorporates mitigation measures and alternatives analysis and meets all project objectives.

EXHIBIT B

MITIGATION MONITORING AND REPORTING PROGRAM FOR THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE 2500 NORTH HOLLYWOOD WAY DUAL-BRAND HOTEL PROJECT

State Clearinghouse No. 201911003

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
CULTURAL RESOURCES						
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 monitor(s) shall meet the Secretary of the Interior's Professional Qualification Standards for archaeology, 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 and offsite sewer improvement area. A copy of the executed contract shall be submitted to the City of Burbank Community Development Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Archaeological Monitor shall complete monitoring logs daily, providing descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The onsite 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	Prior to the issuance of any permit for ground-disturbing activity/On-going during ground-disturbing activities	Executed contract/ Monitoring logs	Project Applicant; Contractor; Archaeological Monitor/ City of Burbank Community Development Department Planning Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
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: If an archaeological or Native American resource is 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 and Native American Monitor(s) to determine if any discovered potential resource meets the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique resources (Public Resources Code 21083.2(g)). The City of Burbank Community Development Department shall be immediately notified. If the resource is determined to be potential a tribal cultural resource, the Applicant shall retain the services of a Native American Monitor to work in consultation with the Archaeological Monitor to delineate the resource. Work on areas outside of the buffered area may continue during the assessment period. The Applicant shall, in good faith, consult with the Tribe(s) on the disposition and treatment of any tribal cultural resource encountered during all ground disturbing activities. If the find is considered an "tribal cultural 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	If resources are encountered during ground-disturbing activities	Disposition and treatment of any tribal cultural resource or if not a tribal cultural resource, preparation of a treatment plan and archaeological testing; data recovery, excavation, and archaeological mitigation if cannot be protected	Project Applicant; Contractor; Archaeological Monitor/ City of Burbank Community Development Department Planning Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines Sections 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 resource is 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.						
CUL-3: In the event that human remains are discovered during onsite construction activities, the Archaeological Monitor 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 and Safety Code Section 7050.5. The City of Burbank Community Development Department shall also be immediately notified. 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,	If human remains are discovered during ground-disturbing activities	Notification of Los Angeles County Coroner/ Notification of Native American Heritage Commission if identified remains are Native American in origin	Project Applicant; Contractor; Archaeological Monitor/ City of Burbank Community Development Department Planning Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
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 State CEQA Guidelines Section 15064.5(e).						
GEOLOGY AND SOILS						
Mitigation Measures						
GEO-1: Prior to commencement of ground-disturbing activities a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall develop Worker Awareness and Environmental Program (WEAP) Training for construction personnel. This training shall be presented to construction personnel and include what fossil remains may be found within the Project area and policies and procedures that must be followed in case of a discovery. Verification of the WEAP Training shall be provided to the Burbank Community Development Department.	Prior to commencement of ground-disturbing activities	Verification of development and provision of WEAP training for construction personnel	Project Applicant; Contractor; Qualified Vertebrate Paleontologist/ City of Burbank Community Development Department Planning Division			
GEO-2: Paleontological resources monitoring by a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall be required during ground disturbances (including grading, trenching, foundation work, and other excavations) in previously undisturbed sediments that exceed 10 feet in depth. The duration and timing of the monitoring shall be determined by the qualified paleontologist and the location and extent of the proposed ground disturbance. If the	On-going during ground-disturbing activities in previously undisturbed sediments that exceed 10 feet in depth	Executed contract/ Monitoring logs	Project Applicant; Contractor; Qualified Vertebrate Paleontologist/ City of Burbank Community Development Department Planning Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
qualified paleontologist determines that fulltime monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, the qualified paleontologist may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring shall not be required in artificial fill or for activities that do not reach 10 feet in depth.						
GEO-3: In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. The qualified paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources: • Salvage of Fossils. The qualified paleontologist (or paleontological monitor) shall recover significant fossils following standard field procedures for collecting paleontological resources, as described by the Society of Vertebrate Paleontology standards. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the	If fossils are discovered during ground-disturbing activities	If fossils are significant, documentation of salvage and preparation and curation of recovered fossils	Qualified Vertebrate Paleontologist/ City of Burbank Community Development Department Planning Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
fossil(s) can be removed in a safe and timely manner. • Preparation and Curation of Recovered Fossils. Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the University of California Museum of Paleontology), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the qualified paleontologist.						
GREENHOUSE GAS EMISSIONS						
Mitigation Measures						
GHG-1: Prior to the issuance of building permits, the Project applicant shall provide documentation (e.g., building plans, site plans) to the City of Burbank Community Development Department to verify implementation of the design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements: • The Project applicant shall prepare a Transportation Management Plan with the help of certified Traffic Engineer which includes voluntary and mandatory trip reduction measures such as discouraging single-occupancy vehicle trips and	Prior to the issuance of building permits; prior to the issuance of the certificate of occupancy	Approval of Transportation Demand Management Plan/Verification of design requirements	Project Applicant/ City of Burbank Community Development Department Planning Division and Transportation Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
encouraging alternative modes of transportation such as carpooling, taking transit, walking, and biking, implementing employee parking cash-outs, thereby reducing VMT and GHG emissions. The Transportation Management Plan shall grant all employees located within the Project site eligibility to participate. The Transportation Management Plan shall be reviewed and approved by the Transportation Planning Division. • The Project applicant shall join the Burbank Transportation Management Organization (TMO), which helps provide services to employees that encourages the use of public transit, carpooling, vanpooling, walking, and biking. • The Project applicant shall demonstrate to the Planning Division that new vehicles owned and operated by the Project operators that provide transport between the Hollywood Burbank Airport and the Project will be clean-fuel vehicles. • No wood-burning or gas-powered fireplaces shall be installed in the proposed development. • All major appliances provided/installed (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) shall be electric-powered EnergyStar-certified or of equivalent energy efficiency, where applicable.						

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
HAZARDS AND HAZARDOUS MATERIALS						
Mitigation Measures						
HAZ-1: Prior to the issuance of building permits, the Applicant shall include on the building plans an appropriate vapor intrusion mitigation system using a VOC-compatible vapor barrier that is incorporated into the design of new onsite structures, where there may be a potential for vapor intrusion risk to occupants. The elements of the vapor intrusion mitigation system shall include the design of an appropriate vapor barrier compatible with known VOCs, installation oversight to ensure compliance with VOC barrier manufacturers' warranty requirements, and subsequent post-installation VOC barrier integrity testing. The Applicant shall incorporate all requirements in the design of the Project as set forth by the applicable regulatory oversight agency for issuance of building permits, including the following measures: The proposed design of the vapor barrier shall be pre-approved by the applicable regulatory oversight agency (e.g., DTSC, the LARWQCB, or other appropriate local regulatory agency). The design of a physical vapor barrier beneath the structure(s) foundation shall prevent soil gas from seeping into breathing spaces inside the structure. The system shall include a passive or powered vapor mitigation system layer that draws soil gas out of the under-foundation base rock and directs that soil gas to a treatment system to prevent people from being exposed	Prior to the issuance of building permits	Review and approval of building plans *Following implementation*: Documentation of testing and vapor barrier installation; Submittal of Operations, Maintenance, and Monitoring (OMM) Plan	Project Applicant; Contractor/Regulatory Agency City of Burbank Community Development Department Building & Safety Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
outdoors. Any contaminants found in shallow soil vapor shall be mitigated to levels that are protective of human health for the proposed commercial uses. Upon completion, the Project Applicant shall prepare a report documenting the testing results and installed vapor mitigation method and submit the report to the regulatory agency with jurisdiction. An Operations, Maintenance, and Monitoring (OMM) Plan shall be prepared and implemented to maintain the vapor barrier system and confirm that the vapor barrier system continues to be protective of human health. The OMM Plan shall include details of methods for monitoring the vapor barrier system, provide monitoring frequencies and maintenance procedures for the system components and provide for post construction indoor air quality monitoring. The OMM Plan shall be approved by the regulatory agency with jurisdiction.						
HAZ-2: Prior to the issuance of a grading permit, the Applicant shall submit a Soils Management Plan (SMP) to the City of Burbank Community Development Department Building & Safety Division that addresses the proper characterization and handling of potential VOC-impacted soils, and other contaminants of concern that may be present. The SMP shall require that, as grading, excavation, and trenching are performed, exposed soil shall be monitored for stained or discolored soil, wet or saturated soils, or odors. If impacted soil is encountered, the soil shall be analyzed to identify and characterize the impact and determine if soil remediation is required. Soil samples shall be analyzed by an appropriate State-certified	Prior to the issuance of grading permit	Approval of Soils Management Plan	Project Applicant; Contractor/ City of Burbank Community Development Department Building & Safety Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
laboratory using appropriate methods based on the parameters to be analyzed. When a new area of contamination is identified, it shall be characterized to assess its lateral and vertical extent. The likely excavation of impacted soil shall be followed by segregated stockpiling or direct-loading, waste profiling, and offsite disposal or recycling, which shall be performed in accordance with applicable federal, State, and local regulations.						
NOISE						
Mitigation Measures						
NOI-1: The Project Applicant and/or Contractor shall implement the following noise-attenuating measures during construction of the proposed Project: • Construction contracts shall specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers. • A sign, legible at 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.	Prior to the issuance of grading or building permit; On-going during construction	Approval of notices and signs; Proof of Noise Disturbance Coordinator; Verification during construction activities; Approval of construction haul routes	Project Applicant; Contractor/ City of Burbank Community Development Department Planning Division; City of Burbank Building Official; City of Burbank Public Works Department – Traffic Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
• 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 reviewed and approved by the City's Building Official						

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
and City Traffic Engineer and 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.						
NOI-2: The following measure shall be incorporated on all grading and building plans and specifications subject to approval of the City's Building and Safety Division prior to issuance of a grading permit: • Sonic pile drivers shall be used as an alternative to impact pile drivers to reduce groundborne vibration levels. Impact pile driver operations shall be prohibited.	Prior to the issuance of grading permit	Review and approval of grading and building plans	Project Applicant; Contractor/ City of Burbank Community Development Department Building and Safety Division			
TRIBAL CULTURAL RESOURCES						
Mitigation Measures						
Refer to Mitigation Measures CUL-1 and CUL-2.	--	--	--			
UTILITIES AND SERVICE SYSTEMS						
Mitigation Measures						
Refer to Mitigation Measure NOI-1.	--	--	--			

ORDINANCE NO._____

AN ORDINANCE OF THE COUNCIL OF THE CITY OF BURBANK APPROVING PLANNED DEVELOPMENT NO. 26-1, A DEVELOPMENT AGREEMENT, AND A DEVELOPMENT REVIEW FOR THE 2500 NORTH HOLLYWOOD WAY DUAL-BRAND HOTEL PROJECT

(PROJECT NO. 16-0003953, PLANNED DEVELOPMENT, DEVELOPMENT AGREEMENT, AND DEVELOPMENT REVIEW)

City Attorney's Synopsis

This Ordinance approves Planned Development No. 26-1, a Development Agreement, and Development Review for the 2500 North Hollywood Way Dual-Brand Hotel Project. Planned Development No. 26-1 amends existing Planned Development No. 89-1 with respect to a certain 11.76 acre property (the Project Site), and establishes the zoning regulations and development standards applicable to the Project Site, including the existing Marriott Hotel and convention center and the proposed 420-room dual-brand Aloft and Residence Inn hotel, detached parking garage, and related site improvements. After approval, the Project Site's zoning will change from Planned Development 89-1 to Planned Development No. 26-1.

THE COUNCIL OF THE CITY OF BURBANK FINDS, DETERMINES, AND DECLARES THAT:

A. AWH Burbank Hotel II, LLC ("Applicant") submitted applications for a Planned Development rezone, Development Agreement, and Development Review for Project No. 16-0003953, located on an approximately 11.76-acre site at 2500 North Hollywood Way that is currently zoned Planned Development No. 89-1 (PD 89-1) and designated Regional Commercial by the Burbank2035 General Plan (the "Project"). The entitlement application includes the following:

(1) **Planned Development**. The Applicant requests approval of a Planned Development to rezone the approximately 11.76-acre Project Site from Planned Development No. 89-1 (PD 89-1) to Planned Development No. 26-1 (PD 26-1). Pursuant to BMC Sections 10-1-19118 through 10-1-19134, the Planned Development would establish site-specific land uses, development standards, and regulations governing the existing Marriott Hotel and convention center, the proposed 420-room dual-brand Aloft and Residence Inn hotel, detached parking garage, and related site improvements.

(2) **Development Agreement**. The Applicant requests approval of a ten-year Development Agreement between the City and Applicant pursuant to BMC Sections 10-1-1997 et seq., attached hereto as Exhibit A and incorporated herein by this reference. The Development Agreement establishes the applicable development regulations, vesting provisions, Project obligations, Conditions of Approval, and public and community benefits governing implementation of the Project during the term of the Agreement.

(3) **Development Review**. The Applicant requests approval of a Development Review pursuant to BMC Sections 10-1-1909 through 10-1-1912 for the proposed 420-room dual-brand hotel, detached four-story parking garage, and associated site and public improvements. The Development Review is required to review the Project's site plan, building design, circulation, parking, landscaping, and related improvements for consistency with the applicable provisions of the BMC, including the development standards established by PD 26-1.

B. A Draft Environmental Impact Report ("Draft EIR") was prepared for the Project in accordance with the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA"), the State CEQA Guidelines (14 California Code of Regulations Section 15000 et seq.), and the City's CEQA procedures. The Draft EIR was circulated for a 45-day public review and comment period from December 16, 2024, through January 29, 2025. A Final Environmental Impact Report ("Final EIR"), dated October 2026, was subsequently prepared and includes the Draft EIR, comments received during the public review period, responses to comments, and the Project's Mitigation Monitoring and Reporting Program ("MMRP"). The Final EIR was made available to the public and provided to commenters on the Draft EIR more than ten (10) days prior to the City Council's consideration of the Final EIR and the Project at a duly noticed public hearing.

C. On October 12, 2026, the Planning Commission held a duly noticed public hearing on Project No. 16-0003953, including the proposed Planned Development, Development Agreement, Development Review, and associated environmental review. The Planning Commission considered the staff report and recommendations of the City Planner, the Project application and plans, the proposed Planned Development zoning regulations, the proposed Development Agreement, the proposed Conditions of Approval, the Final EIR, and evidence presented at the public hearing. Following its consideration of the Project, the Planning Commission voted to adopt a resolution recommending that the City Council certify the Final EIR, adopt the required CEQA Findings of Fact and Statement of Overriding Considerations and MMRP, and adopt an ordinance approving the Planned Development, Development Agreement, and Development Review, subject to the Project Conditions of Approval.

D. The Planning Commission determined that the findings required for approval of the Planned Development, Development Agreement, and Development Review could be made. Specifically, the Planning Commission found that the proposed Planned Development is consistent with the Burbank2035 General Plan and satisfies the applicable findings and design criteria set forth in BMC Sections 10-1-19127 and 10-1-19124; that the Development Agreement is consistent with the Burbank2035 General Plan pursuant to BMC Section 10-1-19110; and that the Development Review is consistent with all applicable provisions of the Burbank Municipal Code pursuant to BMC Section 10-1-1912(A).

E. In accordance with California Government Code Section 65860, the proposed Planned Development and this Ordinance were determined to be consistent with the Burbank2035 General Plan, including the Regional Commercial land use designation and the applicable goals, policies, and objectives of the Land Use and Mobility Elements.

F. On November 17, 2026, the City Council, at its regular meeting, held a duly noticed public hearing on Project No. 16-0003953, including Planned Development No. 26-1, a Development Agreement, and Development Review for the 2500 North Hollywood Way Dual-Brand Hotel Project, which would allow development of a new 420-room dual-brand Aloft and Residence Inn hotel, a detached parking garage, and related site and public improvements at 2500 North Hollywood Way. As part of its consideration of the Project, the City Council also considered the environmental review prepared pursuant to the CEQA, including the Draft EIR, Final EIR, comments and responses to comments, CEQA Findings of Fact, Statement of Overriding Considerations, and MMRP.

G. Notice of the public hearing was provided in accordance with BMC Section 10-1-19127.

H. The City Council considered the report and recommendations of the City Planner, the action and recommendation of the Planning Commission as evidenced by Planning Commission Resolution No. 3493, and all evidence, testimony, and other information presented at the public hearing.

I. Resolution No _____, the City Council certified the Final EIR for the Project as having been completed in compliance with CEQA and adopted the required CEQA Findings of Fact, Statement of Overriding Considerations, and MMRP.

J. The City Council finds that the findings required for approval of the Planned Development, Development Agreement, and Development Review can be made, as set forth below.

FINDINGS FOR A PLANNED DEVELOPMENT:

Pursuant to BMC Sections 10-1-19127 and 10-1-19124, the following findings and design criteria apply to the proposed Planned Development:

1. *The Planned Development is consistent with the General Plan and applicable community plans.*

   This finding can be made. The Project is consistent with several goals and policies of the Burbank2035 General Plan, including Land Use Goal 1, Policy 1.1 (Quality of Life); Land Use Goal 2, Policies 2.2 and 2.3 (Sustainability); Land Use Goal 6, Policy 6.1 (Economic Vitality and Diversity); and Land Use Goal 11, Policies 11.1 through 11.4 (Regional Commercial Land Use). The Project Site is designated Regional Commercial, which is intended to accommodate larger-scale commercial and employment destinations that serve both the local community and the broader region, including hotel, convention, dining, entertainment, and other visitor-serving uses, while promoting high-quality development and access by multiple modes of transportation. The Project would advance these objectives by further developing an established hotel and convention center site, redeveloping an underutilized portion of the site, generating new employment, visitor spending, and transient occupancy tax revenue, and providing public infrastructure and transportation improvements. Enhanced sidewalks, pedestrian lighting, bicycle facilities, a pedestrian paseo,

Metrolink shuttle service, and transportation demand management measures would also support the General Plan's emphasis on accessibility, sustainable infill development, economic vitality, and the continued success of Regional Commercial centers.

2. *The design criteria identified in BMC Section 10-1-19124 are satisfied*.

The This finding can be made. BMC Section 10-1-19124 establishes nine design criteria for Planned Developments. The Project satisfies these criteria as follows:

A. Comprehensive Design. The proposed Planned Development provides a comprehensive regulatory and development framework for the entire 11.76-acre Project Site, including the existing Marriott Hotel and convention center, the proposed dual-brand hotel and parking garage, landscaping, circulation, parking, permitted uses, and future development standards. The Project is also substantially consistent with the Regional Commercial General Plan designation.

B. Open Areas, Circulation, Parking, and Pedestrian Amenities. The Project provides coordinated internal circulation, 1,051 on-site parking spaces, landscaped areas, bicycle facilities, pedestrian lighting, and pedestrian connections throughout the Project Site. The Project also includes a lighted pedestrian paseo providing a connection between Thornton Avenue and Avon Street. These improvements integrate the proposed hotel and garage with the existing hotel and convention center, while providing enhanced bike and pedestrian improvements within the adjacent public right-of-way to the benefit of the surrounding community.

C. Compatibility with Adjoining Land Uses. The Project Site is already developed with hotel and convention uses and is surrounded predominantly by commercial, office, transportation, and airport-related uses. The proposed hotel would provide an additional visitor-serving use on the property. Project design features and Conditions of Approval addressing building placement, circulation, landscaping, lighting, construction, enhanced bike and pedestrian infrastructure within the adjacent public right-of-way and operation further support compatibility with surrounding uses.

D. Private Circulation. Internal drive aisles, hotel drop-off and valet areas, pedestrian pathways, bicycle facilities, loading areas, and access points have been designed to provide for the safe and efficient movement of vehicles, pedestrians, and bicyclists throughout the Project Site.

E. Public Street System. The Project includes improvements along Thornton Avenue, Avon Street, and surrounding streets to improve pedestrian, bicycle, and vehicular circulation. These improvements include sidewalks, bicycle facilities, pedestrian lighting, and other public right-of-way improvements. Conditions of Approval also require final review and approval of off-site improvement, signing, striping, and circulation plans.

F. Residential Common and Recreational Facilities. This criterion is not applicable because no residential uses are proposed as part of the Project.

G. Architectural Design and Appearance. The proposed hotel and parking structure have been designed as coordinated components of the overall Project Site. The proposed Planned Development also requires a comprehensive Master Sign Program and establishes development standards addressing building setbacks, height, landscaping, and other design features to maintain a coordinated appearance throughout the site.

H. Variety of Uses and Facilities. The Project Site would continue to provide hotel and convention uses and would add a second dual-brand hotel with associated guest amenities. Together, these uses provide a range of visitor-serving and commercial facilities that complement the existing convention center and nearby airport and transit facilities.

I. Energy Conservation. The Project incorporates energy-conservation and sustainability measures, including energy-efficient systems and photovoltaic generation with battery storage equipment.

FINDINGS FOR A DEVELOPMENT AGREEMENT:

Pursuant to BMC Section 10-1-19110, the proposed Development Agreement must be consistent with the Burbank2035 General Plan and any applicable specific plans:

1. *The proposed Development Agreement is consistent with the Burbank2035 General Plan and any applicable specific plans.*

   This finding can be made. There is no applicable specific plan governing the Project Site; therefore, pursuant to BMC Section 10-1-19110, the Development Agreement is evaluated for consistency with the Burbank2035 General Plan. As discussed above, the Project is consistent with the Regional Commercial land use designation and advances the General Plan's economic development and mobility objectives by providing additional visitor-serving commercial development, employment opportunities, transportation improvements, and other community benefits.

   The Development Agreement would establish the framework for implementation of the Project over a ten-year term, including the respective rights and responsibilities of the City and Developer, and would incorporate the Project's Conditions of Approval and environmental mitigation requirements. It would also secure a range of community benefits, including monetary contributions for public safety, transit, Metrolink maintenance, and neighborhood protection; ongoing maintenance of specified public right-of-way improvements; transportation demand management measures; sustainability requirements; and off-site pedestrian, bicycle, and utility improvements. Collectively, these provisions support orderly development of the Project Site while providing tangible benefits to the City and community. Therefore, staff finds that the

proposed Development Agreement is consistent with the Burbank2035 General Plan and satisfies the requirements of BMC Section 10-1-19110.

FINDINGS FOR A DEVELOPMENT REVIEW:

Pursuant to BMC Section 10-1-1912(A), a Development Review application may be approved when the review authority finds that the application and Project are consistent with all applicable provisions of the Burbank Municipal Code:

1. *The Project is consistent with all applicable provisions of the Burbank Municipal Code.*

   This finding can be made. The Project has been reviewed for compliance with the proposed Planned Development zoning regulations and other applicable provisions of the BMC. The Project's proposed use, FAR, building height, setbacks, parking, loading, circulation, landscaping, and other development features are consistent with the standards established by the proposed Planned Development, as conditioned.

   The proposed hotel would be integrated into the existing hotel and convention center site through coordinated internal drive aisles, a new hotel entrance and porte-cochere along Thornton Avenue, pedestrian connections, and a lighted paseo extending between Thornton Avenue and Avon Street. The detached parking garage would consolidate a substantial portion of the required parking while retaining surface and event parking. The Project would provide 1,051 on-site parking spaces, exceeding the 1,021 spaces identified as necessary under the Project's Parking Utilization and Demand Analysis.

   The Project plans also include landscaping, pedestrian lighting, bicycle facilities, valet circulation, loading areas, and associated on- and off-site circulation improvements. The Conditions of Approval require further review and approval of construction, grading, utility, off-site improvement, traffic-control, and parking-management plans prior to issuance of applicable permits. Based on the Project plans and Conditions of Approval, staff finds that the Project can comply with all applicable provisions of the BMC and that the finding required by BMC Section 10-1-1912(A) can be made.

THE COUNCIL OF THE CITY OF BURBANK DOES ORDAIN AS FOLLOWS:

SECTION 1. FINDINGS AND APPROVALS. All findings set forth above are true and correct and incorporated herein as if restated in their entirety. The Development Agreement, Planned Development No. 26-1, and Development Review are approved by the City Council. The zoning for the Project Site is amended in accordance with these approvals and BMC Section 10-1-19111.

SECTION 2. AMENDMENT TO THE ZONING MAP. The City Planner is instructed to change the zoning designation of the approximately 11.76-acre Project Site at 2500 North Hollywood Way from Planned Development No. 89-1 (PD 89-1) to Planned Development No. 26-1 (PD 26-1) on the City's Official Zoning Map.

SECTION 3. EXECUTING OF THE DEVELOPMENT AGREEMENT. The City Manager is hereby authorized to execute and deliver the Development Agreement and any easements, covenants, and other documents necessary to implement and carry out the Development Agreement, with such non-substantive changes, insertions, or omissions as may be approved by the City Attorney. The City Clerk is hereby authorized to attest to such execution.

SECTION 4. CONTINUED EFFECT OF PLANNED DEVELOPMENT. The expiration, termination, invalidation, or unenforceability of the Development Agreement shall not affect the validity or enforceability of the Project Site's zoning designation as Planned Development No. 26-1 (PD 26-1) or the zoning and development regulations adopted pursuant to this Ordinance. PD 26-1 and its applicable development regulations shall remain in full force and effect unless and until amended or repealed in accordance with applicable law. Upon the Development Agreement ceasing to be in effect, any vested development rights granted thereunder shall also cease; however, PD 26-1 and its applicable development regulations shall remain in effect without such vested rights.

SECTION 5. SEVERABILITY. If any provision of this Ordinance or its application is held invalid by a court of competent jurisdiction, such invalidity shall not affect other provisions, sections, or applications of the Ordinance, which can be given effect without the invalid provision or application, and to this end each phrase, section, sentence, or word is declared to be severable.

SECTION 6. **ENVIRONMENTAL ASSESSMENT.** The City Council has reviewed and considered the environmental effects of the Project in accordance with the CEQA and the State CEQA Guidelines. Prior to adoption of this Ordinance, the City Council, by Resolution No. _____, certified the Final EIR for the Project, adopted the required CEQA Findings of Fact and Statement of Overriding Considerations, and adopted the MMRP. The City Council finds that the environmental impacts of the Project, including the actions approved by this Ordinance, have been adequately analyzed in the Final EIR. The mitigation measures identified in the MMRP are incorporated into and made enforceable through the Project approvals. The City Planner, or designee, is authorized and directed to file a Notice of Determination in accordance with CEQA.

SECTION 7. EFFECTIVE DATE. This Ordinance shall become effective at 12:01 a.m. on the thirty-first (31st) day after the date of adoption**.**

PASSED AND ADOPTED this__day of _____, 2026.

_____
Tamala Takahashi
Mayor

Approved as to Form:
Office of the City Attorney

Attest:

_____
Kimberley Clark, City Clerk

_____
Kane Thuyen
Senior Assistant City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF BURBANK)

I, Kimberley Clark, City Clerk of the City of Burbank, do hereby certify that the foregoing Ordinance No._____ was duly and regularly passed and adopted by the Council of the City of Burbank at its regular meeting held on the_____day of ___, 2026, by the following vote:

AYES:

NOES:

ABSENT:

I further certify that said Synopsis was published as required by law in a newspaper of general circulation in the City of Burbank, California within 14 days following its__, 2026 adoption.

_____
Kimberley Clark, City Clerk

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

City of Burbank
275 East Olive Avenue
P.P. Box 6459
Burbank, California 91510
Attention: City Clerk

This document is exempt from the payment of a recording fee
pursuant to Government Code Section 27383

DEVELOPMENT AGREEMENT BETWEEN THE CITY OF BURBANK AND AWH BURBANK HOTEL II, LLC

PLANNED DEVELOPMENT NO. 2026-1 (PROJECT NO. 16-0003953)

“2500 NORTH HOLLYWOOD WAY” PROJECT

DEVELOPMENT AGREEMENT BETWEEN THE CITY OF BURBANK AND **AWH BURBANK HOTEL II, LLC**

PLANNED DEVELOPMENT NO. 2026-1
(PROJECT NO. 16-0003953)

THIS DEVELOPMENT AGREEMENT (the "Agreement") is entered into this _____, _____, by and among the CITY OF BURBANK, a charter city and municipal corporation (the "City"), and AWH BURBANK HOTEL II, LLC ("AWH BURBANK HOTEL II, LLC", "Owner" or "Applicant"). The City and Owner are from time to time hereinafter referred to individually as a "party" and collectively as the "parties."

R E C I T A L S

A. To strengthen the public planning process, encourage private participation in comprehensive planning, and reduce the economic risk of development, the California Legislature adopted Government Code Section 65864 et seq. (the "Development Agreement Statute"), which authorizes the City to enter into an agreement with any person or business entity having a legal or equitable interest in real property to establish certain development rights regarding the development of such property.

B. Pursuant to Government Code Section 65865, the City has adopted rules and regulations establishing procedures and requirements for the consideration of development agreements. Such rules and regulations are codified in the Burbank Municipal Code ("BMC") at Sections 10-1-1997 et seq. (the "Development Agreement Ordinance"). This Development Agreement has been processed, considered, and executed in accordance with State law and the Development Agreement Ordinance.

C. The City has also adopted BMC Sections 10-1-19118 et seq. (the "Planned Development Ordinance"), establishing the procedures and requirements for the consideration and establishment of planned developments. The Planned Development Ordinance requires that the approval of a planned development be subject to an applicant entering into a development agreement pursuant to the Development Agreement Ordinance. The Planned Development Ordinance sets forth the intent of the City Council in enacting the Ordinance as an alternative process to accommodate major and unique developments, including those with combinations of uses and modified development standards, which would create a desirable, functional and community environment under the controlled conditions of a development plan.

D. The Applicant is the legal owner of the 11.76-acre site located at 2500 North Hollywood Way, as more particularly described in Attachment A (the "Project Site").

E. It is the intent of the Applicant to develop the Project Site as a planned

development pursuant to the Planned Development Ordinance, consisting of a new seven-story, 420-room dual brand hotel (the "Hotel") and a separate, detached four-story parking garage (the "Garage," and together with the Hotel, the "Project"). The Garage will provide up to 766 valet-only parking spaces. An additional 285 surface parking spaces will be provided on the Project Site, for a total of 1,051 on-site parking spaces. The proposed Hotel and Garage will be located on the same parcel as the existing Marriott Hotel. No changes to the existing Marriott Hotel are proposed. Attachment B provides a complete description of the Project. As required by the Planned Development Ordinance, the development plan for the Project Site is further described in a Project Report and Site Plan, both of which are on file with the City Planner. The Project Report, Site Plan, and Conditions of Approval collectively describe and govern development of the Project.

F. At the time this Agreement is approved and executed by the City, the Applicant will have secured various land use approvals, entitlements, and other approvals relating to the development of the Project and the Project Site. These approvals are collectively referred to in this Agreement as the "Project Approvals" and include, without limitation, the following:

(1) **Planned Development Zoning**. On _____, following duly noticed public hearings and Planning Commission review and recommendation, the City Council approved the Planned Development zone change for the Project Site, Planned Development No. 2026-1 ("PD 2026-1"). Pursuant to the Planned Development Ordinance, PD 2026-1 and this Agreement authorize development of the Project in accordance with the Project Approvals. See Attachment B for a complete description of the Project and Attachment E for the applicable PD 2026-1 zoning regulations.

(2) **Development Review**. On _____, the City Council approved the Development Review Application, required pursuant to Burbank Municipal Code Section 10-1-19126, for the construction of the proposed Project as part of Ordinance No. _____.

(3) **Conditions of Approval**. Certain Project Approvals were approved subject to Conditions of Approval, which for the purposes of this Agreement, shall also be considered included in any reference to the Project Approvals are incorporated into and constitute part of the Project Approvals. The Conditions of Approval are attached hereto as Attachment D and incorporated herein by this reference.

G. Development of the Project and the Project Site in accordance with this Agreement shall provide for orderly growth consistent with the goals, policies, and other provisions of the Burbank2035 General Plan (the "General Plan"). The Applicant desires to obtain the binding agreement of the City that the City, notwithstanding changes in City policy, ordinances, approval processes, or the makeup of the City's governing body, will permit the Applicant to construct, develop, use, and operate the Project as a Planned Development in accordance with the City's ordinances, rules, regulations, and official policies governing permitted land uses, density and intensity of uses, dedications, impact fees, and other exactions, as well as applicable design, improvement, and construction standards and specifications governing the Project, the Planned Development, and the Project Site (the "Existing Development Regulations"), in effect as of the Effective Date,

and without requiring the Applicant to dedicate property, construct public improvements, or make financial contributions to the City in lieu of public improvements, except as expressly set forth in this Agreement.

H. On October 12, 2026, following a duly noticed public hearing, the Planning Commission adopted Resolution No. 3493 recommending that the City Council approve this Agreement.

I. On _____, after a duly noticed public hearing, the City Council took the following actions: (1) certified the Environmental Impact Report ("EIR") for the Project pursuant to the California Environmental Quality Act, Public Resources Code Sections 21000 et seq., ("CEQA"), and adopted the applicable CEQA Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program; (2) made appropriate findings that the provisions of this Agreement are consistent with the General Plan; and (3) introduced Ordinance No. _____ approving and authorizing the execution of this Agreement. On _____, the City Council adopted Ordinance No _____.

J. For the reasons recited herein, the Applicant and the City have determined that the Project's Planned Development is the type of development for which this Agreement is appropriate. This Agreement will eliminate uncertainty in planning and provide for the orderly development of the Project Site; ensure a desirable and functional community environment; provide for employment generating uses; provide a distinctive and high-quality hotel and entertainment environment that maximizes the commercial uses on-site and supports the needs of the area and businesses and attracts future businesses, employers and visitors to the surrounding area; and provides other public benefits to the City and its residents by otherwise achieving the goals and purposes of the Development Agreement Statute, the Planned Development Ordinance, and the Development Agreement Ordinance.

K. In exchange for the public benefits that will result from the development of the Project and the Project Site pursuant to this Agreement, the Applicant desires to receive the assurance that it may proceed with the Project in accordance with the Existing Development Regulations in effect as of the Effective Date, subject to the terms, conditions, and exceptions set forth in this Agreement.

L. The parties agree that this Agreement will promote and encourage the development of the Project by providing the Applicant and its lenders with a greater degree of certainty regarding the Applicant's ability to expeditiously and economically complete development of the Project, and that the consideration to be received by the City pursuant to this Agreement and the rights granted to the Applicant hereunder constitute sufficient consideration to support the covenants and agreements of the City and the Applicant. By entering into this Agreement, the City desires to vest in the Applicant, to the fullest extent permitted by law, the development rights provided by this Agreement and the Project Approvals.

M. The City Council has determined that the Planned Development is consistent with and satisfies the relevant provisions of the BMC, including applicable goals and policies of the City's General Plan. The City Council has further determined that the

provisions of this Agreement are consistent with the relevant provisions of the BMC and the City's General Plan.

N. All actions taken by the City with respect to the Project have been duly taken in accordance with all applicable legal requirements, including CEQA and applicable requirements for notice, public hearings, findings, votes, and other procedural matters.

NOW, THEREFORE, in consideration of the promises, covenants, and provisions set forth herein, the parties agree as follows:

AGREEMENT

ARTICLE 1.
GENERAL PROVISIONS

Section 1.01. Incorporation. The preamble, the Recitals, and all defined terms set forth therein are hereby incorporated into this Agreement as if set forth herein in full.

Section 1.02. Covenants. The provisions of this Agreement shall constitute covenants or servitudes that shall run with the land comprising the Project Site and the burdens and benefits thereof shall bind and inure to the benefit of each of the parties hereto, and any successors or assigns of City, and to any "Successor Interests," as that term is defined in Article 2 of this Agreement, of Applicant.

Section 1.03. Effective Date. This Agreement shall become effective on the thirty-first (31st) day following the adoption of the Ordinance approving this Agreement (the "Effective Date").

Section 1.04. Term. The term of this Agreement shall commence on the Effective Date and shall continue for ten (10) years, unless it is terminated earlier or extended in accordance with this Agreement.

ARTICLE 2.
DEFINITIONS

"Agreement" shall mean this Development Agreement.

"Applicant" shall mean AWH BURBANK HOTEL II, LLC, the Owner, and the Developer, or any successor in interest, assignee, or transferee that assumes the applicable rights and obligations of these parties pursuant to Article 11 of this Agreement. For purposes of this Agreement, including the Conditions of Approval, any reference to "Applicant" shall mean AWH BURBANK HOTEL II, LLC, the Owner, and the Developer, or such successor in interest, assignee, or transferee, as applicable.

"Approved Project Plans" shall mean the plans approved by the City as part of the Project Approvals and attached hereto as Attachment F, as such plans may be modified or amended in accordance with this Agreement.

"CEQA" shall have the meaning set forth in Recital I of this Agreement.

"City" shall mean the City of Burbank, a charter city and municipal corporation.

"City Council" shall mean the City Council of the City of Burbank, or its designee.

"Conditions of Approval" shall mean the conditions listed in Attachment D.

"Development Agreement Statute" shall mean Government Code Sections 65864 through 65869.5.

"Director" shall mean the Community Development Director of the City of Burbank, or their designee.

"Effective Date" shall have that meaning set forth in Section 1.03 of this Agreement.

"Existing Development Regulations" shall mean 1) City laws, ordinances, rules, regulations, policies, motions, directives, mitigation measures identified as the Applicant's responsibility in the Environmental Impact Report and the Mitigation Monitoring and Reporting Program, conditions, standards, specifications, dedications, other exactions, and impositions of the City, whether enacted or adopted by the City or its electorate through the initiative or referendum process, that are in effect as of the Effective Date and that establish or regulate the design, density, permitted land uses, occupancy, improvement, construction standards, impact fees, dedications, and exactions applicable to the Project, except as otherwise expressly set forth in this Agreement; and 2) the Project Approvals, this Agreement, the Conditions of Approval (Attachment D), PD 2026-1 Zoning Regulations (Attachment E), the Approved Project Plans (Attachment F), and the Mitigation Monitoring and Reporting Program (Attachment H).

"General Plan" shall mean the Burbank2035 General Plan of the City of Burbank, or any subsequently adopted general plan of the City.

"Hotel Operator" shall mean one or more persons or entities responsible for the operation and management of either or both components of the dual-brand Hotel and holding all City business tax registrations or other approvals required for such operation at the Project Site.

"Major Change" shall mean any proposed change or modification to the Approved Project Plans that does not constitute a Minor Change.

"Minor Change" shall mean a limited change or modification to the Project or Approved Project Plans that remains in substantial conformance with the Project Approvals and does not materially alter the Project as approved. Minor Changes may include, but are not

limited to, modifications to the placement or size of structures, building design, materials or colors, landscaping, or parking layout.

For purposes of this definition, a change is in "substantial conformance" when it: (1) does not alter the findings required for approval of the underlying Project Approvals; (2) does not materially alter the approved project description, permitted uses, development intensity, operations, Conditions of Approval, or public benefits; and (3) does not result in new or substantially more severe significant environmental impacts requiring additional environmental review under CEQA..

"New Law" shall mean any law that becomes effective after the Effective Date, including any City law, ordinance, resolution, rule, or regulation.

"Project" shall mean the development proposal as more particularly described in Attachment B, as may be modified or amended in accordance with this Agreement.

"Project Approvals" shall mean (1) Ordinance No. _____ approving PD 2026-1, the Development Review, and this Agreement; (2) Resolution No. _____, certifying the EIR and adopting the applicable CEQA findings, a Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program; (3) the Conditions of Approval; and (4) the Approved Project Plans; (5) any other approvals and entitlements relating to the development of the Project and the Project Site approved prior to the Effective Date.

"Project Site" shall mean the real property located at 2500 North Hollywood Way, as more particularly described in Attachment A.

"Subsequent Applications" shall mean applications submitted by Applicant after the Effective Date for additional land use approvals, entitlements, or permits necessary or desirable for development of the Project as proposed. Subsequent Applications may include, without limitation, applications for the amendment of any Project Approvals.

ARTICLE 3.

OBLIGATIONS OF APPLICANT AND CITY

Section 3.01. Obligations of Applicant. In consideration of the City entering into this Agreement, and as an inducement for the City to obligate itself to carry out the covenants and conditions set forth in this Agreement, and to effectuate the promises, purposes and intentions set forth in this Agreement, the Applicant hereby agrees as follows:

(a) Compliance with Agreement and Project Approvals. The Applicant shall comply with this Agreement and the Project Approvals, as may be amended or modified in accordance with this Agreement. The Parties acknowledge that the execution of this Agreement by the City is material consideration for the Applicant's acceptance of, and agreement to comply with, the terms and conditions of this Agreement and the Project Approvals. Nothing in this Section shall limit the Applicant's right to appeal or otherwise challenge a decision of the City to the extent permitted by applicable law or this Agreement.

Section 3.02. Obligations of City. In consideration of the Applicant entering into this Agreement, and as an inducement for the Applicant to obligate itself to carry out the covenants and conditions set forth in this Agreement, and to effectuate the promises, purposes and intentions set forth in this Agreement, the City hereby agrees as follows:

(a) Compliance with Agreement and Project Approvals. The City shall comply with this Agreement and the Project Approvals, and shall process and act on all Project Approvals and Subsequent Applications as provided in this Agreement, and pursuant to the Existing Development Regulations, subject to the terms, conditions, and exceptions set forth herein.

ARTICLE 4.

DEVELOPMENT OF PROJECT AND PROJECT SITE

Section 4.01. Vested Right to Develop. Subject to the terms and conditions stated herein, Applicant shall have the vested right (but not the obligation) to develop the Project, in whole or in phases as permitted by this Agreement, as described in Attachment B, on the Project Site as a planned development in accordance with this Agreement, the Project Approvals, and the Existing Development Regulations. The City shall use good faith and reasonable efforts to process all development permits and other approvals required to develop the Project in accordance with this Agreement, the Project Approvals, and the Existing Development Regulations. Except where discretionary review is expressly required by this Agreement or applicable law, subsequent permits necessary to implement the Project as approved shall be processed ministerially to the extent permitted by law. The Project shall not be subject to the application of any subsequent building moratoria or restrictions on development that are inconsistent with this Agreement, including, but not limited to, those related to or affecting the rate, timing, phasing, or sequencing of construction of the Project.

Section 4.02. Existing Development Regulations.

(a) General Rule and Exception.

(1) In accordance with Government Code Section 65866, the City and the Applicant, each to the extent legally permissible, agree that during the Term of this Agreement, the Existing Development Regulations and the Project Approvals shall govern the Project and Project Site with respect to, including, without limitation, design, density, floor area ratio (FAR), grading, construction, remodeling, and reconstruction. Except as otherwise provided in this Agreement, no amendment to, revision of, or addition to any Existing Development Regulation, without the Applicant's written approval, whether adopted or approved by the City Council or any office, board, or other agency of the City, or by the people of the City through referendum or initiative measure, shall be effective or enforceable by the City with respect to the Project or Project Site, except as expressly provided in this Agreement.

(2) Notwithstanding the foregoing, the City has the absolute right to apply the following new rules, regulations, ordinances, and official policies, which may conflict with the Existing Development Regulations to the Project and the Project Site:

a) The California Building Standards Code in effect at the time of application for any building permit shall apply to such building permit. The edition of the California Building Standards Code applied to the Project shall remain in effect, provided that:

i. The building permit application remains active and has not expired pursuant to the Burbank Municipal Code; and

ii. If a building permit application expires and cannot be extended or renewed, a new building permit application shall be required, and the edition of the California Building Standards Code in effect at the time of the new application shall apply to the Project; and

iii. The Project shall comply with any subsequently enacted state or federal building standard, law, or regulation that is required by law to apply to the Project regardless of the date of the applicable building permit application.

b) Changes in state or federal law pursuant to Section 4.03(d) of this Agreement;

c) New or amended health and safety laws or regulations to the extent the City finds, based upon substantial evidence in the record, that such laws or regulations are necessary to address an imminent threat to the health and safety of the public related to the Project and Project Site, provided that such laws or regulations are generally applicable to all properties in the City.

(b) Police Power. The City, through the exercise of its police power, shall not establish, enact, increase, or impose any laws, ordinances, rules, regulations, or official policies applicable to the Project or Project Site that conflict with the Existing Development Regulations or the Project Approvals, except as authorized herein.

(c) Mitigation Measures Pursuant to CEQA. In connection with the City's review of any Subsequent Application or proposed modification to the Project, and to the extent permitted or required by CEQA, the City shall promptly commence and diligently process any environmental review required by CEQA. The Parties acknowledge that the Environmental Impact Report ("EIR"), Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program ("MMRP") adopted for the Project (included as Attachment H to this Agreement) adequately disclose and analyze the environmental impacts of the Project as approved, including the mitigation measures applicable to the Project. Nothing in this Agreement shall require additional CEQA review except to the extent such review is required by CEQA in connection with a Subsequent Application or modification to the Project.

Except as required by CEQA in connection with a Subsequent Application or modification to the Project, the City shall not impose additional mitigation measures on the Applicant beyond those set forth in the Conditions of Approval, the MMRP, and this Agreement.

(d) New Laws. Notwithstanding any other provision of this Agreement, this Agreement shall not preclude the City or the voters in the City, by subsequent action, from enacting or imposing any New Law that does not conflict with the Existing Development Regulations or the Project Approvals (the "Non-Conflicting New Law"). Non-Conflicting New Law(s) may include: (1) imposition of new or increased taxes, or city or area-wide assessments; (2) New Laws that are found by the City, based upon substantial evidence in the record, to be necessary to protect the health and safety of the public and that are generally applicable to all properties in the City; and (3) zoning ordinances that regulate the manner in which business activities may be conducted or prohibit a particular type of business activity on a citywide basis, provided that such ordinances or regulations do not conflict with the uses permitted by the Project Approvals on the date of their enactment. To the extent any such conflicts occur, the Project shall be deemed a legal nonconforming use.

All City actions applying any New Law to the Project or Project Site shall be consistent with this Agreement, the Existing Development Regulations, and the Project Approvals. If the City denies any Subsequent Application on the basis that it does not comply with a New Law that is consistent with this Agreement, the City shall follow the applicable procedures set forth in Section 4.03 of this Agreement.

(e) Processing Fees. Pursuant to law, including without limitation, Government Code Sections 66005, 66013, 66014, and 66016 (or any successor statutes), the City shall charge the Applicant only those application and processing fees that represent the reasonable costs to the City of processing Subsequent Application and other applications submitted pursuant to this Agreement (the "Processing Fees"). The City may charge the Applicant the Processing Fees in effect on a citywide basis at the time an application is submitted.

(f) Impact Fees. Applicant shall pay City development impact fees as set forth in BMC Section 10-1-2201 et seq., at the applicable rates, in effect as of the Effective Date (the "Development Impact Fees"). The Development Impact Fees shall be payable no later than the issuance of a certificate of occupancy for any portion of the Project. Following expiration or termination of this Agreement, the Applicant shall pay all applicable City development impact fees then in effect at the time of issuance of a building permit for the Project. The City shall not impose any new categories of City development impact fees or increases to the vested Development Impact Fee rates during the Term of this Agreement. Nothing in this subsection will limit the City's ability to impose any other fees unrelated to these defined Development Impact Fees. These other fees include Processing Fees, Utility Fees, or other fees, charges, dedications, easements, conditions, or improvements expressly authorized by this Agreement, the Project Approvals, applicable state or federal law, or required in connection with a Subsequent Application initiated by the Applicant.

(g) Utility Fees. Except as otherwise stated in this Agreement, the Applicant shall pay to the City all applicable standard and non-discriminatory utility fees, rates, charges, and costs, including, but not limited to, hook-up charges and aid-in-construction fees, in accordance with the applicable electrical, water or other utility rates and rules in effect at the time of application for service or as otherwise set forth in a separate agreement between the Applicant and the City. Utility fees, rates, charges, and costs are not vested by this Agreement and may be adjusted during the Term

in accordance with the City's applicable utility rates and rules. Utility Fees shall not be due prior to the issuance of a building permit for the project.

(h) Dedications. Except as otherwise expressly provided for in this Agreement or the Project Approvals, the City shall not require the Applicant to dedicate any real property or grant any easement other than dedications and easements required by the Conditions of Approval or otherwise expressly required by the Project Approvals.

(I) Insurance. Before beginning construction on the Project Site, and when actual work on the Project is being performed by the Applicant, its contractors, or subcontractors, the Applicant shall obtain and shall keep in force the insurance described in subsections below. The City (including its respective directors, officers and employees), to the extent such parties have insurable interests, shall be included as an additional insured under all of the policies set forth below. The endorsement shall further provide that the insurer shall provide thirty (30) days written notice to the City prior to any cancellation, except ten (10) days written notice for cancellation for non-payment. Said insurance shall include:

(1) Workers' Compensation and Employer's Liability Insurance for all persons employed by the Applicant at the Project Site. The Applicant shall require its general contractor and each subcontractor to maintain Workers' Compensation and Employer's Liability Insurance for all employees employed by the general contractor or subcontractor at the Project Site. The Applicant agrees to indemnify the City and its officers, agents, employees and representatives, for any damage resulting from failure to obtain and maintain such insurance.

(2) Commercial General Liability Insurance having a limit of Five Million Dollars ($5,000,000) per occurrence, providing coverage for general liability (bodily injury and property damage), blanket contractual liability, and personal injury.

(3) Automobile Liability Insurance, including owned, hired and non-owned vehicles, having a combined single limit of One Million Dollars ($1,000,000).

Section 4.03. Cooperation/Implementation.

(a) City Efforts.

(1) To the maximum extent permitted by law, the City shall use good faith and reasonable efforts to prevent any New Law from invalidating all or any part of this Agreement and the Project Approvals. The City agrees to use good faith and reasonable efforts with the Developer to keep this Agreement in full force and effect. The City makes no representation as to the applicability of prevailing wage laws to any portion of the Project.

(2) The Applicant reserves the right to challenge any New Law should it become necessary to protect the development rights vested in the Project and Project Site pursuant to the Existing Development Regulations and this Agreement.

(b) Covenant of Good Faith and Fair Dealing. The City and the Applicant shall use good faith and reasonable efforts and shall take and employ all necessary actions to ensure that the Applicant's vested rights to develop the Project and Project Site, secured through this Agreement, can be enjoyed, and that the Applicant's financial and other obligations that benefit the City can be permitted.

(c) Life of Project Approvals. The term of the Project Approvals (including, without limitation, the Planned Development and the Development Review [but not including permits issued for the construction of the Project]) shall automatically be extended for the longer of: (1) the Term of this Agreement; or (2) the term normally applicable to such Project Approval under controlling law.

(d) Changes in the State and Federal Law. Pursuant to Government Code Section 65869.5, and notwithstanding any other provision of this Agreement, this Agreement shall not preclude the application to the Project Site of any new law that is required by changes in state or federal laws or regulations ("Changes in the Law"), the terms of which are specifically required to be applied to developments such as the Project. The City shall not apply to the Project any such law or regulation that is inconsistent with this Agreement until the Community Development Director makes a finding that such law or regulation is necessary to comply with such Changes in the Law. In the event the Changes in the Law prevent or preclude compliance with one or more provisions of this Agreement, such provisions of the Agreement shall be modified or suspended as may be necessary to comply with the Changes in the Law, and City and Applicant shall take such action as may be required pursuant to this Agreement.

(e) Timing of Project Construction and Completion. The Applicant may develop the project in one (1) or two (2) phases, subject to the requirements of this Agreement and the Project Approvals. If developed in two phases, Phase I shall include demolition of existing pavement and construction of the proposed parking structure, and Phase II shall include demolition of existing pavement and construction of the proposed hotel. The offsite improvements required under this Agreement and the Conditions of Approval shall be completed prior to issuance of a certificate of occupancy for the proposed hotel.

Except as otherwise expressly required by this Agreement or the Project Approvals, the Applicant may determine the timing of construction of the Project within the Term of this Agreement.

(f) Processing.

(1) Upon submission by the Applicant of all appropriate applications and processing fees for any Subsequent Application (such applications and processing fees are collectively referred to herein as the "Application"), the City shall promptly commence and diligently complete all steps necessary to process and act on the Application, including, without limitation: (a) notice and holding of all required public hearings, if required pursuant to the Existing Development Regulations or this Agreement; and (b) action on the Application in accordance with this Agreement, the Existing Development Regulations, and applicable law.

(2) The City may deny an Application only if the Application does not comply with this Agreement, the Existing Development Regulations, the Project Approvals, or other applicable law permitted to be applied pursuant to this Agreement. The City, upon satisfactory completion by the Applicant of all required administrative procedures, actions and payments of appropriate processing fees, if any, shall, in a timely fashion, proceed to complete all required steps necessary for the implementation of this Agreement and the development by the Applicant of the Project and the Project Site. Concurrent with each application for a building permit, the Applicant shall provide the City with a compliance certificate ("Certificate") in a form approved by the Community Development Director, which shall describe the Application's consistency with the Project Approvals. The Certificate shall be distributed to relevant City departments for review. The City shall use its best efforts to complete the first review within sixty (60) days of submission of a complete Certificate and complete application for building permit. The City shall use its best efforts to complete subsequent reviews within thirty (30) days of resubmission of a complete Certificate and complete application for building permit.

(3) If the City denies any such Application on the basis that it does not comply with a New Law, the New Law must be one that may lawfully be applied to the Project pursuant to this Agreement, and the City shall specify in writing the basis for its decision. The City and the Developer shall, with due diligence and in good faith, cooperate to identify reasonable modifications, rather than denying any Applications for Project Approvals, whenever reasonably possible. Article 5 of this Agreement provides further processing guidelines.

(4) The Applicant shall provide the City, in a timely manner, all documents, applications, plans, payments of appropriate processing fees, if any, and other information necessary for the City to carry out its obligations under this Agreement, and shall cause the Applicant's planners, engineers, and all other consultants to submit, in a timely manner, all required materials and documents. It is the express intent of the Applicant and the City to cooperate and diligently work to process Applications necessary in connection with the development of the Project and Project Site.

(g) Other Governmental Permits. Subject to the Applicant's rights under Section 4.03(e), the Applicant shall apply in a timely manner for such other permits, approvals, grants, agreements, and other entitlements ("Other Governmental Permits") as may be required by other agencies having jurisdiction over, or in connection with the development of, or provision of services to, the Project or Project Site. The City shall reasonably and expeditiously cooperate with the Applicant in connection to obtaining such Other Governmental Permits.

Section 4.04. Permitted Uses and Development Standards. The permitted uses, density and intensity of use, maximum height, and other development standards and provisions for reservation or dedication of land and other terms and conditions of development applicable to the Project shall be as set forth in the Project Approvals, including the Conditions of Approval (Attachment D), PD-2026-1 Zoning Regulations (Attachment E), and Approved Project Plans (Attachment F), and as otherwise provided in this Agreement.

Section 4.05. Project Approvals Independent. The Project Approvals constitute independent actions and approvals by the City. If any provision of this Agreement, or the application of any provision of this Agreement to a particular situation, is held by a court of competent jurisdiction to be invalid or unenforceable, or if this Agreement terminates for any reason, then such invalidity, unenforceability, or termination of this Agreement or any part hereof shall not, by itself, affect the validity or effectiveness of the Project Approvals or other land use approvals and entitlements previously granted by the City. In such cases, such approvals and entitlements will remain in effect pursuant to their own terms, provisions, Conditions of Approval and applicable law.

Nothing in this Section shall preclude the Applicant from filing new entitlement applications if any Project Approvals or other entitlement expires. Any such application shall be reviewed in accordance with the laws, regulations, and procedures applicable at the time the application is submitted, unless otherwise expressly provided by this Agreement or applicable law. The provisions of this Section 4.05 relating to the continued validity of Project Approvals previously granted by the City shall survive the expiration or termination of this Agreement.

ARTICLE 5.
AMENDMENT

Section 5.01. Amendment of the Project Approvals. The Project Approvals may be amended or modified from time to time in accordance with this Section 5.01. Notwithstanding the foregoing, any amendment or modification to this Agreement shall be processed in accordance with Section 5.02 of this Agreement.

(a) Administrative Amendment to the Project Approvals. Upon the written request of the Applicant, the Community Development Director or their designee shall determine whether a requested amendment or modification to the Project Approvals (a "Project Approvals Amendment") constitutes a Minor Change, as defined in Article 2 of this Agreement.

If the Community Development Director determines that the Project Approvals Amendment constitutes a Minor Change it shall be treated as an "Administrative Amendment," and may be approved by the Community Development Director without a public hearing. Once approved, the applicable Project Approvals and any affected attachment to this Agreement shall be deemed amended to reflect the approved Administrative Amendment. A memorandum shall be recorded to reflect the Administrative Amendment.

Notwithstanding the foregoing, no Administrative Amendment will become effective until after thirty (30) days' notice has been provided to the City Council and posted in the same manner as a City Council Agenda. If a member of the City Council requests consideration of the Administrative Amendment within the 30-day notice period, the Administrative Amendment shall not become effective unless there is a final determination by the City Council approving it. In the event City Council requests consideration of an Administrative Amendment, staff shall agendize the matter for City Council discussion within 30 days of such request or as soon as reasonably practical following such request.

The 30-day notice period shall not apply to an Administrative Amendment that the Community Development Director determines in writing is necessary to address an immediate health or safety concern, or to avoid a material delay to active Project construction resulting from unforeseen site or construction conditions, City-required modifications, or other circumstances not caused by or within the reasonable control of the Applicant, and that otherwise satisfies all requirements for an Administrative Amendment under this subsection. Such Administrative Amendments shall become effective upon approval by the Community Development Director, provided that notice of the decision is subsequently provided to the City Council within 30-days of said decision.

This subsection shall not apply to certain proposed changes to the Approved Project Plans, which shall be processed pursuant to Section 5.01(c).

(b) Non-Administrative Amendment to the Project Approvals. A requested Project Approvals Amendment that does not constitute a Minor Change, pursuant to Section 5.01(a), shall be considered a "Non-Administrative Amendment" and shall be reviewed and processed in accordance with BMC Section 10-1-19133, or any successor provision that replaces or supersedes that section, this Agreement, and all other applicable laws and regulations.

This subsection shall not apply to certain proposed changes to the Approved Project Plans, which shall be processed pursuant to Section 5.01(c).

(c) Amendment to the Approved Project Plans. Proposed revisions to the Approved Project Plans ("Changes to the Approved Project Plans") shall be classified and processed as either a Minor Change or Major Change, as provided below.

(1) Minor Change to the Approved Project Plans. If the Community Development Director determines that a proposed Change to the Approved Project Plans constitutes a Minor Change, as defined in Article 2 of this Agreement, the Community Development Director may approve the revised plans without a public hearing, subject to the requirements of this Agreement and applicable law. The decision of the Community Development Director shall be final unless appealed to the Planning Commission within fifteen (15) calendar days after the date of the decision.

Notwithstanding the foregoing, the Community Development Director may, at their discretion, refer a proposed Minor Change to the Planning Commission for consideration and decision. The matter shall be presented to the Planning Commission as a staff report and shall not require a public hearing. The Planning Commission's decision shall be final unless appealed to the City Council within fifteen (15) calendar days after the date of the decision.

Before any decision of the Community Development Director or Planning Commission becomes final under this subsection, notice of the decision shall be provided by posting in the same manner as agendas and by publication at least ten (10) calendar days prior to the end of the applicable appeal period.

The 15-calendar day appeal period shall not apply to a Minor Change to the Approved Project Plans that the Community Development Director determines in writing is necessary

to address an immediate health or safety concern, or to avoid a material delay to active Project construction resulting from unforeseen site or construction conditions, City-required modifications, or other circumstances not caused by or within the reasonable control of the Applicant, and that otherwise satisfies all requirements for a Minor Change to the Approved Project Plans under this subsection. Such Minor Change to the Approved Project Plans shall become effective upon approval by the Community Development Director, provided that notice of the decision is subsequently provided by posting in the same manner as agendas and by publication within ten (10) business days from the decision date.

The City agrees that notwithstanding the foregoing, whenever possible, in the interest of expediting the Project for the benefit of both the Applicant and the City, the City shall use its best efforts to make all determinations regarding the Changes to the Approved Project Plans promptly and in accordance with this Agreement.

(1) Major Change to the Approved Project Plans. If the Community Development Director determines that a proposed Change to the Approved Project Plans constitutes a Major Change, as defined in Article 2 of this Agreement, the proposed change shall be processed as a Non-Administrative Amendment pursuant to Section 5.01(b).

Section 5.02. Amendment of This Agreement.

(a) Generally. This Agreement may be amended from time to time, in whole or in part, by mutual consent of the Parties or their successors in interest, in accordance with BMC Section 10-1-19133, or any successor provision that replaces or supersedes that section, this Agreement and applicable law, including Government Code Sections 65867, 65867.5, and 65868.

(b) Administrative Amendment to this Agreement. Notwithstanding Sections 5.01 and 5.02(a), the Community Development Director may approve a minor, technical, or non-substantive amendment to this Agreement that does not materially modify the rights or obligations of either party and that does not materially modify: (1) the Term; (2) provisions relating to reservation and dedication of land, or conditions, terms, restrictions, and requirements applicable to subsequent discretionary actions; (3) monetary contributions, public benefits, or other financial obligations of the Applicant pursuant to this Agreement; or (4) any Conditions of Approval.

Administrative Amendments to this Agreement shall be processed pursuant to Section 5.01(a).

ARTICLE 6.
COOPERATION IN THE EVENT OF LEGAL CHALLENGE

In the event of any administrative or legal action, or other proceeding challenging the validity or legality of any of the Project Approvals, environmental determination under the California Environmental Quality Act or National Environmental Policy Act, or this

Agreement (a "Challenge"), the Applicant shall agree that the Applicant, including their successors and assignees, will defend, indemnify, and hold harmless the City and its agents, officers, and employees from any claim, action or proceeding brought against the City, its agents, officers, or employees to attack, set aside, void or annul any such approval of the City, or any action taken to provide an environmental determination under the California Environmental Quality Act or National Environmental Policy Act by its agents, officers, employees, agencies, commissions, or City Council. The indemnification shall include damages awarded against the City, if any, cost of suit, attorney's fees, administrative expenses, and other costs and expenses incurred in connection with such action, including, but not limited to, all such City costs and expenses incurred by enforcing this indemnification provision. The obligations set forth in this Article shall apply to Challenges to the Project Approvals, this Agreement, and any Subsequent Applications or approvals relating to the Project, whether or not substantially similar indemnification language is separately included in the applicable approval or Conditions of Approval.

If a claim, action, or proceeding described above is brought, the City shall promptly notify the Applicant of the existence of the claim, action or proceeding and the City shall reasonably cooperate in the defense of such claim, action, or proceeding. Nothing in this Article shall prohibit the City from participating in the defense of any Challenge. In the event that the Applicant is required to defend the City in connection with any Challenge, the City shall retain the right to: (1) approve the counsel to so defend the City; (2) approve all significant decisions concerning the manner in which the defense is conducted; and (3) approve any and all settlements, which approval shall not be unreasonably withheld. The City shall also have the right not to participate in such defense, except that the City agrees to cooperate with the applicant in the defense of such Challenge.

In the event City must bring legal action against Applicant to enforce this Article, the City shall be entitled to all reasonable attorneys' fees and costs incurred in such action.

The filing of a third-party Challenge against the City or the Applicant relating to this Agreement or to other development issues affecting any portion of the Project site or the Project shall not hinder, delay or stop the development, processing or construction of the Project, processing or approval of any Subsequent Applications, or issuance of ministerial permits or approvals, unless the third party obtains a court order preventing the activity.

ARTICLE 7.
DEFAULT; REMEDIES; TERMINATION

Section 7.01. General Provisions.

(a) Failure or unreasonable delay by the Applicant to perform any term, provision, or condition of this Agreement for a period of ninety (90) days after written notice thereof in accordance with Article 10 (a "Notice of Default") from the City shall constitute a default under this Agreement, subject to extensions of time only by mutual consent in writing. The time of notice shall be measured from the date of certified mailing. The Notice of Default shall specify the nature of the alleged default and, where appropriate, the manner and period of time in which said default must be satisfactorily cured. If the nature

of the alleged default is such that it cannot reasonably be cured within such 90-day period, the commencement of the cure within such time period and the diligent prosecution of the cure to completion shall be deemed a cure within such period.

(b) During any period of curing, the Applicant shall not be considered in default for the purposes of termination or institution of legal proceedings. If the default is cured, then no default shall exist, and the noticing party shall take no further action.

(c) Subject to the foregoing, after notice and expiration of the 90-day period without cure or commencement of cure in accordance with Section 7.01(a), the City, at its option, may institute legal proceedings pursuant to this Agreement and may give notice of intent to terminate this Agreement pursuant to Government Code Section 65868. Following such notice of intent to terminate, the matter shall be scheduled for consideration and review by the Planning Commission and City Council in the manner set forth in Government Code Sections 65865, 65867, and 65868, and Burbank Municipal Code Sections 10-1-19115 and 10-1-19116.

(d) Following consideration of the evidence presented in said review before the City Council, if the City Council terminates this Agreement, the City shall give written notice of termination of this Agreement to the Applicant by certified mail. Written notice of termination of this Agreement shall be effective immediately upon certified mailing to the defaulting party.

(e) Evidence of the Applicant's default may arise in the regularly scheduled Annual Review of this Agreement as described in Section 7.02.

(f) If the City fails to process or act upon a Subsequent Application within the time periods required by this Agreement, or the City otherwise defaults under the provisions of this Agreement, the Applicant shall provide the City with written notice of such default in accordance with Article 10. If the City fails to cure the default within ninety (90) days after receipt of such notice, subject to any applicable extension under Section 7.03, the Applicant may exercise the remedies available under this Agreement, including the right to terminate this Agreement as provided herein.

In addition to any other remedies of the Applicant, the Applicant may, at its option, terminate or modify the terms of the Agreement to remedy the effect of City's default. If the Applicant desires to terminate or modify the terms of this Agreement, any amendment to this Agreement shall be processed in accordance with Section 5.02 and applicable law. To the extent a requested amendment also requires modification of other Project Approvals or the Approved Project Plans, the applicable provisions of Section 5.01 shall also apply.

Section 7.02. Annual Review.

(a) During the first quarter of each calendar year, beginning with the first full calendar year during the Term of this Agreement, the City shall review the good faith compliance by the Applicant with the terms of this Agreement. This review shall be conducted by the Community Development Director and shall be limited in scope to

compliance with the terms of this Agreement pursuant to California Government Code Section 65865.1, provided that, if the City Council imposes a mitigation, monitoring, and reporting program pursuant to CEQA, which is to be completed simultaneously with the annual review of this Agreement, then the scope of the annual review may include implementation of ongoing mitigation measures that are the Applicant's responsibility pursuant to the Project Environmental Impact Report.

(b) During this review, the Applicant shall be required to demonstrate good faith compliance with the material terms of this Agreement. At the conclusion of this review, the Community Development Director shall in writing make findings and determinations, based on substantial evidence in the record, whether or not the Applicant has complied in good faith with the terms and conditions of this Agreement. If the Community Development Director finds and determines that the Applicant has not complied with such terms and conditions, then the Community Development Director shall deliver to the Applicant a notice of a public hearing before the Planning Commission in accordance with Burbank Municipal Code Sections 10-1-19114 and 10-1-19115, and if applicable, before the City Council in accordance with Burbank Municipal Code Sections 10-1-19115 and 10-1-19116.

(c) The City shall deliver to the Applicant a copy of all staff reports and documents to be used or relied upon in conducting the review and, to the extent practical, related attachments concerning the Applicant's performance hereunder, at least ten (10) days prior to any such periodic review. The Applicant shall be permitted to respond, orally at the public hearing and by written statement, to the City's evaluation of the Applicant's performance.

(d) In the event that the City fails to either (1) conduct the annual review or (2) notify the Applicant in writing (following the time during which the review is to be conducted) of the City's determination as to compliance or noncompliance with the terms of this Agreement and such failure remains uncured as of sixty (60) days following the anniversary of the Effective Date in any year during the Term of this Agreement, such failure shall be deemed an approval by the City of the Applicant's compliance with the terms of this Agreement for that Annual Review period.

(e) With respect to any year for which an Annual Review of compliance with this Agreement is conducted and compliance is approved, or with respect to any year in which the City is deemed to approve of the Applicant's compliance with this Agreement pursuant to the preceding paragraph, the City, upon request of the Applicant, shall provide Applicant with a written Notice of Compliance, pursuant to Article 10 of this Agreement.

Section 7.03. Enforced Delay; Extension of Time of Performance. Performance by either party hereunder shall not be deemed to be in default where delays or defaults are due to war, insurrection, strikes, walk-outs, inability to obtain labor and/or supplies, riots, floods, earthquakes, fires, casualties, acts of God, governmental restrictions imposed or mandated by governmental entities other than the City, enactment of conflicting state or federal laws or regulations, or similar bases for excused performance which are not within the reasonable control of the party to be excused. An administrative

or legal/equitable challenge or proceeding addressing the validity of this Agreement, any other Project Approvals, the EIR, or any permit, approval, agreement or other entitlement or action of a governmental agency necessary or desirable for the development of the Project pursuant to this Agreement shall constitute an excusable delay only to the extent such Challenge actually delays or prevents the Applicant's performance under this Agreement. Upon the request of either party hereto, an extension of time for such cause shall be granted in writing for the period of the enforced delay, or longer as may be mutually agreed upon. The Term set forth in Section 1.04 of this Agreement may be extended for the period during which a Challenge actually prevents or materially delays development of the Project, as documented by the Applicant and reasonably determined by the City, or as otherwise mutually agreed upon by the Parties in writing.

Section 7.04. Time is of the Essence. The Parties understand and agree that time is of the essence, and each represent and warrant to carry forth their duties as stated herein in a timely and prompt manner and in accordance with any schedule for determinations, responses or actions that may be applicable or prescribed by this Agreement, applicable codes, statutes, ordinances, and regulations.

Section 7.05. Remedies. In the event that one of the Parties defaults under the terms and conditions of this Agreement, beyond any applicable notice and cure period, the other Party shall have all legal rights, including the right to institute a legal action to cure, correct, or remedy any default, to enforce any covenant or agreement herein, to enjoin any threatened or attempted violation thereof, to recover damages for any default, to enforce by specific performance the obligations and rights of the Parties hereto, or to obtain any other remedies consistent with the purpose of this Agreement, subject to the dispute resolution provisions herein if a dispute as to an interpretation of this Agreement is in issue. In addition, both City and Applicant shall have the right to terminate this Agreement in accordance with Sections 7.01(c) and 7.01(f), respectively.

(a) Dispute Resolution; Issuance of Interpretations by the Community Development Director. Should a dispute arise between the Parties concerning the proper interpretation of this Agreement, the Community Development Director shall issue a written interpretation of the disputed provision of this Agreement within thirty (30) days' receipt of a written request by the Applicant, but only after consultation with the City Attorney, any affected City department, the Applicant and their counsel.

(b) Appeals of Interpretations. The Applicant may appeal any interpretation issued by the Community Development Director, or the failure to timely issue an interpretation, to the Planning Commission, which shall act within forty-five (45) days of receipt of a written appeal. The Applicant may appeal any interpretation adopted by the Planning Commission, or the failure of the Planning Commission to timely adopt an interpretation, to the City Council, which shall act within forty-five (45) days of receipt of a written appeal.

(c) Litigation. If the City Council fails to timely render an interpretation within forty-five (45) days after a written appeal is filed with the City Council by the Applicant, or if the Applicant contests the interpretation adopted by the City Council, the Applicant may institute legal action, including, but not limited to, an action for declaratory

relief pursuant to Code of Civil Procedure Section 1060 et seq., to interpret this Agreement after complying with the administrative procedures of this subsection.

Section 7.06. California Law. This Agreement shall be construed and enforced in accordance with the laws of the State of California. If a legal action is brought by a third party, Article 6 of this Agreement shall apply.

ARTICLE 8.

MORTGAGEE PROTECTIONS

Section 8.01. Encumbrance of Applicant's Interest.

The Applicant shall have the absolute right to encumber and/or collaterally assign or grant a security interest in the Applicant's right, title and interest in, to and under this Agreement and the Project Site pursuant to one or more mortgages or other form of debt or equity financing (each a "Permitted Mortgage"), provided that each such Permitted Mortgage is given for the purpose of securing funds to be used for financing the acquisition of the Project Site or any portion thereof, the construction of the Project thereon, including any offsite improvements, and any other expenditures reasonably necessary and appropriate to develop the Project in accordance with this Agreement. The City acknowledges that a mortgagee may require certain modifications to this Agreement, and the City agrees, upon request, from time to time, to meet with Applicant and/or representatives of any such mortgagee to negotiate in good faith any such request for modification. The City further agrees that it will not unreasonably withhold its consent to any such requested modification to this Agreement provided such modifications are processed in accordance with Article 5 above related to procedures for amendment of this Agreement. Any mortgagee and its successors and assignees shall be entitled to the rights and privileges set forth in this section.

Section 8.02. Mortgagee Protections.

Provided that any mortgagee or beneficiary under a Permitted Mortgage (each, a "Mortgagee") provides the City with a conformed copy of each Permitted Mortgage, which contains the name and address of such Mortgagee, the City hereby covenants and agrees to faithfully perform and comply with the following provisions with respect to such Permitted Mortgage:

(a) No Termination. No action by the Applicant, or the City to cancel, surrender, or materially modify the terms of this Agreement or the provisions of this Article 8 shall be binding upon a Mortgagee without its prior written consent.

(b) Notices. If the City shall give any Notice of Default to the Applicant hereunder, the City shall simultaneously give a copy of such Notice of Default to the Mortgagee at the address designated by it. No Notice of Default given by the City to the Applicant shall be binding upon or affect said Mortgagee unless a copy of said Notice shall be given to Mortgagee pursuant to this Section. In the case of an assignment of such Permitted Mortgage or change in address of such Mortgagee, said assignee or Mortgagee, by written notice to City, may change the address to which such copies of

Notices are to be sent. City shall not be bound to recognize any assignment of such Permitted Mortgage unless and until the City shall be given written notice thereof, a copy of the executed assignment, and the name and address of the assignee. Thereafter, such assignee shall be deemed to be the Mortgagee hereunder with respect to the Permitted Mortgage being assigned. If such Permitted Mortgage is held by more than one person, corporation or other entity, no provision of this Agreement requiring the City to give notices or copies thereof to said Mortgagee shall be binding upon the City unless and until all of said holders shall designate in writing one of their number to receive all such notices and copies thereof and shall have given to the City an original executed counterpart of such designation.

(c) Performance of Covenants. The Mortgagee shall have the right to perform any term, covenant or condition and to remedy any default by the Applicant hereunder within the time periods specified herein, and the City shall accept such performance with the same force and effect as if furnished by the Applicant; provided, however, that said Mortgagee shall not be subrogated to the rights of the City.

(d) Default by the Applicant. In the event of a default by the Applicant, which has not been cured by the Applicant or as to which there is no cure period hereunder, the City agrees not to terminate this Agreement (1) unless and until the City provides written notice of such default to any Mortgagee and such Mortgagee shall have failed to cure such Default within ninety (90) business days after the later of delivery of such notice or expiration of any applicable Applicant cure period, and (2) as long as:

(1) In the case of a default, which cannot practicably be cured by the Mortgagee without taking possession of the Property, (a) the Mortgagee has delivered to the City, prior to the date on which the City shall be entitled to give notice of termination, a written instrument wherein the Mortgagee unconditionally agrees that (subject to such delays as may be incident to obtaining a relief from stay in the case of a bankruptcy/dissolution event) it will commence and diligently pursue cure of such default promptly following its obtaining possession and; (b) said Mortgagee shall proceed diligently to obtain possession of the Property (including possession by receiver) (subject to such delays as may be incident to obtaining a relief from stay in the case of a bankruptcy/dissolution event) and, upon obtaining such possession, shall proceed diligently to cure such default; and

(2) In the case of a default, which is not susceptible of being cured by the Mortgagee, the Mortgagee shall institute foreclosure proceedings and diligently prosecute the same to completion (subject to such delays as may be incident to obtaining a relief from stay in the case of a bankruptcy/dissolution event) (unless in the meantime it shall acquire the Applicant's right, title and interest hereunder, either in its own name or through a nominee, or by assignment in lieu of foreclosure) and upon such completion of acquisition or foreclosure such default shall be deemed to have been cured.

The Mortgagee shall not be required to obtain possession or to continue in possession as Mortgagee of the Property pursuant to Subsection 8.02(d)(1) above, or to continue to prosecute foreclosure proceedings pursuant to Subsection 8.02(d)(2) above, when such default shall be cured. Nothing herein shall preclude the City from exercising

any of its rights or remedies with respect to any other default by the Applicant during any period of such forbearance, but in such event the Mortgagee shall have all of its rights provided for herein. If the Mortgagee, its nominee, or a purchaser in a foreclosure sale, shall acquire title to the Applicant's right, title and interest hereunder and shall cure all defaults that are susceptible of being cured by the Mortgagee or by said purchaser, as the case may be, then prior Defaults which are not susceptible of being cured by the Mortgagee or by said purchaser shall no longer be deemed defaults hereunder.

References herein to defaults that are "not susceptible of being cured" by a Mortgagee or purchaser (or similar language) shall not, be deemed to refer to any default which the Mortgagee or purchaser is not able to cure because of the cost or difficulty of curing such default, but rather shall be deemed to refer only to defaults specifically relating to the identity of the Applicant, which by their nature can be cured only by the Applicant (such as the owner's bankruptcy/dissolution event or an owner control change).

(e) Foreclosure. Foreclosure of any Permitted Mortgage, or any sale thereunder, whether by judicial proceedings or by virtue of any power contained in a Permitted Mortgage, or any conveyance of the Project from the Applicant to a Mortgagee or its designee through, or in lieu of, foreclosure or other appropriate proceedings in the nature thereof, shall not require the consent of the City or constitute a breach of any provision of or a default under this Agreement, and upon such foreclosure, sale or conveyance, the City shall recognize the purchaser or other transferee in connection therewith as the Applicant hereunder provided that such purchaser or transferee assumes, subject to the terms of Section 8.02(d) above, each and all of the obligations of the Applicant hereunder pursuant to an assumption agreement satisfactory to the City. If any Mortgagee or its nominee or assignee shall acquire the Applicant's right, title and interest hereunder as a result of a judicial or non-judicial foreclosure under any Permitted Mortgage, or by means of a deed in lieu of foreclosure, or through settlement of or arising out of any pending or contemplated foreclosure action, such Mortgagee shall thereafter have the right to assign or transfer the Applicant's right, title and interest hereunder to an assignee upon obtaining the City's consent with respect thereto, which consent shall not be unreasonably withheld or delayed. Upon such acquisition of the Applicant's right, title and interest hereunder as described in the preceding sentence by either Mortgagee, or the assignee or nominee of Mortgagee, or the purchaser from Mortgagee, assignee or nominee, the City shall immediately execute and deliver a new agreement or amend this Agreement with such party. Subject to the terms of Section 8.02(d) above, such new agreement or amended Agreement shall be substantially the same in form and content to the provisions of this Agreement, except with respect to the parties thereto, and the elimination of any requirements which have been fulfilled by the Applicant prior thereto, and said agreement shall have priority equal to the priority of this Agreement. Upon execution and delivery of such new agreement or amended Agreement, the City shall cooperate with the new Applicant, at the sole expense of said new Applicant, in taking such action as may be necessary to cancel and discharge this Agreement and to remove the Applicant named herein from the Property.

In no event shall such Mortgagee be liable for any defaults or monetary obligations of the Applicant arising prior to acquisition of title to the Project Site by such Mortgagee, except that any such Mortgagee shall not be entitled to a building permit or occupancy certificate

until all delinquent and current fees and other monetary or nonmonetary obligations due under this Agreement for the Project Site have been satisfied.

(f) Disaffirmation. If this Agreement is terminated by reason of (i) any default or (ii) as a result of a bankruptcy proceeding, this Agreement is disaffirmed by a receiver, liquidator, or trustee for the Applicant or its property, the City, if requested by any Mortgagee, shall negotiate in good faith with such Mortgagee for a new development agreement for the Project with the most senior Mortgagee requesting such new agreement. This Agreement does not require any Mortgagee or the City to enter into a new development agreement pursuant to this Section.

(g) No Obligation to Cure. Except as set forth herein, nothing herein contained shall require any Mortgagee to cure any default of the Applicant referred to above or to construct or complete the construction of the Project, or to guarantee such construction or completion.

(h) Separate Agreement. The City shall, upon request, execute, acknowledge and deliver to each Permitted Mortgagee, an agreement prepared at the sole cost and expense of the Applicant, in form satisfactory to each Permitted Mortgagee, between the City, the Applicant and the Permitted Mortgagees, agreeing to all of the provisions hereof.

(i) Form of Notice. Any Mortgagee under a Permitted Mortgage shall be entitled to receive the notices required to be delivered to it hereunder provided that such Mortgagee shall have delivered to each party a notice substantially in the following form:

> The undersigned, whose address is (to be inserted with notice) does hereby certify that it is the Mortgagee (as such term is defined in that certain Development Agreement dated as of _____ between the City of Burbank and AWH Burbank Hotel II, LLC [the "Development Agreement"]) of the parcels of land described on Attachment "A" attached hereto, which parcels are owned by AWH Burbank Hotel II, LLC. In the event that any notice shall be given of a default of a party to the Development Agreement (a "Party"), a copy thereof shall be delivered to the undersigned who shall have the rights of a Mortgagee to cure the same, as specified in the Development Agreement. Failure to deliver a copy of such notice shall in no way affect the validity of the notice to the Party, but no such notice shall be effective as it relates to the rights of the undersigned under the Development Agreement with respect to the Permitted Mortgage, including the commencement of any cure periods applicable to the undersigned, until actually received by the undersigned.

(j) Estoppel Certificate. The City shall execute an estoppel certificate in form and substance reasonably satisfactory to the Mortgagee or the Applicant, if the Applicant has requested the certificate, upon the reasonable request of the Mortgagee or the Applicant. The Mortgagee or Applicant requesting the estoppel certificate shall apply for the relevant city application and pay associated processing fees. This estoppel

certificate shall be administratively issued by the Community Development Director within a reasonable amount of time.

(k) Limitation of Liability. Upon acquiring title to the Property, the Mortgagee shall have no obligation or liability to the City beyond the Mortgagee's interest, if any, in the Project Site and the City shall look exclusively to such interest in the Project Site for payment and discharge of any obligations imposed upon the Mortgagee under this Agreement or any other document entered into in connection therewith. Mortgagee shall be released and relieved of any liability under the Agreement and under any other document entered into in connection therewith upon the assignment of Mortgagee's rights upon or subsequent to foreclosure of its collateral or acquisition in lieu of foreclosure.

(l) Further Assurances. The City and the Applicant agree to cooperate in including in this Agreement, by suitable amendment, any provision that may be reasonably requested by the Mortgagee or any proposed Mortgagee for the purpose of (i) more fully or particularly implementing the Mortgagee protection provisions contained herein, (ii) adding Mortgagee protections consistent with those contained herein and which are otherwise commercially reasonable, and (iii) allowing such Mortgagee reasonable means to protect or preserve the security interest of the Mortgagee in the collateral, including its lien on the Project Site and the collateral assignment of this Agreement; provided, however, in no event shall the City be obligated to modify any of the Applicant's obligations or the City's rights under this Agreement in any manner not already contemplated in this Article 8.

ARTICLE 9.
MISCELLANEOUS

Section 9.01. No Agency, Joint Venture or Partnership. It is specifically understood and agreed by and between the Parties hereto that the Project and Project Site development is a private development, and that the Applicant shall have full power over and exclusive control of the Project and Project Site, subject only to the obligations of the Applicant under this Agreement. The City and the Applicant hereby renounce the existence of any form of agency relationship, joint venture or partnership between the City and the Applicant and agree that nothing contained herein or in any document executed in connection herewith shall be construed as creating any such relationship between the City and the Applicant.

Section 9.02. Severability. If any term, provision, covenant or condition of this Agreement or the application of any provision of this Agreement to a particular situation is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions of this Agreement, or the application of this Agreement to other situations, shall continue in full force and effect unless amended or modified by mutual consent of the parties.

Section 9.03. Other Necessary Acts. Each party shall execute and deliver to the other all such other further instruments and documents as may be reasonably necessary to carry out this Agreement and other Project Approvals in order to provide and secure to the other party the full and complete enjoyment of its rights and privileges hereunder.

Section 9.04. Construction. Each reference in this Agreement and in the other Project Approvals to this Agreement shall be deemed to refer to the named document or plan as such document or plan may be amended from time to time, whether or not the particular reference refers to such possible amendment. This Agreement has been reviewed and revised by legal counsel for both the City and the Applicant, and no presumption or rule that ambiguities shall be construed against the drafting party shall apply to the interpretation or enforcement of this Agreement.

Section 9.05. Other Miscellaneous Terms. The singular shall include the plural; the masculine gender shall include the feminine; "shall" is mandatory; "may" is permissive. If there is more than one signer of this Agreement, the signers' obligations are joint and several.

Section 9.06. Covenants, Easements, No Dedication or Lien. The provisions of this Agreement shall constitute covenants and easements including public easements for utilities and fire access, which shall run with the land comprising the Project Site for the benefit thereof, and the burdens and benefits hereof shall bind and inure to the benefit of each of the parties hereto and all successors in interest to the parties hereto for the Term of this Agreement. Nothing herein shall be construed as a dedication or transfer of any right or interest in, or as creating a lien with respect to, the title to the Project Site, other than those dedications required herein.

Section 9.07. Cooperation in Carrying Out Agreement. Each Party shall take such actions and execute and deliver to the other all such further instruments and documents as may be reasonably necessary to carry out this Agreement in order to provide and secure to the other Party the full and complete enjoyment of its rights and privileges hereunder.

Section 9.08. Certificate of Performance. Upon the completion of the Project, or any phase thereof, or upon performance of this Agreement or its earlier revocation and termination, the City shall provide Applicant, upon Applicant's request, with a statement ("Certificate of Performance") evidencing said completion, termination or revocation and the release of Applicant from further obligations hereunder, except for any further obligations which survive such completion, termination or revocation. The Certificate of Performance shall be signed by the appropriate agents of Applicant and the City and shall be recorded against title to the Property in the official records of Los Angeles County, California. Such Certificate of Performance is not a notice of completion as referred to in California Civil Code Section 8182.

ARTICLE 10.
NOTICES

Section 10.01. Method of Notice.

(a) Any notice or communication (hereafter, a "Notice") required hereunder by the City or the Applicant must be in writing, and may be given, by either Party

or its counsel, either personally, by overnight carrier providing receipted delivery (such as Fed Ex or UPS), or by registered or certified mail (return receipt requested). If given by registered or certified mail, a Notice shall be deemed to have been given and received on the first to occur of (i) actual receipt by any of the addressees designated below as a party to whom Notices are to be sent, or (ii) five (5) days after the registered or certified letter containing such Notice, properly addressed, with postage prepaid, is deposited in the United States mail. If given by overnight carrier or personally delivered, a Notice shall be deemed to have been given when received or refused by the Party to whom it is addressed. A courtesy copy of the Notice may be sent by facsimile or electronic mail transmission. Any Party hereto may at any time, by giving ten (10) days written notice to the other Party hereto, designate any other address in substitution of the address to which such notice or communication shall be given.

(b) Such notices shall be given to the Parties at their addresses set forth below:

If to City to:

City of Burbank
275 E. Olive Avenue
Burbank, CA 91502
Attention: Community Development Director

With a Copy to:

Office of City Attorney
City of Burbank
275 E. Olive Avenue
Burbank, CA 91502
Attention: City Attorney

If to Applicant or Developer, to:

AWH BURBANK HOTEL II, LLC
1040 Avenue of the Americas, 9th Floor
New York, NY 10018
Attention: Timothy Osiecki, President Development

With a Copy to:

AWH BURBANK HOTEL II, LLC
1040 Avenue of the Americas, 9th Floor
New York, NY 10018
Attention: Chad Cooley,

Co-Founder & Managing Partner

ARTICLE 11.
ASSIGNMENT

Section 11.01. Transfers

(a) Applicant may assign or transfer its rights and obligations under this Agreement with respect to the Project Site, or any portion thereof, to any person during the Term of this Agreement upon City's approval of an Assignment and Assumption Agreement between Applicant and its assignee(s) that clearly delineates the parties' obligations for construction of all offsite improvements, implementation of all mitigations measures and remedial action plans, and the construction, operation and maintenance of all public benefits set forth in this Agreement, the Conditions of Approval and the Mitigation, Monitoring, and Reporting Program.

ARTICLE 12.
ENTIRE AGREEMENT, COUNTERPARTS' ATTACHMENTS, RECORDING

Section 12.01. Generally. This Agreement that consists of ___ pages and 5 attachments, constitutes the final and exclusive understanding and agreement of the Parties, and supersedes all negotiations and any previous agreements between the Parties with respect to all or any part of the subject matter hereof.

Section 12.02. Waivers. All waivers of the provisions of this Agreement shall be in writing and signed by the Parties.

Section 12.03. Attachments. The following attachments are attached to this Agreement and incorporated herein for all purposes:

Attachment A – Project Site Legal Description

Attachment B – Project Description

Attachment C – Amendment to the Zoning Map

Attachment D – Conditions of Approval

Attachment E – Planned Development 2026-1: Planned Development Zoning Regulations

Attachment F – Approved Project Plans

Attachment G – Sections of the Burbank Municipal Code Referenced in the Planned Development 2026-1, Planned Development Zoning Regulations

Attachment H – Mitigation, Monitoring, and Reporting Program (MMRP): Project Mitigation Measures

Section 12.04. Recordation of Agreement. No later than ten (10) days after the Effective Date, the City Clerk shall record at the Developer's expense an executed original of this Agreement in the Official Records of the County of Los Angeles.

IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto on the day and year first above written.

"CITY" "OWNER"	"APPLICANT", "DEVELOPER" and
CITY OF BURBANK, a municipal corporation	AWH BURBANK HOTEL II, LLC a Delaware Limited Partnership
Justin Hess City Manager	By: _ Its:
	By: _ Its:

ATTEST:

_____, City Clerk

APPROVED AS TO FORM FOR CITY
Office of the City Attorney

By: Kane Thuyen
Senior Assistant City Attorney

ACKNOWLEDGMENT FOR
CITY OF BURBANK

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
) ss.
COUNTY OF LOS ANGELES)

On , before me, , Notary Public, personally appeared , who proved to me on the basis of satisfactory evidence to be the person whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Signature of Notary Public

(SEAL)

STATE OF CALIFORNIA)
)
ss.
COUNTY OF LOS ANGELES)

On , before me, , Notary Public, personally appeared , who proved to me on the basis of satisfactory evidence to be the person whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

(SEAL)

STATE OF CALIFORNIA)
)
ss.
COUNTY OF LOS ANGELES)

On , before me, _ , Notary Public, personally appeared , who proved to me on the basis of satisfactory evidence to be the person whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

(SEAL)

ATTACHMENT A

PROJECT SITE
LEGAL DESCRIPTION

All that certain real property situated in the County of Los Angeles, State of California, described as follows:

Parcel A:

Parcel 1 of Parcel Map No. 24868, in the City of Burbank, County of Los Angeles, State of California, as shown on map filed in book 279 pages 84 to 86 of Parcel Maps, in the Office of the County Recorder of said County.

Parcel B:

Non-exclusive easements over Parcel 2 of the above referenced Parcel Map set forth in Reciprocal Parking and Maintenance Agreement ("Reciprocal Agreement") recorded December 24, 1997 as Instrument No. 97-2019758 for Pedestrian, Vehicular Ingress and Egress and Parking on the terms and conditions set forth therein.

Assessor's Parcel Number: 2464-004-015

ATTACHMENT B

PROJECT DESCRIPTION

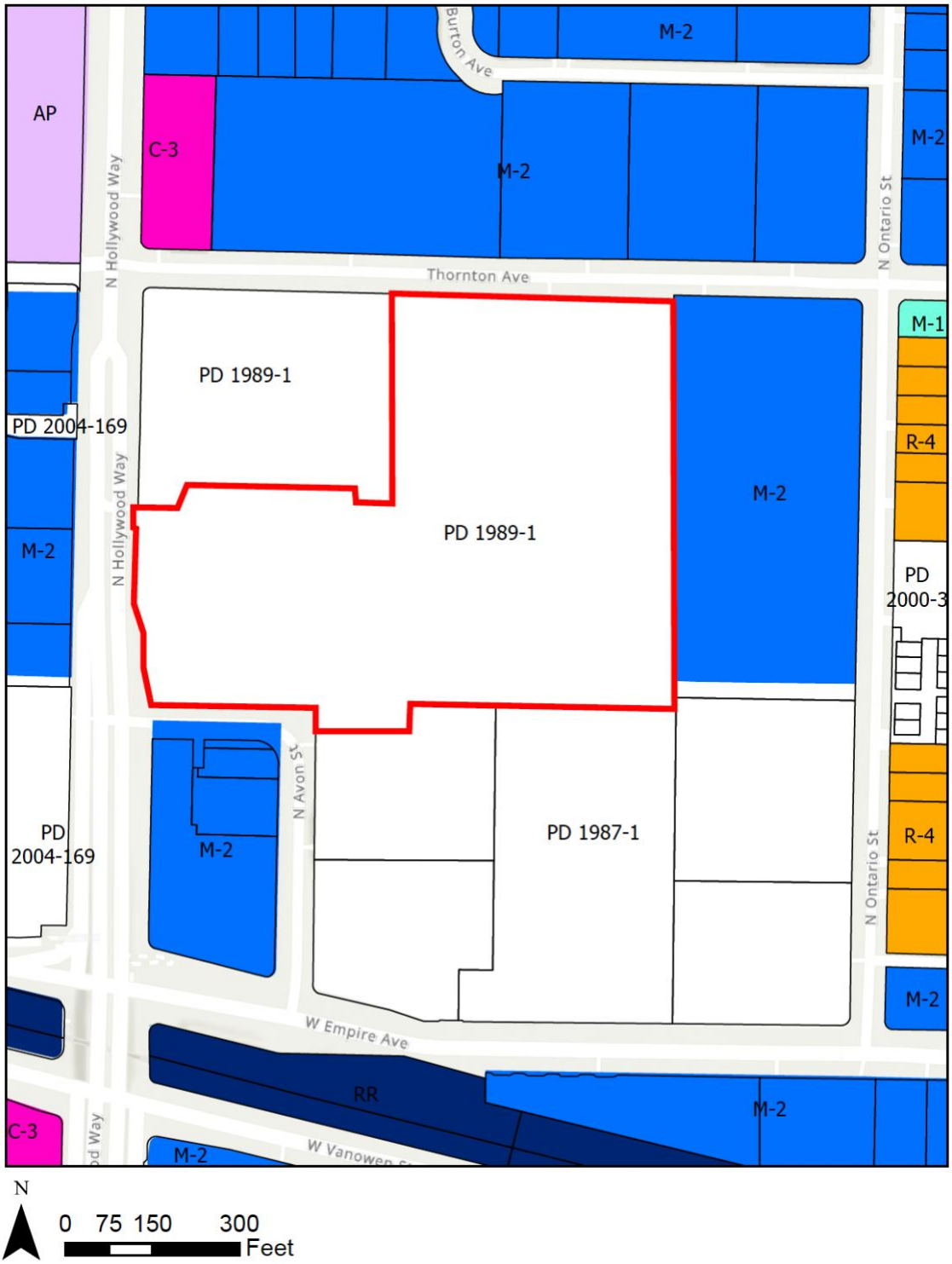
A PLANNED DEVELOPMENT (PD 2026-1), TEN-YEAR DEVELOPMENT AGREEMENT, AND DEVELOPMENT REVIEW PERMIT (PROJECT NO. 16-000395) FOR A NEW SEVEN-STORY DUAL BRAND HOTEL WITH 420 ROOMS (THE HOTEL), CONSISTING OF APPROXIMATELY 262,338 SQUARE FEET, AND A SEPARATE DETACHED FOUR-STORY PARKING GARAGE (THE GARAGE). THE GARAGE WOULD CONSIST OF 208,040 SQUARE FEET OF PARKING, PROVIDING UP TO 766 PARKING SPACES OF VALET PARKING, WITH AN ADDITIONAL 285 PARKING SPACES AT GRADE (TOTAL OF 1,051 PARKING SPACES PROVIDED). THE PROPOSED HOTEL AND GARAGE WOULD BE LOCATED WITHIN THE SAME PARCEL AS A SEPARATE AND EXISTING 488 ROOM MARRIOTT HOTEL AND AN EXISTING CONVENTION CENTER OF 39,000 SQUARE FEET. NO CHANGES TO THE EXISTING 488 ROOM MARRIOTT HOTEL AND 39,000 SQUARE FEET CONVENTION CENTER ARE PROPOSED. ADDITIONALLY, LARGER EVENTS WOULD OCCUR ON THE PROPERTY APPROXIMATELY FOUR TIMES PER YEAR. THESE EVENTS WOULD OCCUR ON THE SOUTHEASTERN CORNER OF THE PROPERTY, WITHIN THE PARKING AREA EAST OF THE CONVENTION CENTER. SUFFICIENT PARKING CAPACITY WOULD BE PROVIDED FOR THESE EVENTS THROUGH THE IMPLEMENTATION OF PARKING MANAGEMENT PLANS AND/OR THE SECURING OF OFFSITE PARKING DURING THE DAYS OF EACH EVENT. FURTHER, THE PROJECT INCLUDES CONSTRUCTION OF OFFSITE PUBLIC IMPROVEMENTS (SIDEWALKS, BICYCLE LANES AND UTILITY IMPROVEMENTS) ALONG THORNTON AVENUE, AVON STREET AND OTHER SURROUNDING STREETS. THE PROJECT APPROVAL INCLUDES CERTIFICATION OF AN ENVIRONMENTAL IMPACT REPORT, AND ADOPTION OF FINDINGS OF FACTS AND STATEMENT OF OVERRIDING CONSIDERATIONS, AND A MITIGATION, MONITORING, AND REPORTING PROGRAM.

THE PROJECT IS LOCATED ON A 11.76 ACRE SITE AT 2500 NORTH HOLLYWOOD WAY IN BURBANK, CALIFORNIA.

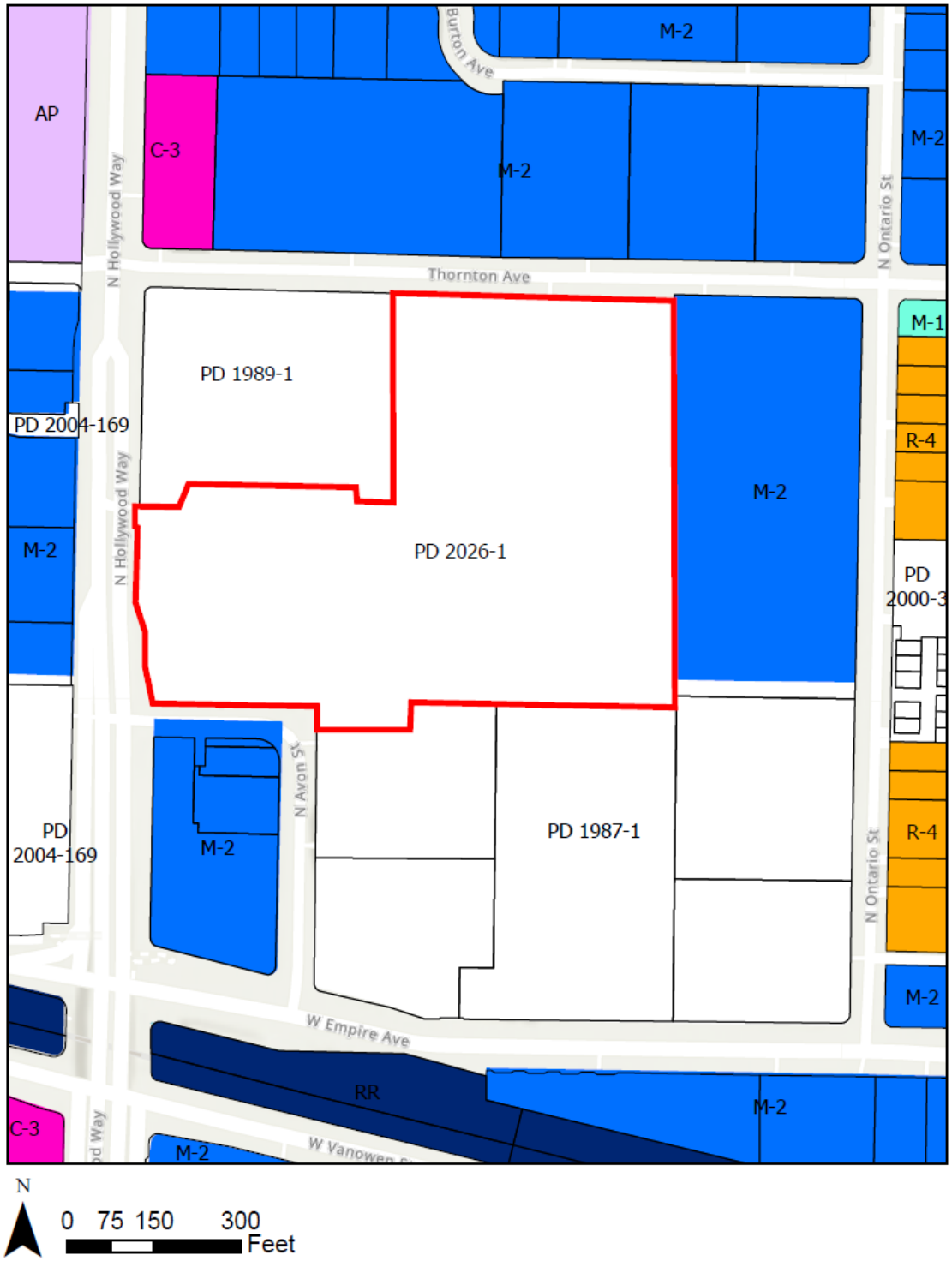
ATTACHMENT C

AMENDMENT TO THE ZONING MAP

EXISTING ZONING DESIGNATION



PROPOSED ZONING DESIGNATION



ATTACHMENT D

CONDITIONS OF APPROVAL

PROJECT NO. 16-0003953
PLANNED DEVELOPMENT (PD 2026-1), DEVELOPMENT AGREEMENT AND DEVELOPMENT REVIEW
(2500 NORTH HOLLYWOOD WAY – AWH BURBANK HOTEL II, LLC)

GENERAL AND ADMINISTRATIVE

1. Project 16-0003953 (Planned Development No. 2026-1, Development Agreement and Development Review) allows for the construction of a new seven-story dual-brand hotel (the Hotel), consisting of 420 rooms and a separate, detached four-story parking garage (the Garage). The Garage would consist of valet-only parking, providing up to 766 parking spaces. An additional 285 parking spaces would be provided outside of the parking garage as surface parking. A total of 1,051 parking spaces would be provided on-site. The proposed Hotel and Garage would be located within the same parcel as the existing Marriott Hotel. No changes to the existing Marriott Hotel are proposed. Additionally, larger events would occur on the property approximately four times per year. These events would occur on the southeastern corner of the property, within the parking area east of the convention center. Parking for such events shall be provided through the implementation of parking management plans and/or the securing of temporary offsite parking during the days of each event.

2. Development and operations on the Project Site shall remain in substantial conformance with the Approved Project Plans approved by the City Council and dated _____, 20___, and included as Attachment F to the Development Agreement, as well as the Conditions of Approval, Planned Development No. 2026-1 Zoning Regulations, and Development Agreement. Any proposed modification to the Approved Project Plans or Project Approvals shall be reviewed and processed in accordance with Article 5 of the Development Agreement.

3. Applicant shall comply with all Federal, State, and local laws. Violations or convictions of any of those laws in connection with the use could lead to revocation of this Approval after written notice to Applicant, a reasonable opportunity to cure, and failure to cure subject to the provisions of Article 7 of the Development Agreement.

4. The Project Approvals shall be subject to enforcement, modification, suspension, or revocation only to the extent authorized by applicable law and the Development Agreement if it is determined that the approved uses are being operated in violation of the Project Approvals, these Conditions of Approval, or applicable law, or in a manner that constitutes a public nuisance. Any amendment, modification, or termination of the Development Agreement shall be processed in accordance with the applicable provisions of the Development Agreement and applicable law.

MITIGATION MEASURES

5. The Applicant shall comply with all mitigation measures included in the Project's Mitigation Monitoring and Reporting Program, included as Attachment H to the Development Agreement.

PUBLIC/COMMUNITY BENEFITS

6. Prior to the issuance of a Certificate of Occupancy, the Applicant shall pay a one-time fair-share contribution in the amount of $30,000 towards future fire equipment replacement cost to service mid-rise structures.

7. Prior to the issuance of a Certificate of Occupancy, the Applicant shall pay a one-time fair-share contribution in the amount of $30,000 towards future police equipment replacement cost to maintain the level of service in the Golden State Area.

8. Prior to the issuance of a Certificate of Occupancy, the Applicant shall pay a one-time fair-share contribution in the amount of $80,000 to the City of Burbank towards the operations of a Burbank Bus fixed-route transit system servicing the Golden State Area.

9. Prior to the issuance of a Certificate of Occupancy, the Applicant shall pay a one-time fair-share contribution in the amount of $20,000 to the City of Burbank towards annual maintenance of the Metrolink Stations serving the Golden State Area.

10. Prior to the issuance of a Certificate of Occupancy, the Applicant shall pay a one-time fair-share contribution in the amount of $250,000 to the City of Burbank towards neighborhood protection physical enhancements. This could include traffic calming measures such as curb extensions, median islands, speed bumps, speed signs, striping or other improvements consistent with the Burbank2035 General Plan Mobility Element (Neighborhood Protection Programs).

11. The Applicant shall be required to maintain, for the life of the Project, all improvements within the public right-of-way within and adjacent to the Project (along Avon Street, Hollywood Way and Thornton Avenue). The Applicant shall enter into an Operation and Maintenance Agreement, or similar agreement as prepared by the City Attorney to maintain the improvements within the public right-of-way adjacent to the Project.

    For the purposes of this Condition of Approval, and this Condition only, improvements within the public right-of-way shall mean: all sidewalks inclusive of curb and gutter, trees and landscaping, bike lanes, bike facilities, signage/striping, and Green Streets Design Features consistent with Burbank Municipal Code Section 7-3-102 et seq. Improvements within the public right-of-way does not include any streetlights, storm drains, transit stops and shelters, sanitary sewers, or any subsurface items within the public right-of-way, which are to be maintained by the appropriate utility provider and not the Applicant.

12. The Applicant shall design all public right-of-way within, and adjacent to the Project -- as well as onsite landscaping and parking areas, to meet the City's Green Street Policy whenever physically feasible as determined by the Public Works Director or their designee.

13. The Applicant shall enter a good faith discussion with the City to join and participate in a parking district, should the City establish a parking district in the Golden State Area, within which the Project Site is located, during the term of this Development Agreement for this Project. Joining and participating in the parking district shall mean making on-site parking at the Project Site available for public use at the sole discretion of the Applicant.

14. Prior to the issuance of building permits, the Applicant shall demonstrate that the Project is designed to meet the CAL Green Tier I energy efficiency criteria. In addition, the Project shall incorporate the following energy and emission saving features:

    a. CAL Green Tier 1 requires recycle and/or salvage at least 65 percent of non-hazardous construction and demolition debris. The Project shall recycle and balance on-site all nonhazardous construction and demolition debris.
    b. The Project shall use water efficient landscaping and native drought tolerant plants.
    c. The Project shall include easily accessible recycling areas dedicated to the collection and storage of non-hazardous materials such as paper, corrugated cardboard, glass, plastics, metals, and landscaping debris (trimmings).
    d. The Project shall include efficient heating, ventilation, and air conditioning (HVAC) systems.
    e. The Project shall include passive cooling/healing features.

15. Prior to the issuance of building permits, the Applicant shall demonstrate that the new 420-room Proposed Hotel is designed to be all-electric, with no use of natural gas in its onsite daily operations and systems.

16. The Applicant shall provide 11% of the Project’s total annual energy consumption through an on-site photovoltaic system.

17. Prior to the issuance of building permits, the Applicant shall demonstrate the Project will comply with the City of Burbank Sustainability Action Plan for 50 percent waste diversion by including solid waste disposal areas that can accommodate the collection and separation of recyclables and green waste.

18. Prior to the issuance of building permits the Construction Contractor shall obtain a California Department of Tax and Fee Administration (CDTFA) Job Site Sub-Permit for the jobsite (the Project Site at 2500 North Hollywood Way), therefore, enabling the contractor to make a direct allocation of local tax on materials consumed and fixtures sold to the City of Burbank where the jobsite is located rather than an indirect allocation through the countywide pool. Proof or the CDTFA Job Site Sub-Permit shall

be submitted to the City of Burbank Community Development Department's Planning and Building and Safety Divisions.

CDD – PLANNING DIVISION

19. Prior to issuance of any grading and/or demolition permits, whichever occurs first, a Construction Management Plan (CMP) shall be submitted for review and approval by the Community Development Director, the City Engineer and the Building Official. The requirement for a CMP shall be incorporated into the Project specifications and subject to verification by the Community Development Director, City Engineer and Building Official or their designees prior to final plan approval. The CMP shall, at a minimum, address the following:

    a. Traffic control for any street closure, detour, or other disruption to traffic circulation.

    b. Identify the routes that construction vehicles shall utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the Project Site, traffic controls and detours, and proposed construction phasing plan for the Project.

    c. Require the Project Applicant to keep all haul routes clean and free of debris, including but not limited to gravel and dirt as a result of its operations. The Project Applicant shall clean adjacent streets, as directed by the City Engineer (or representative of the City Engineer), of any material that may have been spilled, tracked, or blown onto adjacent streets or areas.

    d. Use of local streets shall be prohibited unless otherwise provided for in the CMP and consistent with the City approved Truck Haul Routes.

    e. Haul trucks entering or exiting public streets shall at all times yield to public traffic.

    f. If hauling operations cause any damage to existing pavement, streets, curbs, and/or gutters along the haul route, the Project Applicant shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Traffic Engineer.

    g. All construction-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur on-site or at a nearby site approved by the City Engineer or their designee as part of the CMP.

    h. The CMP shall meet standards established in the current California Manual on Uniform Traffic Control Device as well as City of Burbank requirements.

20. Prior to commencement of construction, the Applicant or contractor shall develop a Traffic Control Plan (TCP) and submit it to the Public Works City Engineer or their designee for review and approval. This can be included as part of the CMP.

21. Plans submitted for plan check shall include a Construction Employee Parking Plan (CEPP) for contractor/ subcontractor vehicles and construction vehicles, including on-site and off-site (if applicable) parking, for review and approval by the Community Development Director or their designee prior to issuance of building permit. The Applicant and/or on-site primary general contractor (superintendent) shall have responsibility for monitoring and enforcing the approved CEPP. The CEPP shall include the following:

    a. During construction activities when construction worker parking cannot be accommodated on the Project Site, the CEPP shall identify alternate parking location(s) for construction workers and the method of transportation to and from the Project site (if beyond walking distance) for approval by the City prior to commencement of construction.

    b. Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park and provide clear consequences to violators for failure to follow these regulations. This information would clearly state that no parking is permitted on residential streets.

22. An Interim Parking Operations Plan shall be prepared by the Project Applicant and provided to the Community Development Director or their designee for review and approval prior to the issuance of demolition and building permits. The Interim Parking Operations Plan shall identify interim parking operations for employees and patrons of the existing hotel and convention center throughout construction.

23. The Applicant shall submit a photometric lighting plan at the time of Plan Check review (prior to building permit issuance) that identifies all: exterior structure lighting; landscape and perimeter lighting; or rooftop lighting. The photometric plan shall ensure that there will be no spillover lighting or glare on adjacent streets or properties, to the extent feasible, to the satisfaction of the Community Development Director or designee. All building-mounted lighting that will be directed onto the Project shall be shielded or designed in a way so as not to illuminate adjacent public rights-of-way. The Project shall comply with Title 9, Chapter 1, of the BMC, and the latest edition of the California Building Code (CBC), California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards and Building Energy Efficiency Standards.

24. The Emission Reduction Features below shall be included as part of the Project. These are not applicable to the improvements existing on the Project Site as of the date of this Approval:

    a. The Project shall exceed the 2022 Title 24 Standards by 10%.

    b. All appliances installed as part of the Project shall be ENERGY STAR-certified.

c. The Project shall install solar panels on-site capable of generating 11% of the Project's annual energy consumption, as described in Condition 16.

d. The Project shall use low-flow water fixtures as defined in the CA Plumbing Code.

e. The Project shall utilize zero-emission landscaping equipment. Landscaping equipment includes chainsaws, chippers, lawn mowers, leaf blowers/vacuums, mowers, tillers, and trimmers. This requirement shall extend to landscaping contractors.

f. During construction, the contractor shall:

    1. enforce requirements that limit the idling of heavy-duty diesel vehicles.
    2. ensure that exposed surfaces are routinely watered.
    3. ensure that unpaved construction roads are routinely watered.
    4. ensure that vehicle speeds are limited on unpaved surfaces.
    5. ensure that paved roads are routinely swept.

g. The Project shall comply with the requirements of the Migratory Bird Treaty Act (MBTA) to avoid disturbance of nesting birds and to protect nesting birds if they are present onsite during construction. Specifically, in conformance with the MBTA, tree removal activities shall take place outside of the nesting season (February 15 to September 15) to the greatest extent practicable. To the extent that vegetation removal activities must occur during the nesting season, a biological monitor shall be present during the removal activities to ensure that no active nests would be impacted, or a preconstruction nesting bird survey is to be completed within three days prior to construction to document all active bird nests. If active nests are found, a 300- foot buffer (500 feet for raptors) would be established until the fledglings have left the nest.

25. Emergency backup power may be provided through solar and battery energy storage systems, provided such systems comply with all applicable requirements of the California Building Code and other applicable laws and regulations.

26. The Applicant shall provide a FAA Determination of No Hazard to Air Navigation Letter to the Community Development Director prior to the issuance of demolition and building permits.

27. All new development, expansion, change of use, building alteration, or other work proposed on or after the effective date of Planned Development No. 2026-1 shall comply with the applicable Planned Development Zoning Standards and the Project plans approved by the City ("Approved Plans"), included in Attachments E and F, respectively, as well as any applicable provisions of BMC Sections 10-1-1801 and following, related to Nonconforming Land, Uses and Structures.

    The existing hotel, convention center, and associated improvements lawfully established on the Project Site prior to the effective date of Planned Development No.

2026-1 shall be considered legal nonconforming uses and structures, as applicable, pursuant to BMC Sections 10-1-1801 and following. Such existing development shall not be required to conform to the Planned Development Zoning Standards solely as a result of the approval of Planned Development No. 2026-1. However, any new addition, expansion, substantial alteration, or change of use proposed to the existing development after the effective date of Planned Development No. 2026-1 shall comply with the applicable Planned Development Zoning Standards and BMC Sections 10-1-1801 and following.

28. Allowable uses on-site and hours of operation shall only be permitted as established in the Planned Development Zoning Standards, included in Attachment E, attached hereto and incorporated herein by reference.

29. Uses serving alcohol shall comply with the requirements established in the Planned Development Zoning Standards, included in Attachment E, attached hereto and incorporated herein by reference.

30. On-site parking shall be required as established in the Planned Development Zoning Standards, included in Attachment E, attached hereto and incorporated herein by reference.

31. Prior to the issuance of a Certificate of Occupancy, the Applicant shall prepare and submit a Parking Management Plan (PMP) to the Community Development Director, or their designee, for review and approval. On-site parking shall be managed and operated consistent with the PMP. The PMP can be updated from time to time. However, any updates to the PMP shall require an approval from the Community Development Director, or their designee.

32. A comprehensive Master Sign Program shall establish allowed signage on the entire Project Site. The Master Sign Program shall be prepared and approved as established in the Planned Development Zoning Standards, included in Attachment E, attached hereto and incorporated herein by reference.

33. Windows of the proposed hotel building shall be recessed per the window recess requirements established in the Planned Development Zoning Standards, included in Attachment E, attached hereto and incorporated herein by reference.

34. The Applicant shall maintain legal vehicular ingress and egress access across the Project Site for the benefit of the abutting property located at 2550 North Hollywood Way, sufficient to provide 2550 North Hollywood Way with continuous vehicular access to a public right-of-way. The Applicant shall not terminate, obstruct, or otherwise materially impair such access without prior written approval of the City.

    This requirement shall terminate upon a written determination by the Community Development Director that 2550 North Hollywood Way has secured permanent, lawful vehicular access to a public right-of-way independent of the Project Site.

CDD – TRANSPORTATION DIVISION

35. Per the City's Burbank2035 General Plan Mobility Element, the City has set specific sidewalk width requirements for Burbank's streets. Based on Table M-2: Sidewalk Standards (page 4-21) of the Burbank2035 General Plan and the Regional Commercial land use designation for the Project Site, the Project must provide a standard width of 15-foot parkways (from edge of curb to property line). The construction of any new sidewalk to meet this requirement shall be constructed in accordance with the City's Burbank2035 General Plan Mobility Element, Table M-2: Sidewalk Standards (page 4-21) and the City of Burbank's Public Works Standard Plans. Construction of off-site transportation improvements along Thornton Avenue (i.e., 23-foot parkway) meets the General Plan requirements.

36. Prior to the issuance of any Certificate of Occupancy for any portion of the Project, the Applicant shall provide all the following pedestrian circulation measures to the satisfaction of the City, consistent with the Approved Plans and Attachment F. There should be no conflict between the Approved Plans and this condition.

    a. The Project shall provide the following measures to enhance transit, bicycle, and pedestrian connectivity:
        1. Shade canopy with trees along the parkway surrounding the Project Site.
        2. Pedestrian lighting along Thornton Avenue per Burbank Water and Power standards.
        3. Pedestrian lighting along all internal designated pedestrian pathways throughout the Project Site.
        4. Circulation plan that shows the path of travel for vehicles, pedestrians, and bicyclists throughout the Project Site.
    b. The Project shall provide pedestrian circulation improvements that connect and provide public pedestrian access between Thornton Avenue to Avon Street, and are accessible at all times, unless limited public access is warranted for safety or security reasons for events held at the Project Site. In the event pedestrian access is temporarily limited or restricted at the aforementioned pedestrian access path, the Project operator shall install temporary detour signage directing pedestrians to an alternative accessible route around the restricted area. This shall include a lighted, pedestrian paseo located along the western side of the existing Convention Center Facility located within the Project Site.

37. The Project shall provide the following Transportation Demand and Trip Reduction Measures because the Project's non-residential square footage is 100,000 square feet and greater:

a. A bulletin board, display case, or kiosk displaying transportation information located where the greatest number of employees and residents are likely to see it. Information in the area shall include, but is not limited to, the following:

    1. Current maps, routes and schedules for public transit routes serving the Project Site.
    2. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators.
    3. Ridesharing promotional material supplied by commuter-oriented organizations.
    4. Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information.
    5. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the Project Site.

b. Not less than ten percent of the total required parking spaces for the hotel and commercial portion of the project shall be located as close as is practical to the employee entrance(s) and shall be reserved for use by potential employee carpool/vanpool vehicles, without displacing handicapped and customer parking needs. This preferential carpool/vanpool parking area shall be identified on the Project Site plan upon application for a Building Permit Application, to the satisfaction of the Community Development Director or their designee. A statement that preferential carpool/vanpool spaces for employees are available and a description of the method for obtaining such spaces must be included on the required transportation information board. Spaces will be signed/striped as demand warrants; provided that at all times at least two (2) spaces will be signed/striped for carpool/vanpool vehicles.

c. Preferential parking spaces reserved for vanpools must be accessible to vanpool vehicles. When located within a parking structure, a minimum vertical interior clearance of seven feet two inches shall be provided for those spaces and access ways to be used by such vehicles. Adequate turning radii and parking space dimensions shall also be included in vanpool parking areas.

    1. Applicant shall demonstrate provision and location of designated vanpool spaces.

d. A safe and convenient zone in which vanpool and carpool vehicles may deliver or board their passengers.

    1. Applicant shall demonstrate provision of designated vanpool pick up and drop off locations.

e. Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development.

f. Safe and convenient access from the external circulation system to bicycle parking facilities onsite shall be provided.

38. Bicycle racks or other secure bicycle parking shall be provided equal to or greater than 5% of the required vehicle parking spaces. The parking shall consist of short term and long-term bicycle parking at a ratio of 85% of the parking as long-term parking and 15% of the parking as short-term parking. Long-term bicycle parking means bicycle parking which accommodates employees, hotel patrons and others expected to park more than two hours. This parking shall be provided in a secure, weather-protected location. Short-term bicycle parking means bicycle parking which accommodates visitors, customers, messengers, and others expected generally to depart within two hours. Racks are relatively low-cost devices that typically hold between two to eight bicycles. The racks are secured to the ground and are generally located in highly visible areas. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather.

    a. Specified bicycle parking facilities and locations (e.g., provision of racks, lockers, or locked room) shall be to the satisfaction of the City. Project plans submitted into Building Plan Check shall show the location, type, and supply of bicycle parking that is being provided.

        1. Bicycle parking facilities shall be located on a hard paved surface, be painted with a protective coating to prevent normal wear and tear, and be well maintained in a state of good repair.
        2. If a bicycle parking space is intended to serve short-term users (anyone who will only be staying less than two-hours) the bicycle parking space is required to be no farther than the nearest off-street automobile parking space.
        3. A good rule of thumb for short-term bicycle parking is to place the parking space in an area that is visible from the street or the interior of the building it serves (through windows or doorways).

    For short or long-term bicycle parking (more than two-hours), the location of an off-street bicycle parking space is required to be in a highly visible and well lighted area. To meet these requirements, bicycle parking may be placed in the front, side, or rear setback of the building that it serves (all applicable landscaping, emergency access, and ADA requirements still apply). All bicycle parking facilities shall provide signage which is clearly legible upon the approach to every automobile entrance to the parking facility indicating the availability and location of bicycle parking. With prior approval, long-term bicycle parking may be located indoors.

39. Prior to the issuance of any Certificate of Occupancy for any portion of the Project, the Applicant shall construct offsite improvements along Thornton Avenue consistent with Exhibit 1 of Attachment D.

    Notwithstanding the foregoing, modifications to these improvements may be required if it is determined by the Public Works Director, or their designee, that implementation of the improvements as proposed is technically infeasible or impractical. When

making a finding of “technically infeasible,” the Director will consider limitations to successfully implementing the improvements due to existing or planned physical or site constraints, including any constraints within the Public Right-Of-Ways or conflicts with existing or planned utilities. When making a finding of “impractical,” the Director will consider factors such as, but not limited to, the safety and utility of a development feature based on site-specific conditions, and long-term maintenance requirements. These improvements shall be constructed to the satisfaction of the Public Works Director or their designee.

40. Applicant shall designate safe and convenient, publicly accessible locations for Transportation Network Carriers (TNCs) to pick up or drop off passengers on-site. Prior to the issuance of a Certificate of Occupancy, and from time to time at the discretion of the Community Development Director or their designee, the Applicant shall provide the City a TNC Management Plan and must coordinate with TNCs to direct drivers and riders to hail rides on-site.

41. Applicant, Property Owner, or the operator(s) of the Hotel (Hotel Operator(s)) shall provide shuttles from both Metrolink Burbank Airport North and Burbank Airport South stations to the Hotel for the use of Hotel guests, visitors, and staff. Operation of these shuttle services may be conducted through a pre-existing or entirely new fixed scheduled route with headways separated by no more than 30 minutes and matching operating service hours at both Metrolink stations. Shuttle services may also, or entirely, be offered on-demand and/or scheduled in advance while matching operating service hours at both Metrolink stations. The shuttle operation and services may be provided via a third-party service at the sole discretion of the Applicant, Property Owner, or Hotel Operator(s). Shuttle services shall be advertised to guests, visitors, and employees consistent with the City of Burbank’s Transportation Demand Management ordinance and Burbank Transportation Management Organization.

42. Applicant, Hotel Operator and any commercial tenants of the Hotel shall be a member(s) of the Burbank Transportation Management Organization (TMO), shall comply with the applicable requirements of Burbank Municipal Code Sections 10-1-2132 through 10-1- 2139. Applicant//Hotel Operator/commercial tenants of the Hotel shall participate in all TDM strategies and programs of the TMO, and shall pay any applicable annual membership fee as required by the TMO and/or the City of Burbank. This includes, but is not limited to:

    a. Committing to reduce peak hour commute trips by 38 percent;

    b. Participating in the annual travel mode survey. All members are required to report trip reductions to the TMO annually via a travel mode survey, which is completed by each employee for a one-week period;

    c. Maintaining an on-site trained transportation coordinator who is responsible for implementation of all trip reduction efforts, or alternatively provide a hired, third-party trained transportation coordinator who visits the Project Site to provide

information and implement programs in a manner subject to the approval of the Community Development Director or their designee;

d. Applicant shall, upon request, provide a monthly transit subsidy or transit pass to any employee of the Hotel. The subsidy amount shall be equal to the cost of 75 percent of the cost of a monthly or 30-day Metro TAP pass. Applicant may require evidence of use by the recipient of the transit pass as a condition of receiving the subsidy. The number of transit passes/subsidies offered to employees of the Hotel shall not exceed a number equal to 25 percent of the total number of employees located at the Hotel. Applicant shall no longer be obligated to provide transit pass subsidies/passes or a transportation coordinator if the Hotel achieves the 38 percent reduction in commute trips as documented by the Hotel annual travel mode survey conducted as part of the TMO.

CDD – BUILDING AND SAFETY DIVISION

43. The Project shall comply with Title 9, Chapter 1, of the Burbank Municipal Code, and the 2025 edition, of the California Building Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards and Building Energy Efficiency Standards, including all intervening Code cycles.

44. Plans and reports submitted for Plan Check Review are to be submitted electronically. For more information about the online submittal process, please contact the Building and Safety Division at 818-238-5220 or via email at: building@burbankca.gov.

45. All the Project's Conditions of Approval are to be reproduced on the construction document drawings as part of an Approved Construction Set.

46. All Departments that have provided Conditions of Approval are to review drawings and provide final approval via online electronic review, prior to issuance of any Building Permit.

47. Development Impact Fees must be paid in accordance with Section 4.02(f) of the Development Agreement.

48. Low Impact Development (LID): A LID Plan is required for City review that provides a comprehensive, technical discussion of how the project will provide on-site retention in compliance with the requirements of the LID Ordinance and LID Standards Manual. (BMC Section 9-3-414 and the California Green Building Code).

    Best Management Practices ("BMPs") and control measures shall be prioritized in the following order:

    a. On-site infiltration, bioretention, and/or rainfall harvest.

    b. On-site biofiltration, off-site ground water replenishment, and/or off-site retrofit.

49. New or Alteration construction projects within the City of Burbank are subject to MWELO review:

    a. Full structure demolition and new construction are required to provide a full MWELO plan check set for review.

    b. New or replacement landscape areas for non-residential projects between 500 (new) and 2,500 (replacement) square feet requiring a building or landscape permit, plan check, or design review will be required to complete, either a Performance or Prescriptive Compliance Method. Full house demolition will require MWELO review, either prescriptive or performance, no exceptions.

50. The Project shall comply with accessibility requirements for the various occupancies as stated in California Building Code Chapter 11. Accessibility regulations apply to all common areas and pools and spas.

51. The parking layout will have to comply with City standards, including minimum turning radii for accessing parking stalls.

52. Separate Permits will be required for the following:

    a. Demolition
    b. Grading & Shoring
    c. Architectural & Structural
    d. Mechanical
    e. Plumbing
    f. Electrical

53. Provide a room key that shows the number of accessible rooms per code.

    a. Number of rooms without roll in shower (CBC Table 11B-224.2)
    b. Number of rooms with roll in shower (CBC Table 11B-224.2)
    c. Number of rooms with communication feature (CBC Table 11B-224.2)

54. Provide a parking key that shows the number of accessible spaces per the California Building Code.

55. Deferral of any submittal items shall have prior approval of the Building Official or their designee. The registered design professional in charge shall list the deferred submittals on construction documents for review.

56. Screening will be required for equipment located in front and side yards. The screening will include the electrical panels, A/C compressor units, gas meters, and transformers. All screening will be subject to approval by Planning and Building and Safety divisions, and BWP.

57. Grading and drainage plans will be required, and a separate Grading & Shoring Permit will be required. Geotechnical report to be submitted along with Grading & Shoring Permit Application.

58. The City's Construction & Demolition Debris Diversion Ordinance mandates the recycling and diversion of at least 65% of construction and demolition debris. A refundable deposit and non-refundable administrative fee will be collected prior to permit issuance. The Ordinance applies to all demolitions and to new construction, additions, remodels, renovation, tenant improvement and alteration projects over 500 square feet in scope of work. (BMC Section 9-1-11-1012).

59. A stamped setback certification by a Licensed Surveyor is required to certify the location of the new construction in relation to the setbacks as noted in the Approved Plans prior to the first foundation inspection.

60. Plans submitted for Plan Check must be stamped by a State-licensed architect or engineer.

61. Approved hours of construction are:

Monday – Friday	7:00 am to 7:00 pm
Saturday	8:00 am to 5:00 pm

No construction is permitted by contractors or subcontractors before or after hours, on Sunday or on City holidays without prior written request and approval from the Community Development Department.

62. Approval for development projects and building/grading permits will not be granted/issued until appropriate and applicable stormwater Best Management Practices ("BMP") are incorporated into the Project design plans. Also, a plumbing permit will be required for certain treatment control BMPs such as grease traps, sump pumps, and clarifiers. If an infiltration BMP is chosen for treatment control, a soils report to address the feasibility of infiltration will be required to be submitted with the plan for review and approval.

PUBLIC WORKS DEPARTMENT – ENGINEERING

63. The Applicant shall protect in place all survey monuments (City, County, State, Federal, and private). Pursuant to Business and Professions Code Section 8771, when monuments exist that may be affected by the work, the monuments shall be located and referenced by or under the direction of a licensed land surveyor or licensed civil engineer legally authorized to practice land surveying, prior to

construction, and a corner record or record of survey of the references shall be filed with the county surveyor. A permanent monument shall be reset, or a witness monument or monuments set to perpetuate the location if any monument that could be affected, and a corner record or record of survey shall be filed with the county surveyor prior to the recording of a certificate of completion for the project.

64. To ensure compliance with BMC Section 9-1-2-3202, the Applicant shall show on the building site plan the width and location of all existing and proposed easements.

65. No building appurtenances for utility or fire service connections shall encroach or project into public right-of-way (i.e. streets and alleys). Locations of these appurtenances shall be shown on the building site plan and the off-site improvement plans (BMC § 7-3-701.1).

66. No new structure shall be permitted in any public right-of-way or any public utility easements/pole line easements (BMC §§ 7-3-701.1, 9-1-1-3203).

67. Any work within the public right-of-way must obtain required permits and be approved by the Public Works Department before construction can commence. All construction work in the public right-of-way must comply with Burbank Standard Plans and must be constructed to the satisfaction of the City Engineer or their designee. A Public Works Excavation Permit is required. The Excavation Permit requires a deposit acceptable to the Public Works Director or their designee to guarantee timely construction of all off-site improvements. Burbank Standard Plans can be accessed at: https://www.burbankca.gov/web/public-works/standard-plans

68. All off-site improvement plans within the public right-of-way shall be submitted separately to Public Works for review and approval by the Public Works Director or their designee. The plans shall be submitted in City of Burbank Standard format and as-built plans must be submitted on mylar paper.

69. All traffic, or other similar, off-site improvements that are required as a result of a mitigation measure should be coordinated with the Public Works Department. The Public Works Department shall review and approve them to ensure that they are appropriately included in the offsite improvement plans.

70. There is a 60-inch storm drain and an 8” sanitary sewer within a 25’ public utility easement that is located on the western portion of the Project Site. The Applicant shall Close-Circuit Televise (CCTV) inspect the 60-inch storm drain and the 8” sanitary sewer within the 25’ public utility easement, before and after construction activities, and submit copies of the inspection video to the Public Works Department for review. Should any damages be discovered to portions of the storm drain or sanitary sewer within the Project Site, the applicant will need to make the proper repairs or improvements as approved by the City.

71. Prior to the issuance of a Certificate of Occupancy, the Applicant/Property Owner shall enter into a covenant agreement with the City of Burbank to maintain and repair the

portions of the storm drain and sanitary sewer that are within the Project Site, for the life of the Project. This shall include inspections and repairs to be performed every 10 years.

72. The proposed parkway (sidewalk) along Avon Street fronting the Project, must be ADA compliant and be constructed per City of Burbank Standards. As part of the offsite improvement plans, the Applicant shall obtain approval from the Public Works Department in conjunction with the Community Development Department, and the Transportation Division.

73. The proposed driveway on Avon Street shall be designed to comply with City of Burbank Standards and the final design shall be reviewed and approved by the Public Works Department, as part of the off-site improvement plans package, before the issuance of any construction permit. There should be no conflict between the Approved Plans and this condition. However, if unforeseen field conditions require a design change, the necessary modifications shall be addressed during construction with the approval of the City Engineer or their designee.

74. The Applicant shall submit hydrology/hydraulic calculations and site drainage plans to the City for review. On-site drainage shall not flow across the public parkway (sidewalk). It should be conveyed by underwalk drains to the gutter through the curb face or connected to a storm drain facility (BMC §§ 7-1-117, 7-3-102). The hydrology calculations should include Low Impact Development (LID) calculations, which are reviewed and approved by the Building and Safety Division and must comply with the City's MS4 Permit and BMC Section 9-3-414. The Project shall submit drainage calculations and analysis as part of the Plan Check submittal to the Public Works Department and the City's Building and Safety Division for review and approval.

75. The Applicant shall process an address form for the Project (BMC § 7-3-907).

76. If the Project results in the subdivision of the property into multiple lots or ownership interests requiring a subdivision map pursuant to the Burbank Municipal Code and/or the California Subdivision Map Act, the Applicant shall obtain approval of a Tentative Parcel/Tract Map and subsequently record a Final Map, as required by the City at the time of the application.

77. The plans submitted for Plan Check shall include topographic site information, including elevations, right-of-way/property lines, dimensions/location of existing/proposed public improvements adjacent to project (i.e., street sidewalk, parkway, and driveway widths, catch basins, pedestrian ramps).

78. The Applicant shall provide verification from the City of Burbank, Building and Safety Division showing that all public utility easements are cleared of all new permanent structures at the Project Site after construction is completed.

79. The proposed driveway and existing driveway to be widened along Thornton Avenue shall be constructed to meet ADA requirements including adding blue truncated

domes at both ends of the driveway. Work performed should be per City of Burbank Standard Plans for Public Works Construction (APWA). Right of way dedication shall be required.

80. Any portion of the public parkway (curb, gutter, landscape, etc.) fronting the subject property(ies) along Hollywood Way, Thornton Avenue and Avon Street that is broken, uneven or uplifted at the conclusion of the Project must be reconstructed to the satisfaction of the City Engineer or their designee. The repairs and/or reconstruction is required whether the damage is pre-existing or is a result of the Project. Contact the Public Works Inspection Office at (818) 238-3955 to have these areas inspected and identified after obtaining a Public Works Department Excavation Permit (BMC § 7-3-501).

81. The Applicant shall protect in place all property tags or centerline ties per City of Burbank Standards, specifically at the following intersections:

    a. Hollywood Way and Avon Street
    b. Hollywood Way and Thornton Avenue
    c. Avon Street between Hollywood Way and Empire Avenue (90-degree bend).

    Any impacted survey monumentation shall be re-established by the Applicant's licensed surveyor.

82. Thornton Avenue and Avon Street fronting the Project have been recently paved with rubber asphalt (ARHM). If the construction of the Project creates any utility cuts or construction impacts, then the Applicant must restore the streets in kind with a minimum 2" grind and overlay per City's moratorium requirements limits (full width of street). Additionally, the Applicant must restripe the resurfaced area, re-establish all traffic loops and survey monumentation.

83. Hollywood Way fronting the Project Site has been recently paved with asphalt concrete (AC). If the construction of the Project creates any utility cuts or construction impacts, then the Applicant must restore the streets in kind with a minimum 2" grind and overlay per City's moratorium requirements limits. Additionally, Applicant must restripe the resurfaced area, re-establish all traffic loops and survey monumentation.

    Additional impacts to street or alley rights-of-way (i.e., utility cuts) could extend the resurfacing restoration limits.

84. Building access doors, loading docks doors, and access gates shall not swing open into the public right-of-way (BMC 7-3-701.1).

PUBLIC WORKS DEPARTMENT – WATER RECLAMATION AND SEWER

85. The location, depth, and dimensions of all sanitary sewer lines and easements shall be shown on the plans.

86. Under the current rate structure, pulling the Building Permit for the Project is subject to a Sewer Facilities Charge ("SFC") estimated at $630,522.54, subject to Section 4.02(f) of the Development Agreement. The charge is due prior to issuance of a Building Permit for the Hotel (BMC §§ 8-1-802 and 8-1-806).

SFC= Project

= Hotel units [$1267/unit * 420 units]

= Lease Space [$7.329/SF * 2060 SF]

= Restaurant [$628/Seat * 78 Seats]

= Meeting room [$1.046/SF * 1500 SF]

= Fitness Center [$0.973/SF * 1600 SF]

= Bar [$6.235/SF * 5000 SF]

= $532,140 + $15,097.74 + $48,984 + $1,569 +$1,556.8 + $31,175

= $630,522.54

(Note: It is the responsibility of the Applicant to show proof of existing sewer usage or existing developments so that the proper credit can be given.)

87. Every building or structure in which plumbing fixtures are installed, which convey sewage, shall be connected to the municipal wastewater system (BMC § 8-1-104).

88. No person shall connect to or tap an existing public sewer without obtaining a permit (BMC § 8-1-301).

89. A maintenance hole shall be installed at the connection point to the City sewer main for any newly proposed private sewer lateral connection(s) that are greater than or equal to 8-inches in diameter (BMC § 8-1-308) per Standard Drawing BSS-201-2 located in the 2012 edition of Standard Plans for Public Works Construction.

90. Food Service Establishments are required to install, operate, and maintain an approved type and adequately sized, remotely located and readily accessible grease interceptor, unless a conditional waiver is granted by the Director (BMC § 8-1-502.2.(E)). The inclusion of a restaurant as part of the Project will require a grease interceptor to trap, separate and hold grease from wastewater and prevent it from being discharged into the public sewer.

91. A backwater valve is required on every private sewer lateral(s) connected to a private building(s), unless it can be shown that all fixtures contained therein have flood level rim elevations above the elevation of the next upstream maintenance hole cover of the public sewer serving the property, or a conditional waiver is granted by the Public Works Director (BMC § 8-1-313). Please note that Public Works' Wastewater Division will not sign off on the Certificate of Occupancy until the owner/Applicant provides

proof that the backwater valve(s) has been installed.

92. The current Sewer Capacity Analysis (SCA) is valid through September 25, 2028. Any further extension or addendum to the SCA may be granted at the City's discretion, provided that written proof is submitted to the City that the Applicant is working on the offsite sewer design plans and is in the process of constructing the upgrades (either independently or with potential other applicants who may also be impacting the site). In order for future extensions or addendums to the SCA to be granted, the Applicant would be required to submit a new SCA fee per the currently adopted (latest) Citywide Fee Schedule. Please note that if an extension or addendum to the SCA is granted, the Applicant will be exempt from updates to the SFCs pursuant to Section 4.02(f) of the Development Agreement.

93. Per the latest SCA for the Project, it was determined that offsite improvements are necessary to the existing City sewer infrastructure to accommodate the increased sewage flow introduced to the system by the proposed Project. The results of the SCA and SCA Addendum dated September 24, 2026 determined that connection to the sewer system would be granted contingent on the following conditions being met:

    a. Prior to the issuance of a Building Permit, the Developer shall pay $630,522.54 in Sewer Facilities Charges (SFC), based on the most recently updated plans and per the SCA Rev 3).

    b. The Developer shall design and construct approximately 1,580 feet of sewer main infrastructure improvements (see Attachment A of SCA Rev 3). The reaches include the sewer from the intersection of Wyoming Ave. / N. Ontario St. to the intersection of W. Burbank Blvd. / N. Frederick St.

    c. The aforementioned sewer mains must be upsized to accommodate the additional flow from the development. Design plans for the sewer infrastructure upgrades must be approved by the Public Works Director prior to issuance of permits for construction. In addition to obtaining all necessary permits, the Developer shall pay for construction inspection services.

    d. The Development shall not exceed a peak wastewater discharge rate of 107 gallons per minute, which is the currently calculated peak discharge rate based on the information submitted for City consideration and analyzed in SCA Rev 3.

    e. No Temporary or Final Certificate of Occupancies shall be issued until the public sewer improvements are completed and accepted by the City, upon which time the facilities will be turned over to the City for operation and maintenance purposes.

    f. The Development is required to connect to the City's sanitary sewer system along the reaches marked as 'A' on the map included on the first page of SCA Rev 3, meaning between maintenance holes (MH) 20-168 to MH 20-250, and MH 20-169 to 20-170.

94. Any construction activity that results in soil disturbances greater than one acre is

subject to the General Permit for Storm Water Discharges Associated with Construction Activity Permit Order 2009-0009-DWQ (2009 Construction General Permit) – see:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Additionally, if the construction activity less than one acre is part of a larger common plan of development that encompasses a total of one or more acres of soil disturbance or if there is significant water quality impairment resulting from the activity, it is subject to the 2009 Construction General Permit.

95. A Pool Discharge Permit is required each time a pool is emptied for multi-family/commercial properties. The permit may be obtained at the Public Works Permits counter and is subject to a fee per the currently adopted Citywide Fee Schedule. Please note that through the City's Industrial Pretreatment Program and BMC § 8-1-501.4 (Local Limits), the City prohibits commercial and industrial properties from installing saltwater pools.

96. Best Management Practices (BMPs) shall apply to all construction projects and shall be required from the time of land clearing, demolition or commencement of construction until receipt of a certificate of occupancy (BMC § 9-3-407).

97. Certain construction and re-construction activities on private property will need to comply with post-construction BMPs, which include BMC Sections 8-1-1007 and 9-3-414.D authorizing the City to require projects to comply with the Standard Urban Stormwater Mitigation Plan provisions and the City's Low Impact Development (LID) ordinance. For questions on these requirements, please contact the City's Building Division at (818) 238-5220.

98. Discharges from essential non-emergency firefighting activities (i.e., fire sprinkler system testing) is a conditionally allowed non-storm water discharge into the storm drain system, provided appropriate BMPs are implemented. The Applicant shall follow the requirements in the City's Fire Suppression Systems discharge form to comply when conducting the conditionally allowed non-storm water discharge.

99. Landscape irrigation discharges using potable or reclaimed/recycled waters are a conditionally allowed discharge per Table 8 of *Final LA County MS4 Permit (Order No. R4-2021-0105)*, which can be found at:

https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/public_docs/2022/1_Order(ACC-RPSignature).pdf

100. Certain construction and re-construction activities within the City's transportation corridors (i.e., public streets, public alleys, public parkway areas, private streets, and private parking) will be subject to the City's Green Streets Policy requirements

should the transportation corridor redevelopment area exceed 5,000 square feet. This policy can be reviewed at the following address:

https://www.burbankca.gov/web/public-works/permits-online-counter

For questions on these requirements, please contact the City's Waste water Division at 818-238-3915.

101. Dewatering an area where water accumulates (i.e., crawl space, foundation, or basement) is now considered a prohibited discharge into the storm drain system. As such, private property applicants have the following options for dewatering accumulated volumes of water:

a. Depending on the volume and having controls in place to keep the discharge on-site, direct the dewatering discharge to a planted/vegetated area located on private property; or

b. Apply for an individual NPDES permit with the Regional Board to allow the dewatering discharge into the storm drain system through ORDER NO. R4-2018-0125: page 9 of this Dewatering Order state that temporary dewatering including subterranean seepage dewatering, requires individual coverage and is no longer covered/allowed under the MS4 permit. Questions need to be directed to the Regional Board at (213) 576-6600.

PUBLIC WORKS DEPARTMENT – TRAFFIC ENGINEERING

102. Parking spaces shall be constructed per BMC §§ 10-1-1401, 10-1-1403, 10-1-1417, 10-1-1606. Parking stalls for commercial or retail use shall be minimum of 9-feet wide.

103. ADA parking stalls shall be constructed per Caltrans Standard Plan A90A (BMC § 10-1-1401).

104. End stalls shall be a minimum of 11 feet wide or an access aisle shall extend 3 feet beyond the bay per Burbank Standard Plan BT-400. This applies to both the parking garage and surface-level parking lot (BMC § 10-1-1401).

105. If an obstruction is located outside of the permitted areas, on one or both sides of the parking stall, a standard parking space shall be minimum 10-feet wide per Burbank Standard Plan BT-400 (BMC § 10-1-1401).

106. Every commercial and retail parking space shall maintain a vertical height clearance of 8'-2" per Burbank Standard Plan BT-402 (BMC § 10-1-1401).

107. Concrete wheel stops shall be installed where parking stalls are adjacent to the sidewalk BMC § 10-1-1417(D)).

108. No visual obstruction shall be erected or maintained above 3' high or below 10' high in a 10' by 10' visibility cut-off at intersection of streets (BMC § 10-1-1303(A)).

109. No visual obstruction shall be erected or maintained above 3' high or below 10' high in a 5' by 5' visibility cut-off at intersection of street and driveway (BMC § 10-1-1303(C)).

110. Prior to the issuance of a Final Certificate of Occupancy for any portion of the Project, the Project shall construct the off-site improvements listed in these Conditions of Approval. Off-Site Improvement Plans shall be submitted to the Public Works Department for review and acceptance prior to commencing work within the public right-of-way. The Off-site Improvement Plans shall meet the following conditions:

    a. The Applicant shall construct offsite Improvements along Thornton Avenue consistent with Exhibit 1 of Attachment D. Notwithstanding the foregoing, modifications to these improvements may be required if the Public Works Director, or their designee determines that implementation of the improvements as proposed is technically infeasible or impractical. When making a finding of "technically infeasible," the Director will consider limitations to successfully implementing the improvements due to existing or planned physical or site constraints, including any constraints within the City's right-of-way or conflicts with existing or planned utilities. When making a finding of "impractical," the Director will consider factors such as, but not limited to, the safety and utility of a development feature based on site-specific conditions, and long-term maintenance requirements. These improvements shall be constructed to the satisfaction of the Public Works Director.

    b. The Project shall submit Signing and Striping design plans to Public Works for review and acceptance. Signing and Striping plans shall conform to the requirements of the Caltrans Standard Plans 2015, California Manual on Uniform Traffic Control Devices (CA MUTCD) latest edition, the California Vehicle Code (CVC), Burbank Standard Plans. Contact Traffic Engineering for striping and signing plan drafting standards. Traffic Signal Modification plans shall also be submitted if any existing traffic signal equipment is impacted. The plans shall be submitted as part of the Off-site improvement Plans to be approved by the Public Works Director or designee.

    c. Per the CA MUTCD, if a shared signal face that provides protected/permissive mode left turns is mounted overhead at the intersection, it must be positioned over or slightly to the right of the extension of the lane line separating the left-turn lane from the adjacent lane. At the intersection of Hollywood Way and Thornton Avenue, the westbound shared signal indication must maintain its alignment with the striping for westbound left-turn lane.

    d. The proposed bike lane striping must provide gaps in the bike lane buffer where the bike lane intersects with a driveway/curb cut. This Condition applies to the driveways located on both the north and south side of Thornton Avenue. The

gaps in the bike lane shall be wide enough to accommodate vehicle turning. The design should 1) reduce conflicts with turning vehicles using the driveways and bicyclists using the bike lane, and 2) allow for safe maneuvering of vehicles in & out of impacted properties. The Project shall provide vehicle turning templates at the driveways to verify the length of gaps for the bike lane buffer.

e. The minimum bike lane transition/shift shall be 1:5 (W:L); though a 1:10 transition is preferred. The Project shall verify that the proposed bike lane shifts will meet the minimum requirement and note the transitions on the striping plan.

f. The Striping and Signage Plans shall provide proper bike lane drop or transition towards the approach of the signalized intersections.

g. The proposed bike lane will impact on-street parking on Thornton Avenue. As such, the Project shall install appropriate signs, per the CA MUTCD, where on-street parking is prohibited. The signs shall be shown on the Signage and Striping Plans.

PUBLIC WORKS DEPARTMENT – FIELD SERVICES

111. The Project shall have a common location(s) for trash enclosures large enough to house an appropriate number of sources separated trash, organics and recycling bins.

112. Operations of the development shall comply with the requirements in BMC Sections 4-2-101 through 4-2-128.

113. There shall be an appropriate location on the Project Site for all solid waste containers or bins. Solid waste containers and/or bins shall not be visible from the street.

PARKS AND RECREATION DEPARTMENT

114. Prior to the issuance of Building Permits, the Applicant shall submit landscape and irrigation plans prepared by a licensed landscape architect. They shall comply with Municipal Water Efficient Landscape Ordinance (MWELO) requirements if over 500 square feet of landscape.

115. The Applicant shall not remove any street/parkway trees unless the Parks and Recreation Director or their designee gives an approval. The Applicant is subject to pay the value of any tree removed (BMC §§ 7-4- 111(A), 7-4-102, and 7-4-105).

116. Existing Mexican Fan Palms within the Project Site can be removed. However, they will require replacement, but may be replaced with a different tree species.

117. Contact the Parks and Recreation Department's Forestry Division for a list of

approved trees should a replacement tree be required. All trees shall be a minimum of 24" box size. Trees shall be installed with Arbor Guards.

118. Prior to the issuance of Building Permits, the Applicant shall add the following note to the planting plan:

Applicant to install street trees, must contact the Forestry Supervisor, at (818) 238-5343, at least forty-eight (48) hours prior to installation. Failure to contact the City for inspection and installation may cause the removal and replacement at the owner's expense.

119. Tree wells shall be required if planting in public right-of-way (BMC § 7-4-118).

120. The Applicant shall provide irrigation bubblers to street trees (BMC § 10-4-2713).

121. The Applicant shall provide an automatically controlled irrigation system to the parkway (BMC § 10-1-2713).

122. Prior to the issuance of Building Permits, the Applicant shall comply with Art in Public Places Ordinance (BMC § 10-1-1114).

123. Prior to the issuance of Building Permits, the Applicant shall provide an arborist/landscape architect valuation of any tree removed from the public rights-of-way for the Project (BMC § 7-4-105).

BURBANK WATER AND POWER – ELECTRIC DIVISION

124. The Project shall comply with the latest version of the Burbank Water and Power Rules & Regulations for Utility Service. The Rules are authorized by Burbank Municipal Code; Title 8, Chapter 2, Section 8.2 and are approved by the Council of the City of Burbank annually. Rules and Regulations can be viewed at https://www.burbankwaterandpower.com/rules-regulations

125. The Project shall comply with the latest version of Burbank Water and Power Electric Specifications as authorized by the Burbank Water and Power Rules & Regulations for Utility Service. The latest Electric Specifications can be viewed at https://burbankwaterandpower.com/electric/specifications.

126. Loads 5MVA or greater will require a new customer substation. BWP has agreed to explore additional options through a feasibility study. Offsite substation options, if applicable, will be made available to the Applicant based on BWP's feasibility study. If an onsite customer substation is required, the Applicant must provide the necessary space (a minimum of 125' x 80', with two 20' access roads on two sides) per latest version of BWP Rules and Regulations. Feasibility Study has been completed. The results and requirements have been shared with the Applicant and must be incorporated into the proposed plans for this development.

127. The Applicant shall install rooftop solar generating equipment and infrastructure (Solar Infrastructure) on-site as further described in this Condition, capable of generating 11% of the Project's annual energy consumption, as described in Condition Nos. 16 and 24c. The Applicant shall provide documentation to the City demonstrating compliance with this requirement prior to issuance of a Certificate of Occupancy.

If the Applicant does not install an onsite substation, upon the issuance of a Certificate of Occupancy for the Project, Burbank Water and Power (BWP) shall immediately have the exclusive option (but not the obligation) for a period of ten (10) years, to lease the rooftop and the battery storage equipment area of the Project's parking structure for a 99-year period, with total rent equaling $1.00 per year to be paid in full upfront by BWP for a total of $99.00 for the life of the Lease, and BWP shall simultaneously purchase the Solar Infrastructure existing on the parking structure at the time of the Lease's signing (collectively, the Option). The terms and conditions of the Lease and Solar Infrastructure purchase (excluding the purchase price) shall be established in the Electric Service Agreement and finalized prior to the issuance of a Certificate of Occupancy from the City.

For purpose of this Condition, Solar Infrastructure shall be defined as:

The photovoltaic electricity generating facility with an aggregate nameplate capacity of at least 425 kW AC, including PV modules, mounting structures, inverters, combiners, disconnects, wiring, conduits, meters, metering panels, switchgear, transformers, data acquisition systems, and all other associated electrical and mechanical equipment, extending up to and including the point of interconnection with BWP facilities within the electric utility easement.

The Lease shall allow BWP to use, access, and maintain the Solar Infrastructure and to install and maintain an equivalent sized battery energy storage system and related equipment in the battery storage equipment area. The Lease shall allow BWP to connect the Solar Infrastructure to the battery storage equipment area for ease of future installation and modifications. All power generated by the purchased Solar Infrastructure during the Lease term shall be owned by BWP, unless assigned by BWP. At the conclusion of the Lease, all Solar Infrastructure, including any battery energy storage system, shall immediately be transferred to the Applicant in its then-existing condition, and BWP shall have no obligation to remove or maintain it.

Should BWP exercise the Option, BWP shall be responsible for the maintenance and operation of the Solar Infrastructure during the term of the Lease. The Applicant shall remain responsible for the maintenance and capital improvement of the underlying parking structure and any other leased area(s). The purchase price of the Solar Infrastructure shall equal the actual documented cost that the Applicant paid to purchase and install the Solar Infrastructure, and shall not exceed One Million Six Hundred Thousand Dollars US ($1,600,000.00). In the event the actual

documented cost the Applicant paid to purchase and install the Solar Infrastructure exceeds One Million Six Hundred Thousand Dollars US ($1,600,000.00), the Applicant and BWP shall renegotiate, in good faith, the purchase price of the Solar Infrastructure to a price that is mutually agreed to by the Applicant and BWP. If the price cannot be mutually agreed upon, BWP may immediately terminate its Option including any resulting Lease or purchase agreement at no cost to BWP.

At BWP's sole discretion, BWP may pay for the purchase of the Solar Infrastructure by providing an equivalent dollar amount to the purchase price in the form of a credit toward the Applicant's Aid-in-Construction Fee within the Electric Service Agreement or by making payment in US dollars. If payment is made in US dollars, it shall be made within 60 days after the effective date of the Lease, unless otherwise mutually agreed to in writing by the Applicant and BWP.

If BWP does not exercise its Option to enter into the Lease and purchase the Solar Infrastructure, the Applicant shall retain ownership of the Solar Infrastructure and shall be responsible for its continued operation and maintenance in accordance with applicable requirements and Condition Nos.16 and 24c. The expiration or non-exercise of BWP's Option shall not relieve the Applicant of its obligations under those conditions.

128. Outdoor meter locations are preferred. When adequate exterior wall space is not available, a separately locked, clearly labeled meter room is acceptable. For this project all meter rooms shall be located on the ground floor and have two exit doors equipped with panic hardware. At least one door must lead directly outside. BWP shall be supplied an access key to the room, which will be installed in a lock box adjacent to the door. The Applicant shall consult BWP for approved location and obtain a service confirmation prior to any installations.

129. The following information shall be included on the construction plans:

    a. Location of the existing electric service panel and existing electric utilities
    b. Dimensions/location of existing/proposed public improvements adjacent to project.
    c. The width and the location of all the existing and proposed easements.
    d. Fully dimensioned building elevations showing height of structure from natural grade.
    e. Proposed location of the electric service panel/meters.
    f. Proposed location of any pad-mounted electrical equipment.

130. Construction plan approval will not be given until an electric service confirmation is obtained. Contact BWP Engineering at (818) 238-3575. The plans must show pertinent information related to the method of service as specified on the confirmation.

131. A load schedule and secondary service schematic will be required to determine the extent of the electrical load requirements. An electronic copy of a plot plan of the Project Site, showing all the existing and proposed substructures, complying with BWP AutoCAD standards should also be provided to BWP Electrical Engineering to aid the electrical design. BWP will provide full comments after the electrical sheets are provided. A meeting should be scheduled between the Applicant, project architect, electrical engineer, and BWP Electrical Engineering early in the design stage of each phase of the project to discuss all the issues and to finalize the location of the facilities. Latest version of BWP Rules and Regulations ("Rule") 2.01(d).

132. Loads below 5MVA will be fed from the existing system but will require upgrades to accommodate the new development, at Applicant's cost. Latest version of BWP Rules and Regulations 2.01(j).

133. The proposed development will require the installation of pad-mounted switches and transformers. The pad-mounted switches will be looped on the line side.

134. The proposed development will require transformer and switch pads, which have a vault underneath them. No structures are allowed to be constructed underneath these vaults.

135. The installation of pad-mounted transformers and switches will require the use of a crane or boom truck. To facilitate this installation, a vertical clearance of 40' from the transformer or switch pad level should be maintained. Any design that would restrict vertical access clearance to a level below 40' shall be subject to BWP review and approval if deemed feasible.

136. Provide a minimum 14' x 18' clear accessible area at grade level on undisturbed soil with easy crane access 20-foot wide for each three-phase pad-mount transformer facility.

137. Provide a minimum 10' x 17' clear accessible area at grade level on undisturbed soil with easy crane access 20-foot wide for each single-phase pad-mount transformer facility.

138. The proposed development will require the installation of 4' x 6' primary and secondary pull-boxes.

139. The proposed development will require the installation of 8' x 14' primary manholes.

140. The Applicant is required to extend underground substructure through the Project Site to connect Thornton Ave. and Avon St. and provide 10-foot-wide easements

for all substructure. The substructure may include padmount switch vaults, conduit, manholes, and pullboxes.

141. The Applicant is responsible for offsite conduit extensions and underground substructure that will be required to serve the Project Site.

142. Additional conduits may be required to provide for future needs.

143. The Applicant shall provide 10’ wide recorded easement for the new underground system within the property and a minimum 27’ x 15’ clear accessible easement for a pad-mount switch. The Applicant’s surveyor will provide a legal description of the easements, which will be reviewed by Burbank Water and Power and then processed by the Community Development Department (contact 818-238-5250 for recording).

144. No new permanent structures are allowed within utility easements on the Project Site.

145. The Applicant’s contractor will provide as-built drawings showing the exact location of underground substructure installed to serve the Project Site.

146. All substructure work including transformer pads, switch pads, pull boxes, grounding systems, primary conduits and secondary conduits are the responsibility of the Applicant and shall be done in accordance with Burbank Water and Power drawings and specifications.

147. Any existing and proposed substructure on-site and off-site, which may affect the location of the new underground electrical system and any other improvements shall be identified and shown on the final plans to avoid a potential conflict with other substructure.

148. BWP will provide the following items at the Applicant’s cost:

    a. Construction drawings for all substructure work.
    b. Engineering support during construction.
    c. Inspection of the work performed by the Applicant’s contractor to ensure the work is done per the plans provided by BWP and per BWP specifications.
    d. Installation of all transformers, switches, primary cables, and metering devices.
    e. Termination of the secondary cables at the transformer.

149. The Applicant's contractor shall install secondary conduits, pull cable from the transformer to the switchboard, and terminate the secondary cables on the switchgear.

150. Depending on the location of the switchgear (whether it is outside or inside the building), secondary conduits and cables will be inspected and approved by both the BWP inspector and the Building Inspector (switchgear inside the building) or by the BWP inspector (switchgear outside the building).

151. The Building Inspector will provide structural inspection of secondary conduits for compliance with the Building code-concrete encasements, fire walls, support of the conduit package, et cetera. The BWP inspector will inspect the amount and size of secondary conduits and cables.

152. The Applicant's contractor is responsible for protecting any existing BWP facilities in place. Power poles must be protected in place to prevent any movement of the pole butt during excavation. Anchors must also be protected to prevent slippage or exposure that could result in the reduction or loss of holding power. If these requirements cannot be met, then no excavation will be allowed within three feet from the face of poles and five feet from anchors. (Latest version of BWP Rules and Regulations 1.14, 2.01(e), 2.54 per BMC 8-2-203)

153. The Applicant's contractor is responsible for protecting any existing BWP underground facilities from damage during construction. No crane-imposed loads will be allowed on any existing manhole or pullbox structures. (California Government Code 4216, Latest version of BWP Rules and Regulations 1.14, 2.01(e), 2.54 per BMC 8-2-203)

154. Any excavation that restricts vehicular access to existing BWP facilities may require the relocation of such facilities prior to excavation at the Applicant's cost. (Latest version of BWP Rules and Regulations 1.12, 1.14, 2.01(e), 2.52(f), 2.54 per BMC 8-2-203

155. The BWP fees for providing electric service are Aid-in-Construction (AIC) charges set forth in Section 3.26 of the latest version of BWP's Rules and Regulations for Electric Service. AIC charges are to recover the actual cost of:

    a. Providing and installing new facilities to serve the customer.
    b. Conducting feasibility studies and engineering.
    c. Relocating existing overhead or underground facilities.

156. A Customer or Applicant requesting a new, upgraded or replacement metered electric panel will be charged a Capacity Charge based on the kVA demand of

such new, upgraded, or replaced metered electric panels, which will be applied according to the latest version of the City of Burbank Fee Resolution. The kVA demand is calculated using the formulas in the latest version of the BWP Rules and Regulations 3.26(g).

157. If any portion of existing BWP facilities needs to be upgraded or relocated due to the Project, then it will be done at the Applicant's expense.

158. All electrical installations must conform to the Burbank Water and Power Rules and Regulations for Electric Service (latest revision).

159. Contact BWP Engineering at (818) 238-3565 (commercial) if the existing service panel requires upgrading.

160. For multi-metered services all numbering must be completed in a permanent manner at all individual units and meter sockets before service can be energized. See BWP Rules and Regulations (latest revision), Section 2.68 (c) for acceptable labeling (stenciling or riveted tags required, permanent marker is unacceptable). Contact Public Works Engineering for unit designations.

161. The service switchboard rating shall be limited to 3000 Amps. Five copies of EUSERC drawings of the switchboard shall be provided to BWP for approval prior to submittal to the manufacturer. Service shall not be energized unless these drawings are provided.

162. All new metered services require a path for meter communications to BWP communication networks. Installation of meters that fail to continuously communicate with BWP communication networks will require additional BWP approved equipment to be installed at the Applicant's expense in order to create the appropriate communications path.

163. The Applicant is responsible for the street lighting system traversing or adjacent to the Project. The street light system is required to be underground fed with LED luminaires. If existing lighting conditions do not satisfy this requirement or current light-level standards on Thornton Ave. (or streets adjacent to the development) are deemed insufficient, then modifications shall be made at the Applicant's expense. Standards and luminaires will be supplied by BWP at the Applicant's expense. A plot plan of the site must be submitted to BWP during the initial planning stage of the Project for street light design.

164. Any construction related to or for the Project that impacts existing streetlight standards or infrastructure will require relocation at the Applicant's cost.

165. BWP offers high-speed, high-quality fiber optics-based services through its ONE Burbank program. Fiber service is available to the Project if desired. To facilitate connection, a conduit should be installed between the electric meter room and the telecom/data MPOE. For further information, email support@oneburbank.com or call 818- 238-3113.

166. Contact AT&T at (866) 577-7726 for any phone company facility conflicts. Contact Charter Communications at (818) 847-5013 for any cable T.V. facility conflicts.

167. Any trees planted in the area adjacent to a street/alley shall be of a type that will not grow into the existing power lines and will also have sufficient clearance from the streetlight facilities.

168. All equipment locations and screening structures will be indicated on the plans and must meet the Community Development Department Equipment Screening Guidelines. The plans will include the proposed screening method, height of screening, material finish, and color or species of vegetation. All screen walls, which are a part of, or adjacent to, the proposed building will be shown on the building elevations. All screen walls detached from the building will be included as a separate elevation. Verification of submittal requirements and recommendations for screening requirements shall be by the Community Development Director or their designee.

169. BWP landscaping requirements for transformer pads and switch pads: Due to the natural maturation of trees and other landscaping elements, the following requirements are to be adhered to:

    a. New plantings within three feet of the back or sides of the pad and within eight feet of the front shall be of a groundcover type. This is considered the working zone.
    b. Outside of the working zone, shrubbery is acceptable within eight feet of the pads, but trees must be beyond an eight-foot radius to lessen future root conflicts.
    c. Landscaping grade shall be a minimum of five inches below the grade level of the top of transformer pads.
    d. All irrigation and sprinkler systems shall be constructed so that water shall not be directed onto the switch, the transformers, or the concrete pads. Additionally, surface water shall drain away from the concrete pads.

    Landscape plans shall adhere to the above requirements, showing proper working clearances for electrical facilities on L-sheets.

170. The electrical design shall comply with California Building Code Title 24 energy efficiency requirements and shall use, wherever practical, surge suppressors,

filters, isolation transformers, or other available means to preserve a quality of power of its electrical service and to protect sensitive electronic and computer-controlled equipment from voltage surges, sags, and fluctuations. BWP also recommends the use of an uninterruptible power supply (UPS) and a standby generator for critical loads.

171. Power factor correction to a minimum of 90% will be requested to minimize kVA demand as well as energy use. The Applicant must use California Nonresident Building Standard to consider and implement energy efficient electrical equipment and devices for minimizing peak demand and wasteful energy consumption. (Latest version of BWP Rules and Regulations 2.21 per BMC 8-2-203)

172. Electric Vehicle (EV) parking capacity shall be in accordance with Title 24 building code requirements. Plans shall detail all planned EV charger installations as well as all EV capable parking spaces. The electrical service panel shall include capacity to simultaneously charge all EV capable parking spots at their full-rated amperage whether installed or not.

173. As part of our efforts to reduce greenhouse gas emissions, improve air quality, and enhance customer service, BWP's Electric Vehicle Charging program promotes the use of electric vehicles by providing rebates for the installation of Level 2 (240V) charging equipment. BWP also installs and maintains a public electric vehicle charging network, consisting of 45 Level 2 charging ports and 2 DC Fast Chargers (480V), with new stations added each year depending on budget and availability. More information can be found at https://www.burbankwaterandpower.com/electric-vehicles/residential-ev-charger-rebate

174. For loads above 750 KVA, the Applicant shall be required to execute an Electrical Services Agreement with Burbank Water and Power prior to order of material or start of construction.

BURBANK WATER AND POWER – WATER DIVISION

175. The Applicant shall submit the following to BWP Water Division (Water) in accordance with BWP Rules and Regulations Section 4.30:

    a. A Utility Plan showing the size & location of existing and proposed water services (domestic, irrigation, fire, and recycled water, the type and location of all backflow prevention assemblies), all existing facilities to remain, relocate or be abandoned and locations of stub-out(s) for future connection(s).

    b. Calculations for sizing domestic water meters and services.

    c. Landscape Irrigation Plans.

d. Plumbing Plans.

e. Domestic water demand calculations, and fire flow requirements for the Project.

f. Irrigation water demand calculations for all proposed landscaped areas.

176. Applicant shall design proposed water service connections in accordance with BWP Rules and Regulations Sections 1.10, 4.14, 4.15, 4.30, 4.31, 4.32, 4.33, 4.34, 4.36, and as follows:

a. New potable/fire water services shall connect from a 10-inch main located in Thornton Avenue at a static pressure of approximately 100+ per square inch (PSI).

b. The static pressure at the Project exceeds 80 pounds (PSI). Pressure regulators shall be installed to meet Building Division's requirements in accordance with the California Plumbing Code (CPC).

c. Domestic meter size shall be adequate to provide the required flow, as determined by a licensed plumber, architect or engineer, calculated from the number of fixture units for the Project, pursuant to the CPC, CCR, Title 24, Part 5.

d. A service connection shall not be used to supply utility services to any parcel of land other than the parcel for which the service connection is assigned. If multiple parcels are not consolidated into one parcel, each parcel will require their own potable and fire water services.

e. If the proposed Water owned meter is located on private property, the Applicant shall dedicate an easement to Water for the purpose of access and maintenance of the meter. The Applicant shall pay for all costs and responsibilities in the preparation of the legal description, map, exhibits, and recordation of the easement.

f. The Applicant shall verify that the existing public water system has adequate capacity to serve the Project. If off-site water system improvements are required to maintain acceptable pressures or fire flows, the Applicant shall be responsible for those improvements.

g. The Applicant shall identify all existing water services proposed to remain in service and all services proposed to be abandoned or removed. Abandoned services shall be disconnected in accordance with BWP requirements.

177. Prior to final approval and preparation of an estimate by Water, the Applicant shall obtain approval from the Fire Department for appropriate fire service size and appurtenance selection. A deposit will then be collected to cover construction costs for all required services.

178. If the Fire Department requires any new fire hydrants and/or fire services for this

development, the Applicant shall request an estimate from Water. The full deposit for any required work (including upgrading the fire service/backflow device) shall be paid prior to Water's approval of project plans.

179. The Applicant shall submit a fire flow analysis approved by the Burbank Fire Department demonstrating that the existing public water system can provide the required fire flow for the Project.

180. The Applicant shall be responsible for all additional costs of connection, installation, and abandonment in accordance with BWP Rules and Regulations, which may include:

    1. A Water Main Replacement Fee (WMRF) of $208,500
    2. Along Thornton = $250/ft x 492 ft = $123,000
    3. Along Hollywood Way = $250/ft x 342 ft = $85,500

    Estimated fees are generated during the preparation of the conditions of approval. Actual fees shall be determined at the time of payment, pursuant to Section 4.02 of the Development Agreement.

181. The Applicant shall be responsible for all additional costs of connection, installation, and abandonment in accordance with BWP Rules and Regulations.

    a. Water services for the Project must be provided with protective devices that prevent objectionable substances from being introduced into the public water supply system, per Title 17 of the California Administrative Code. A minimum $50 backflow prevention plan check fee and up to actual cost will be applied. Domestic, irrigation, and fire services will require installation of backflow prevention assemblies (BPA). BPAs shall be installed on the Applicant's property and as close as possible to the property line (Standard Drawing No. BWP-615).

    b. All domestic, irrigation, fire, and recycled water services shall require the appropriate backflow prevention assemblies as determined by BWP Water Division and the State Water Board Cross-Connection Control requirements.

182. The Applicant shall be required to use recycled water in accordance with BWP Rules and Regulations Sections 5.01, 5.02, 5.15, and as follows:

    a. Recycled water shall be utilized for construction, grading, and dust control. Contact Water Engineering for fees and permitting requirements.

    b. Recycled water use will be mandated for all irrigation once available. Separate recycled water services shall be required specifically for irrigation. The Applicant must coordinate with BWP Water Engineering to determine the locations of recycled water service connections.

c. The Applicant shall be responsible for obtaining all required approvals from LA County Department of Public Health and California State Water Board - Division of Drinking Water. It is recommended that the Applicant contact BWP Water Engineering prior to submitting the application to County Public Health.

d. The Applicant shall submit recycled water demand calculations for all proposed irrigation areas.

e. The Applicant shall clearly identify all proposed recycled water facilities on the utility plans, including recycled water mains, meters, service laterals, isolation valves, and cross-connection control devices.

f. Landscape irrigation systems shall be designed to allow future conversion to recycled water where recycled water service is not immediately available.

g. The Applicant shall coordinate with BWP Water Engineering during the design phase to determine the timing and availability of recycled water service.

h. The Applicant shall evaluate the capacity of the existing domestic, fire, and irrigation water services serving the Project. The evaluation shall determine whether the existing infrastructure is adequate to serve the Project or whether additional or upgraded water services are required. The analysis shall be submitted to BWP Water Division for review and approval prior to final design.

FIRE DEPARTMENT

183. The Project shall comply with Fire Sprinkler California Fire Code Section 903 and the City of Burbank Municipal Code.

184. The Project shall comply with Fire Alarm California Fire Code Chapter Section 907. and the City of Burbank Municipal Code.

185. All items reviewed are based on information provided at time of review. The comments provided do not limit or relieve the property owner, Applicant, and contractors from the responsibility of ensuring compliance with all applicable provisions of fire/life safety codes. Such compliances may include but are not limited to fire department access for firefighting, including fire department vehicle access, fire water supplies and appurtenances. Further reviews may require additional requirements or limitations as the project develops and is not limited to the requirements provided in these comments. Fire Sprinkler, Fire Alarm, Emergency Vehicle Access, Yard Hydrant, Underground Fire Water and Emergency Radio Communication System Plans shall be hard copy delivered to the Burbank Fire Department 311 E. Orange Grove Ave. Burbank California 91502.

186. The Project shall comply with all applicable 2025 Edition of the California Fire

Code (CFC) and the California Building Code (CBC) as amended by the Burbank Municipal Code (BMC).

POLICE DEPARTMENT

187. All outside lighting shall comply with the requirements of BMC Section 5-3- 505 - Outside Lighting.

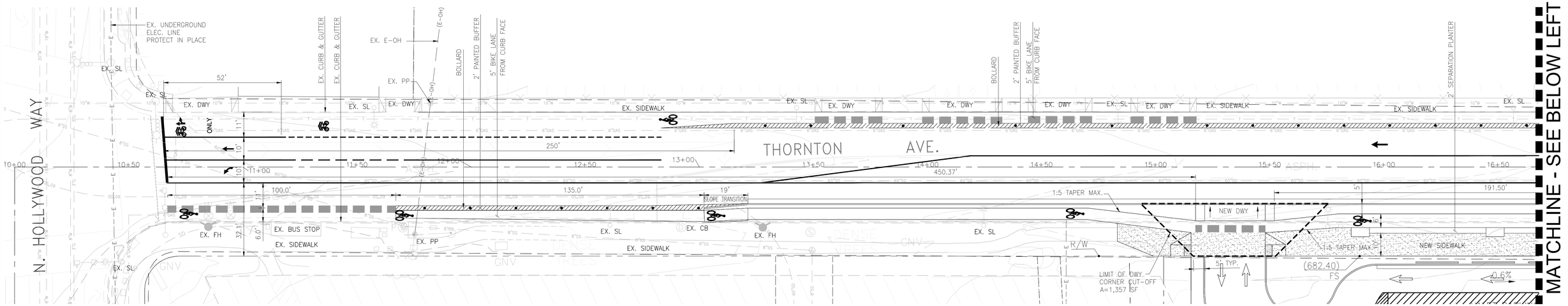
188. A Public Safety UHF Radio Amplification System on all buildings and parking structures shall be capable of supporting emergency safety service radio communication systems. All enclosed and/or subterranean interior areas of this project will be tested upon completion of construction to determine the radio signal transparency. Any buildings or structures which cannot pass the appropriate radio signal strength test may require installation of a radiating cable antennae or internal multiple antennae low power repeater system with or without FCC type accepted bi-directional UHF amplifiers as necessary to meet this requirement.

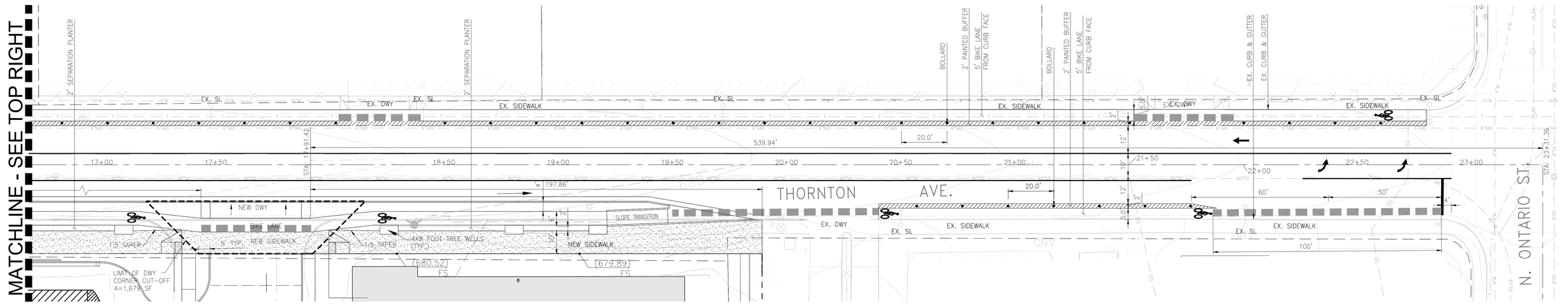
189. The Project shall comply with the commercial building identification requirements pursuant to BMC Section 9-1-505.1.2.

190. The Project requires a “key box for police,” also known as KnoxBox, to be installed in the following location(s): Police KnoxBox to be mounted on the wall adjacent to the main front door. The box must be visible while standing at the front door, and easily accessible.

EXHIBIT 1, TO ATTACHMENT D

THORNTON AVENUE AND AVON STREET OFF-SITE IMPROVEMENTS





LEGEND

	PROPERTY LINE/ RIGHT-OF-WAY
	GREEN BIKE BOXES
CB	CATCH BASIN
CL	CENTERLINE
FF	FINISHED FLOOR
FL	FLOWLINE
FS	FINISHED SURFACE
HP	HIGHPOINT
INV	INVERT
PL	PROPERTY LINE
ROW	RIGHT-OF-WAY
TC	TOP OF CURB
TG	TOP OF GRATE
TW	TOP OF WALL
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE
FH	FIRE HYDRANT
PP	POLE-POWER
SL	STREET LIGHT
SDMH	STORM DRAIN MAN HOLE

30' 0' 15' 30'
SCALE: 1" = 30'

CONCEPTUAL OFFSITE IMPROVEMENT PLAN – THORNTON

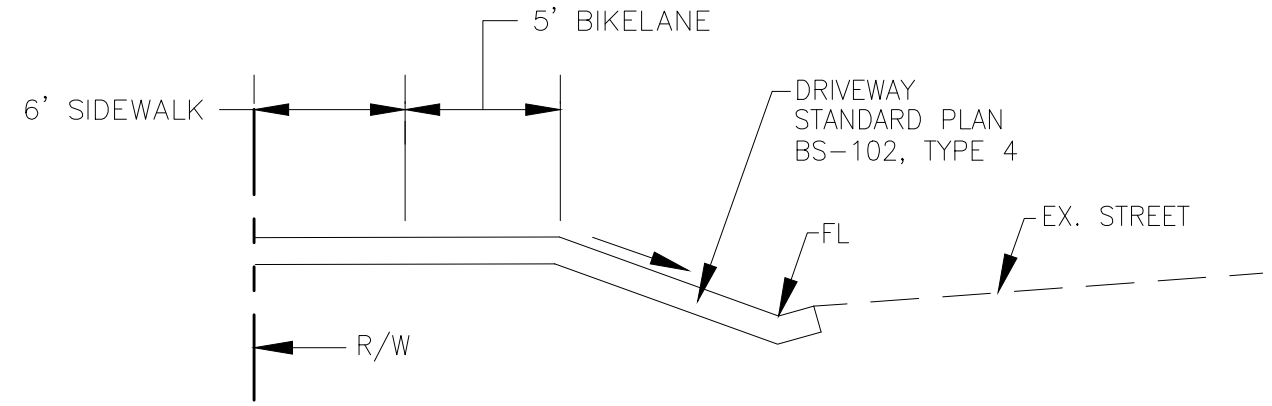
ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.
1. RESPONSE TO CITY COMMENTS 9/4/2023, UPDATE STREET IMPROVEMENT PLANS
2. RESPONSE TO CITY COMMENTS 03/06/2024, UPDATE STREET IMPROVEMENT PLANS
3. RESPONSE TO CITY COMMENTS 05/31/2024, UPDATE STREET IMPROVEMENT PLANS

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

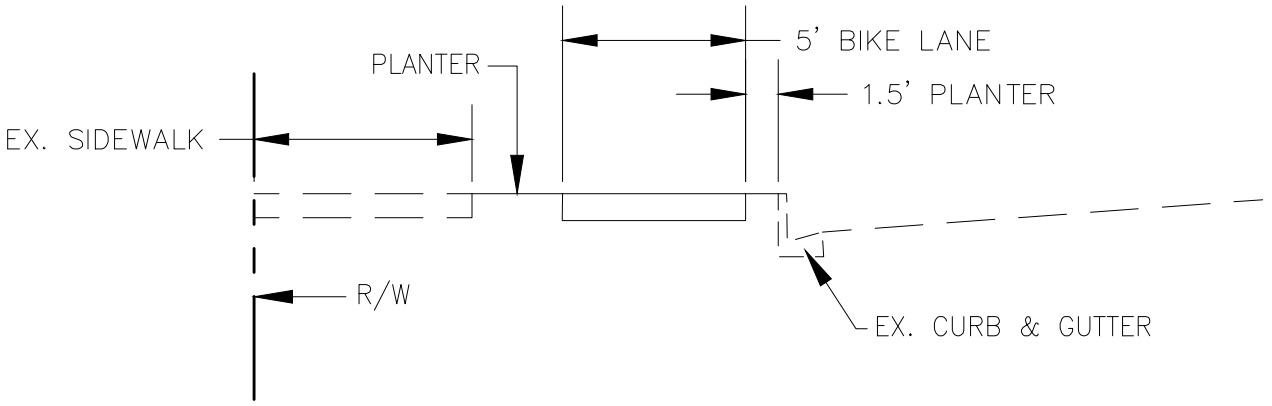
FUSCOE ENGINEERING
full circle thinking

JOB NO. **AWH04**
DATE. **09/09/2024**
DRAWING NO. C7.0



SECTION AT DRIVEWAY

NOT TO SCALE



SECTION AT SIDEWALK

NOT TO SCALE

FUSCOE ENGINEERING
FULL CIRCLE THINKING®

06/17/2024

F:\PROJECTS\4147\001\PLANS\ENTITLEMENTS\CONCEPTUAL GRADING PLAN\4147-001 - CONCEPTUAL STREET IMPROVEMENT-C7.DWG (06-17-2024 1:03:57PM) Plotted by: ghormoz

LEGEND

— — —	PROPERTY LINE/ RIGHT-OF-WAY
CB	CATCH BASIN
CL	CENTERLINE
FF	FINISHED FLOOR
FL	FLOWLINE
FS	FINISHED SURFACE
HP	HIGHPOINT
INV	INVERT
PL	PROPERTY LINE
ROW	RIGHT-OF-WAY
TC	TOP OF CURB
TG	TOP OF GRATE
TW	TOP OF WALL
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE
FH	FIRE HYDRANT
PP	POLE-POWER
SL	STREET LIGHT
SDMH	STORM DRAIN MAN HOLE

N

30' 0' 15' 30'
SCALE: 1" = 30'

CONCEPTUAL OFFSITE IMPROVEMENT PLAN – AVON

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.
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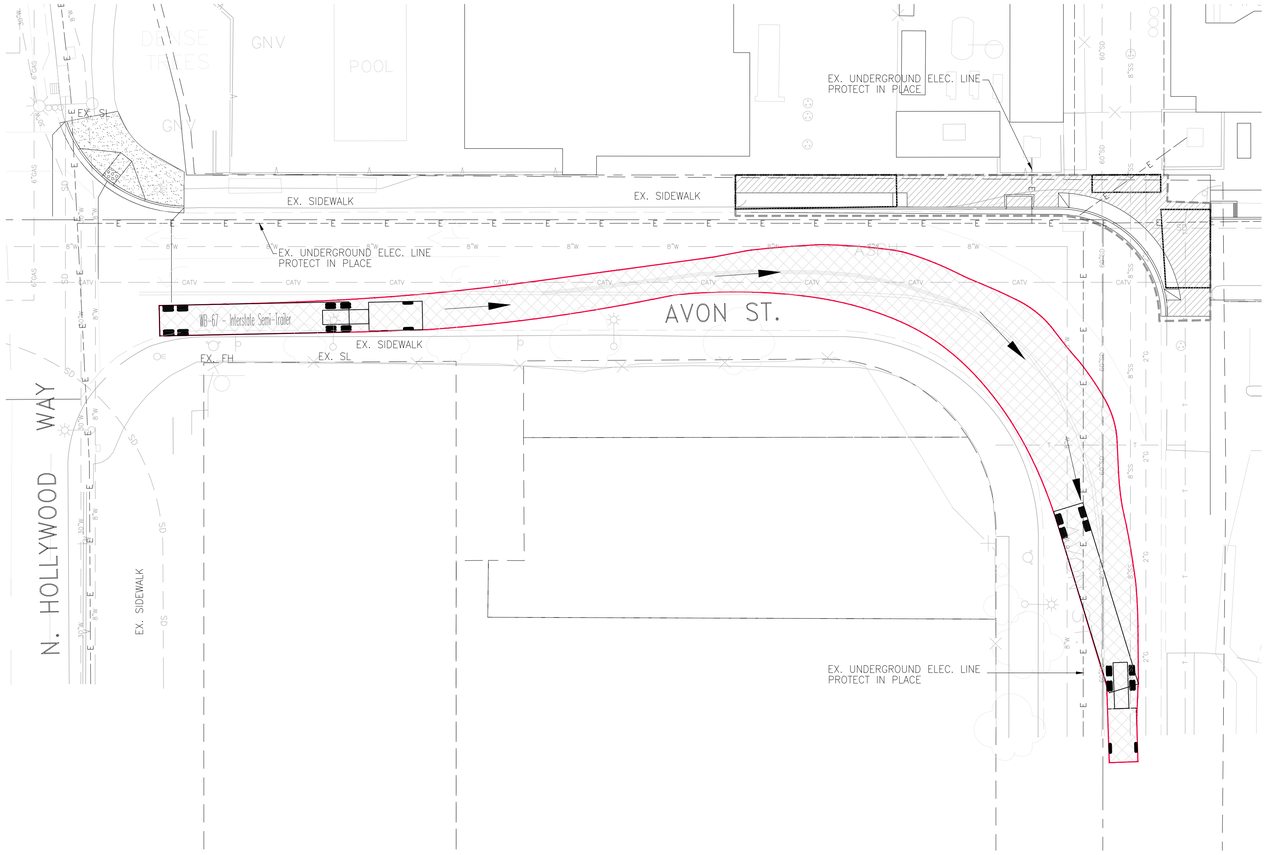
2 RESPONSE TO CITY COMMENTS 03/06/2024, UPDATE STREET IMPROVEMENT PLANS
3 RESPONSE TO CITY COMMENTS 05/31/2024, UPDATE STREET IMPROVEMENT PLANS

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

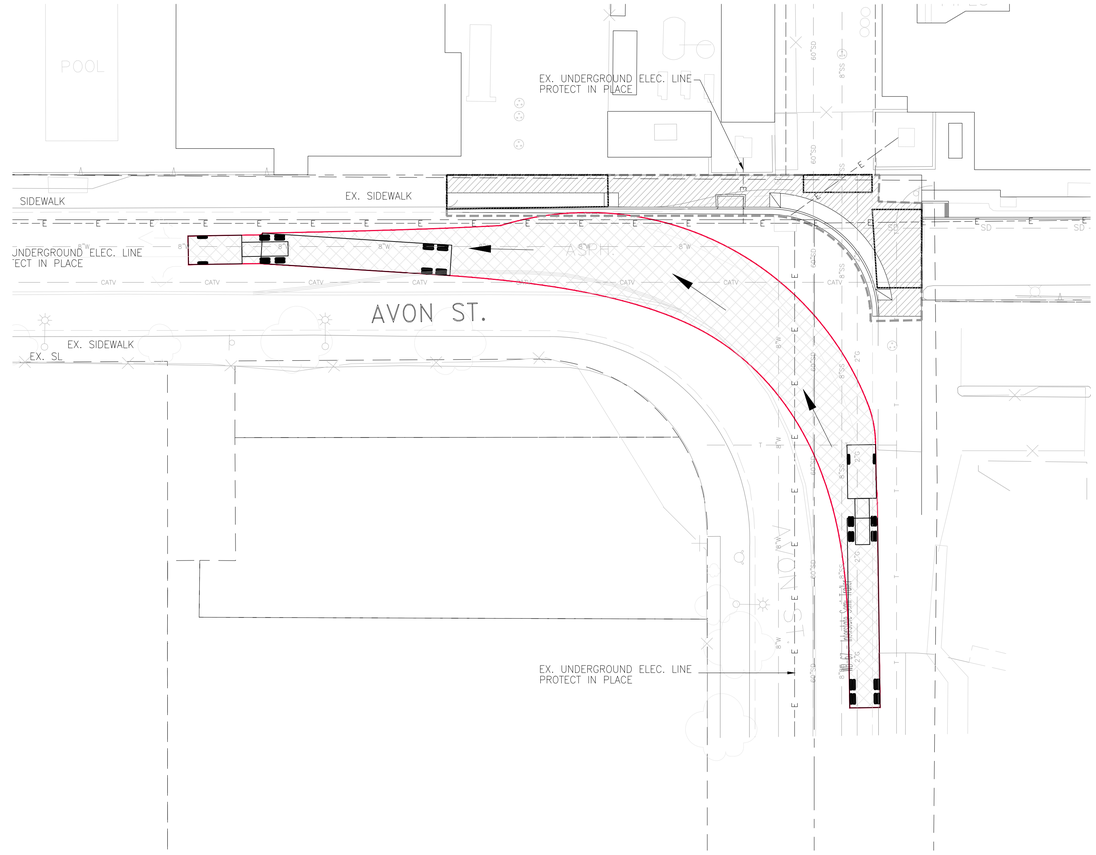
FUSCOE ENGINEERING full circle thinking

JOB NO. **AWH04**
DATE. **09/09/2024**
DRAWING NO. C7.1



TRUCK TURNING – AASHTO WB–67

FROM WEST AVON ST TO SOUTH AVON ST.



TRUCK TURNING – AASHTO WB–67

FROM SOUTH AVON ST TO WEST AVON ST.

N

30' 0' 15' 30'
SCALE: 1" = 30'

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

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MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

FUSCOE ENGINEERING
full circle thinking

JOB NO. **AWH04**
DATE. **09/09/2024**
DRAWING NO. C7.2

ATTACHMENT E

PLANNED DEVELOPMENT 2026-1:
PLANNED DEVELOPMENT ZONING REGULATIONS

DEFINITIONS

The definitions in Title 10 Chapter 1 Article 2 of the Burbank Municipal Code shall apply to this Planned Development Zone (the "PD Zone") and are incorporated here by reference (Attachment G).

LIST OF PERMITTED USES

The permitted uses in the PD Zone are listed in the table below.

P = Permitted
AUP = Administrative Use Permit
CUP = Conditional Use Permit

LIST OF USES	Planned Development 2026-1
RESIDENTIAL AND LODGING	
Hotel - including accessory commercial uses	CUP [1]
Multi-family Residential w/ permitted non-residential uses	P
Multi-family Residential-only	P
RECREATION, EDUCATION, AND ASSEMBLY	
Art gallery	P
Auditorium, labor union meeting hall, lodge hall	P
Convention/Conference Center	CUP [2]
Personal or Physical Arts Studios	P
RETAIL SALES AND DINING	
Alcoholic beverages - Sale and consumption on or off premises pursuant to Section 10-1-1116	P
Antique shop	P
Art shop	P
Bakery	P

[1] The "Existing Hotel" onsite is developed at a Gross Floor Area of 277,600 SF and a number of 488 hotel rooms, as of the date of approval of this Planned Development. The Hotel approved as part of this Planned Development ("Proposed Hotel"), is approved at a Gross Floor Area of approximately 262,338 SF and a number of 420 hotel rooms. Both the Existing Hotel and Proposed Hotel shall not require approval of a CUP at the existing and approved size. A CUP shall only be required for each one should there be a proposal to increase (1) the number of hotel rooms; or (2) the Gross Floor Area of either hotel by more than 5%.

[2] The "Existing Convention/Conference Center" onsite that is developed at a Gross Floor Area of approximately 39,000 SF shall not require approval of an CUP at the existing and approved size. A CUP shall only be required should there be a proposal to increase the size of the Existing Convention/Conference Center by more than 10% of the existing Gross Floor Area.

LIST OF USES	Planned Development 2026-1
Book store	P
Clothing store	P
Cocktail lounge/bar pursuant to 10-1-1116	P
Florist shop	P
Food specialty store	P
Market, convenience	P
Newsstand	P
Newsstand in c.e.b.	P
Restaurant, Full Service	P
Restaurant, Fast Service	P
Restaurant / Drinking Establishment (Section 10-1-1116)	P
Restaurant with incidental alcohol (Section 10-1-1116)	P
Retail store/sales	P
PROFESSIONAL OFFICES AND SERVICES	
Automated teller machine (Freestanding)	P
Bank	P
Barber shop	P
Beauty salon	P
Child day care facility	P
Dry cleaning agency - no on-site dry cleaning	P
Massage parlor	P
Offices - business, professional, or medical	P
Photocopy service, with incidental printing	P
Shoe shine shop	P
Ticket agency - incidental use only	P
TRANSPORTATION AND COMMUNICATION	
Wireless Telecommunications Facilities pursuant to 10-1-1118	P[3]
Advertising signs & structures – Billboards (Non-LED, Static Signs Only)	CUP
VEHICLE RELATED	
Public Parking and/or Parking for off-site users.	P
TEMPORARY USES & EVENTS	
Temporary Outdoor Events (can include live/amplified music)	P
Temporary Indoor Events (can include live/amplified music)	P

[3] An Administrative Use Permit (AUP) shall be required for all Freestanding Wireless Telecommunications Facilities.

CITY PLANNER CLASSIFICATION OF USES NOT LISTED
The City Planner may classify any use not listed in this Planned Development as an allowed use subject to approval of an Administrative Use Permit (AUP), where such proposed use is determined by the City Planner to be substantially similar to uses specifically allowed in the Planned Development, or the C-3 (Commercial General Business) Zone, per Title 10, Zoning Regulations of the Burbank Municipal Code. In the case that any of the similar uses require approval of a Conditional Use Permit, a Conditional Use Permit (CUP) shall be required, in lieu of the AUP.

In establishing that a use is substantially similar to uses specifically allowed in the Planned Development, or the C-3 (Commercial General Business) Zone, per Title 10, Zoning Regulations of the Burbank Municipal Code, the City Planner shall first make a finding that the following condition exists:

- The subject use is similar to two (2) or more uses allowed in this Planned Development, or the C-3 (Commercial General Business) Zone, per Title 10, Zoning Regulations of the Burbank Municipal Code.

Uses classified as allowed subject to this section shall be regarded as listed uses allowed in the Planned Development subject to approval of an AUP (or a CUP, if applicable). The City Planner shall maintain in the office of the City Planner a current list of all such classifications, which have been made for this Planned Development. For purposes of this section and this section only, the City Planner shall use the list of permitted uses applicable to the C-3 (Commercial General Business) Zone that is in effect at the time of the request for a City Planner Classification of Uses Not Listed.

DEVELOPMENT STANDARDS
The following property development standards shall apply in the PD 2026-1 Zone:

DENSITY and FLOOR AREA RATIO
The permitted density and floor area ratio shall be consistent with the limitations in the associated General Plan land use designation in effect at the time of submittal of a project application, but no less than the limitations of the Regional Commercial land use of 58 du/acre and 1.25 FAR (General Plan Land Use Element, Exhibit LU-1, p. 3-15.) that were in effect at the time of approval of this Planned Development.

STRUCTURE HEIGHT.

1. The maximum height of a building or structure shall be determined by its distance from the closest lot line of any residentially zoned property as follows, unless otherwise preempted by state law:

Distance from Residentially Zoned Lot or Comparable PD Zone	Maximum Height

0 feet to 500 feet	100 feet.
Greater than 500 feet	100 feet. Heights above 100-feet can be considered through approval of a CUP. The maximum height limit would be determined through the CUP.

2. The maximum height of a building shall be measured to the ceiling height of the highest room permitted for human occupancy.

3. Structure height shall be measured from grade as defined by Burbank Municipal Code Title 10, Chapter 1 (the "Zoning Code") (Attachment G).

4. Structures may exceed the maximum height requirement as permitted in Article 13, Division 1 of the Zoning Code (Attachment G).

5. Structures height shall be consistent with the requirements in Article 13, Division 2 of the Zoning Code (Attachment G).

6. The portion of a structure within the distance requirement (e.g. 0 to 500 feet) shall meet the height requirement for that section (e.g. 25 feet). Should a structure extend beyond one (1) or more of the distance requirements, the portions of that structure may meet each height requirement separately.

YARDS.

1. Front Yard - Definition.

   For the purpose of this section, side yards on corner lots shall be considered as front yards.

2. Setbacks.

   a. All structures, including semi-subterranean garages, but excluding above-grade parking structures, shall be set back at least five (5) feet from the front lot line or 20 percent of the building height, whichever is greater; this setback requirement may be averaged. Such setback shall be required for that portion of a building that is within 20 feet above grade and shall be calculated for the length of the building frontage only. Any open space or surface parking lots not in front of a structure shall not be included in calculating average setbacks. Portions of buildings over 20 feet in height may extend over required front yard setbacks, except in areas where required trees are planted.

   b. Above-grade parking structures shall be set back from the front lot line at least five (5) feet or 20 percent of building height, whichever is greater, but in no event shall the setback be less than three (3) feet. This setback requirement may be averaged.

c. For setbacks for surface parking lots, see Title 10 Chapter 1 Article 14, Division 4 of the Burbank Municipal Code (Attachment G).

3. Landscaping.

   a. A minimum of 50 percent of front and exposed side yards shall be landscaped.

   b. The provision of outdoor amenities and decorative hardscape, such as outdoor seating areas with benches permanently affixed to the ground or hardscaped areas enriched with decorative materials, which are under a tree canopy, shall be credited toward up to 50 percent of the required landscaping in all yards. Vehicular access areas may not be considered as decorative hardscape.

   c. The planting of vines on masonry buildings is encouraged.

   d. To qualify as landscaped area, all areas not occupied by trees or shrubs must be planted with turf or other ground cover or covered with 3” of bark mulch with a minimum soil depth of 12 inches. All planters must be a minimum of 18 inches deep and two (2) feet in their smallest inside dimension, unless a tree is required, in which case a three (3) foot planter depth shall be required, and the planter must have a minimum inside dimension (length and width) of four (4) feet.

   e. In required front and exposed side yards, a minimum of one tree shall be planted for every 40 linear feet of street frontage or fraction thereof. Turf is allowed in up to 50 percent of required landscaped areas. In shrub areas, a minimum of one five (5) gallon shrub is required for every ten (10) square feet of shrub area.

   f. A minimum of 50 percent of required trees shall be a minimum 36-inch box size, with the remainder a minimum 24-inch box size. The required 36-inch box trees shall be equally distributed in required front or street side yards.

   g. Trash enclosures, utility boxes, and other similar structures must be screened by planting hedges or tall shrubs.

   h. For additional landscaping requirements for above-grade parking structures and surface parking lots, see Article 14, Division 4 of this Chapter (Attachment G).

WINDOW RECESS STANDARDS
Windows, glass panels and other similar features proposed as part of any new development or building addition shall provide a recess of, or extend outward, no less than 2-inches from the abutting building façade.

ADDITIONAL STANDARDS.
For additional standards see Articles 11 through 16 of Burbank Municipal Code, Title 10, Zoning Regulations (Attachment G).

MIXED USE MULTIFAMILY RESIDENTIAL IN PD ZONE
Unless superseded by the regulations in these PD 2026-1 Zoning Standards, for mixed use residential developments in the PD 2026-1 Zone, the standards in Title 10 Chapter 1 Article 9 Division 4 of the Burbank Municipal Code shall apply and are incorporated here by reference (Attachment G).

MULTIFAMILY RESIDENTIAL-ONLY IN PD ZONE
Unless superseded by the regulations in these PD 2026-1 Zoning Standards, for multifamily residential-only developments in the PD 2026-1 Zone, the standards in Title 10 Chapter 1 Article 6 Division 3.5 of the Burbank Municipal Code shall apply and are incorporated here by reference (Attachment G).

OFF-STREET PARKING, LOADING AND GENERAL VEHICLE ACCESS STANDARDS
Off-street parking, loading and general vehicle access standards shall be consistent with Articles 14, 15 and 16 of the Zoning Code (Attachment G), unless superseded by the regulations below. In addition, a Parking Management Plan (PMP) shall be prepared for the Project Site[4]. The PMP shall be submitted to the Community Development Director or their designee for review and approval. A copy of the approved PMP shall be kept on file with the Community Development Department Planning Division. Off-street parking shall be managed and operated consistent with the PMP. The PMP can be updated from time to time. However, any updates to the PMP shall require an approval from the Community Development Director, or their designee.

MINIMUM VEHICLE PARKING SPACES REQUIRED.
Off-street parking shall be provided consistent with the rates in the table below, unless preempted by State Law.

Reductions to the below parking rates, or reductions in the event that there is shared parking, can be considered. They shall be subject to the applicant providing a parking study prepared by a qualified professional to justify the reduction in parking[5]. Upon consideration of such requests the Community Development Director shall also find that the reduced parking rate will not detrimentally impact the surrounding area. Any granted reductions in the below parking rates, or reductions because of shared parking, shall be kept on file with the Community Development Department Planning Division.

Uses	**Minimum Parking Spaces Required**
RESIDENTIAL AND LODGING	
Residential	

[4] As of the adoption date of Planned Development 2026-1, an approved PMP is on file with the City,

[5] As of the adoption date of Planned Development 2026-1, a parking study is on file with the City that grants parking reductions to account for shared parking. The parking study requires that 1021 parking spaces be provided for the 2 hotels (Existing Hotel with 488 hotel rooms and a Proposed Hotel with 420 rooms) and a convention center event with up to 879 attendees.

Uses		Minimum Parking Spaces Required
	Studio	1 space
	1 Bedroom Units	1 space
	2 or more Bedroom Units	1.5 spaces
	Hotels	0.8 spaces for each room/suite.
RECREATION, EDUCATION, AND ASSEMBLY		
Any Recreation, Education, and Assembly use that is listed in the List of Uses and not listed below.		2 spaces for each 1,000 sq. ft. of adjusted gross floor area.
	Convention/Conference Center	1 space for every 2.15 attendees.[6]
	Personal Physical Arts Studio (less than 1,500 sq. ft.) (1,500 sq. ft. and above)	 2 spaces per each 1,000 sq. ft. of adjusted gross floor area for 3 spaces per each 1,000 sq. ft. of adjusted gross floor area
RETAIL SALES AND DINING		
Any Retail Sales and Dining use that is listed in the List of Uses and not listed below.		2 spaces for each 1,000 sq. ft. of adjusted gross floor area.
	Restaurant Uses (except take-out) and Cocktail lounge/bar over 1,500 square feet of adjusted gross floor area in size.	3 spaces for each 1,000 sq. ft. of adjusted gross floor area.
PROFESSIONAL OFFICES AND SERVICES		
Any Professional Offices and Services use that is listed in the List of Uses and not listed below.		2 spaces for each 1,000 sq. ft. of adjusted gross floor area.
	Child Day Care Facilities	1 space for every 8 children and 1 space for each State Department of Social Services required employee.

[6] 1,021 on-site parking spaces were required as part of approval of Planned Development 2026-1. This allows for the 2 hotels (Existing Hotel with 488 hotel rooms and a Proposed Hotel with 420 rooms) and a convention center event with up to 879 attendees. Should convention center events exceed 879 attendees, additional temporary parking shall be provided at the Convention/Conference Center parking rate.

Uses	Minimum Parking Spaces Required
TRANSPORTATION AND COMMUNICATION	
Any Transportation and Communication use that is listed in the List of Uses and not listed below.	2 spaces for each 1,000 sq. ft. of adjusted gross floor area.
Wireless Telecommunications Facilities pursuant to 10-1-1118	1 space per facility.
Advertising signs & structures – Billboards (Non-LED, Static Signs Only)	No parking minimum is required.
VEHICLE RELATED	
Any Vehicle Related use that is listed in the List of Uses and not listed below.	2 spaces for each 1,000 sq. ft. of adjusted gross floor area.
Public Parking and/or Parking for off-site users.	No parking minimum is required.
TEMPORARY USES & EVENTS	
Any Temporary Event use that is listed in the List of Uses and not listed below.	1 space for every 2.15 attendees. [7]

MINIMUM BICYCLE PARKING REQUIRED.
Bicycle parking requirements shall comply with standards in effect in the Burbank Municipal Code, or Complete Streets Objective Development Standards (CSODS), at the time a development application is submitted for City review.

LANDSCAPING FOR PARKING STRUCTURES.

Landscaping for parking structures shall be provided consistent with the requirements in Article 14 of the Zoning Code (Attachment G), with the following exception:

1. Above-grade and semi-subterranean parking structures shall only be required to include potted or boxed trees and landscaping on all open-air parking decks that are at or above grade and visible from any public right-of-way immediately adjacent to the project frontage, so as to provide visual relief and shading, subject to the limitations

[7] 1,021 on-site parking spaces were required as part of approval of Planned Development 2026-1. This allows for the 2 hotels (Existing Hotel with 488 hotel rooms and a Proposed Hotel with 420 rooms) and a convention center event with up to 879 attendees. Should convention center events exceed 879 attendees, additional temporary parking shall be provided at the Convention/Conference Center parking rate.

posed by the engineering of the structure with respect to the weight loads generated by such landscaping, or any limitations caused by photovoltaic improvements on the parking structure.

SIGNS AND ADVERTISING STRUCTURE REGULATIONS

Unless otherwise stated in these Planned Development 2026-1 Zone, Planned Development Zoning Standards, signs shall comply with the requirements in Article 10, Chapter 1, Title 10 of the Burbank Municipal Code, included herein for reference (Attachment G). In addition, a Master Sign Program shall be prepared for the Project Site. The Master Sign Program shall be reviewed and approved by the Community Development Director or their designee.

ALCOHOL SALES FOR ON-SITE AND OFF-SITE CONSUMPTION

All Department of Alcoholic Beverage Control rules and regulations shall be enforced and complied with. The Applicant shall submit to the City Planner a copy of the Department of Alcoholic Beverage Control license, including all conditions imposed, which will be kept on file in the Community Development Department Planning Division office.

NONCONFORMING LAND, USES AND STRUCTURES

Unless otherwise stated in these Planned Development 2026-1 Zone, Planned Development Zoning Standards, nonconforming conditions regarding land, uses and structures shall comply with the requirements provided in Article 18, Chapter 1, Title 10 of the Burbank Municipal Code, included herein for reference (Attachment G).

DEVELOPMENT REVIEW

Unless specifically exempted by Burbank Municipal Code Section 10-1-1914, no structure shall be erected in the PD 2026-1 Zone, nor shall any permits related thereto be issued until an application for Development Review has been submitted to and approved by the Community Development Director, as provided in Division 2, Article 19, Chapter 1, Title 10 of the Burbank Municipal Code. These permits include but are not limited to site preparation permits such as demolition permits and grading permits (Attachment G).

ZONING PROCEDURES AND AMENDMENTS

Unless otherwise stated in the Project Development Agreement and these Planned Development 2026-1 Zone, Planned Development Zoning Standards, Conditional Use Permit Applications, Administrative Use Permits, Development Reviews, Amendments to the Planned Development, and any other entitlement applications shall be processed consistent with the requirements provided in Article 19, Chapter 1, Title 10 of the Burbank Municipal Code, included herein for reference (Attachment G).

ATTACHMENT F

APPROVED PROJECT PLANS

PROJECT PLANS TO BE INCLUDED AFTER A FINAL DECISION IS MADE BY THE CITY COUNCIL

ATTACHMENT G

SECTIONS OF THE BURBANK MUNICIPAL CODE REFERENCED IN THE PLANNED DEVELOPMENT 2026-1, PLANNED DEVELOPMENT ZONING REGULATIONS

THE SECTIONS OF THE BURBANK MUNICIPAL CODE ARE TO BE INCLUDED AFTER A FINAL DECISION IS MADE BY THE CITY COUNCIL. THE SECTIONS WILL INCLUDE THE FOLLOWING:

- *TITLE 10, CHAPTER 1, ARTICLE 6, DIV 3.5*
- *TITLE 10, CHAPTER 1, ARTICLE 9, DIV 4*
- *TITLE 10, CHAPTER 1, ARTICLES 10 – 16, 18 AND 19*

LINK TO THE BURBAK MUNICIPAL CODE: https://ecode360.com/50621442

ATTACHMENT H

MITIGATION, MONITORING, AND REPORTING PROGRAM (MMRP): PROJECT MITIGATION MEASURES

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
CULTURAL RESOURCES						
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 monitor(s) shall meet the Secretary of the Interior's Professional Qualification Standards for archaeology, 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 and offsite sewer improvement area. A copy of the executed contract shall be submitted to the City of Burbank Community Development Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Archaeological Monitor shall complete monitoring logs daily, providing descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The onsite 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	Prior to the issuance of any permit for ground-disturbing activity/On-going during ground-disturbing activities	Executed contract/ Monitoring logs	Project Applicant; Contractor; Archaeological Monitor/ City of Burbank Community Development Department Planning Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
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: If an archaeological or Native American resource is 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 and Native American Monitor(s) to determine if any discovered potential resource meets the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique resources (Public Resources Code 21083.2(g)). The City of Burbank Community Development Department shall be immediately notified. If the resource is determined to be potential a tribal cultural resource, the Applicant shall retain the services of a Native American Monitor to work in consultation with the Archaeological Monitor to delineate the resource. Work on areas outside of the buffered area may continue during the assessment period. The Applicant shall, in good faith, consult with the Tribe(s) on the disposition and treatment of any tribal cultural resource encountered during all ground disturbing activities. If the find is considered an "tribal cultural 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	If resources are encountered during ground-disturbing activities	Disposition and treatment of any tribal cultural resource or if not a tribal cultural resource, preparation of a treatment plan and archaeological testing; data recovery, excavation, and archaeological mitigation if cannot be protected	Project Applicant; Contractor; Archaeological Monitor/ City of Burbank Community Development Department Planning Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines Sections 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 resource is 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.						
CUL-3: In the event that human remains are discovered during onsite construction activities, the Archaeological Monitor 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 and Safety Code Section 7050.5. The City of Burbank Community Development Department shall also be immediately notified. 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,	If human remains are discovered during ground-disturbing activities	Notification of Los Angeles County Coroner/ Notification of Native American Heritage Commission if identified remains are Native American in origin	Project Applicant; Contractor; Archaeological Monitor/ City of Burbank Community Development Department Planning Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
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 State CEQA Guidelines Section 15064.5(e).						
GEOLOGY AND SOILS						
Mitigation Measures						
GEO-1: Prior to commencement of ground-disturbing activities a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall develop Worker Awareness and Environmental Program (WEAP) Training for construction personnel. This training shall be presented to construction personnel and include what fossil remains may be found within the Project area and policies and procedures that must be followed in case of a discovery. Verification of the WEAP Training shall be provided to the Burbank Community Development Department.	Prior to commencement of ground-disturbing activities	Verification of development and provision of WEAP training for construction personnel	Project Applicant; Contractor; Qualified Vertebrate Paleontologist/ City of Burbank Community Development Department Planning Division			
GEO-2: Paleontological resources monitoring by a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall be required during ground disturbances (including grading, trenching, foundation work, and other excavations) in previously undisturbed sediments that exceed 10 feet in depth. The duration and timing of the monitoring shall be determined by the qualified paleontologist and the location and extent of the proposed ground disturbance. If the	On-going during ground-disturbing activities in previously undisturbed sediments that exceed 10 feet in depth	Executed contract/ Monitoring logs	Project Applicant; Contractor; Qualified Vertebrate Paleontologist/ City of Burbank Community Development Department Planning Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
qualified paleontologist determines that fulltime monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, the qualified paleontologist may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring shall not be required in artificial fill or for activities that do not reach 10 feet in depth.						
GEO-3: In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. The qualified paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources: • Salvage of Fossils. The qualified paleontologist (or paleontological monitor) shall recover significant fossils following standard field procedures for collecting paleontological resources, as described by the Society of Vertebrate Paleontology standards. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the	If fossils are discovered during ground-disturbing activities	If fossils are significant, documentation of salvage and preparation and curation of recovered fossils	Qualified Vertebrate Paleontologist/ City of Burbank Community Development Department Planning Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
fossil(s) can be removed in a safe and timely manner. • Preparation and Curation of Recovered Fossils. Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the University of California Museum of Paleontology), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the qualified paleontologist.						
GREENHOUSE GAS EMISSIONS						
Mitigation Measures						
GHG-1: Prior to the issuance of building permits, the Project applicant shall provide documentation (e.g., building plans, site plans) to the City of Burbank Community Development Department to verify implementation of the design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements: • The Project applicant shall prepare a Transportation Management Plan with the help of certified Traffic Engineer which includes voluntary and mandatory trip reduction measures such as discouraging single-occupancy vehicle trips and	Prior to the issuance of building permits; prior to the issuance of the certificate of occupancy	Approval of Transportation Demand Management Plan/Verification of design requirements	Project Applicant/ City of Burbank Community Development Department Planning Division and Transportation Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
encouraging alternative modes of transportation such as carpooling, taking transit, walking, and biking, implementing employee parking cash-outs, thereby reducing VMT and GHG emissions. The Transportation Management Plan shall grant all employees located within the Project site eligibility to participate. The Transportation Management Plan shall be reviewed and approved by the Transportation Planning Division. • The Project applicant shall join the Burbank Transportation Management Organization (TMO), which helps provide services to employees that encourages the use of public transit, carpooling, vanpooling, walking, and biking. • The Project applicant shall demonstrate to the Planning Division that new vehicles owned and operated by the Project operators that provide transport between the Hollywood Burbank Airport and the Project will be clean-fuel vehicles. • No wood-burning or gas-powered fireplaces shall be installed in the proposed development. • All major appliances provided/installed (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) shall be electric-powered EnergyStar-certified or of equivalent energy efficiency, where applicable.						

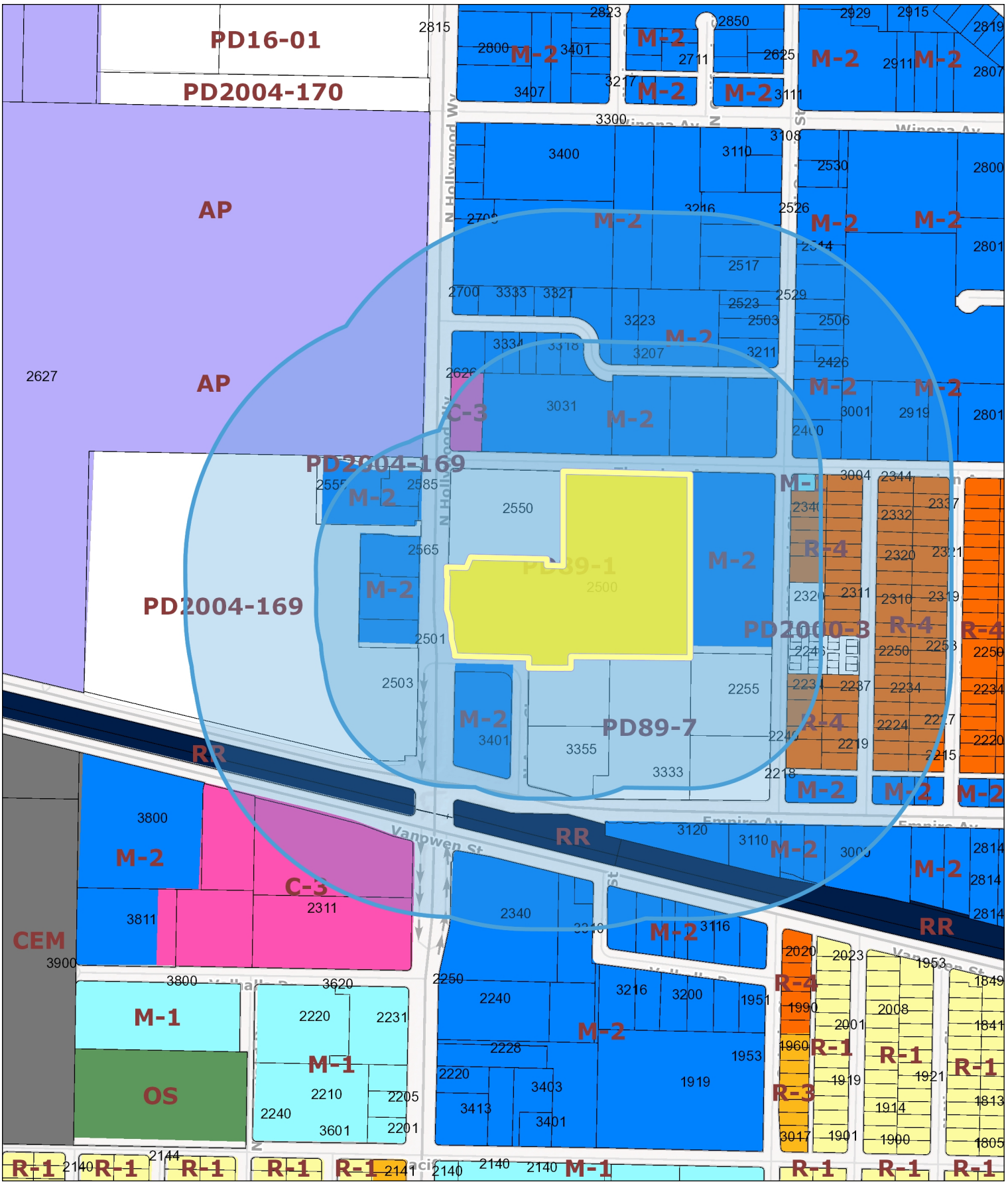
Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
HAZARDS AND HAZARDOUS MATERIALS						
Mitigation Measures						
HAZ-1: Prior to the issuance of building permits, the Applicant shall include on the building plans an appropriate vapor intrusion mitigation system using a VOC-compatible vapor barrier that is incorporated into the design of new onsite structures, where there may be a potential for vapor intrusion risk to occupants. The elements of the vapor intrusion mitigation system shall include the design of an appropriate vapor barrier compatible with known VOCs, installation oversight to ensure compliance with VOC barrier manufacturers' warranty requirements, and subsequent post-installation VOC barrier integrity testing. The Applicant shall incorporate all requirements in the design of the Project as set forth by the applicable regulatory oversight agency for issuance of building permits, including the following measures: The proposed design of the vapor barrier shall be pre-approved by the applicable regulatory oversight agency (e.g., DTSC, the LARWQCB, or other appropriate local regulatory agency). The design of a physical vapor barrier beneath the structure(s) foundation shall prevent soil gas from seeping into breathing spaces inside the structure. The system shall include a passive or powered vapor mitigation system layer that draws soil gas out of the under-foundation base rock and directs that soil gas to a treatment system to prevent people from being exposed	Prior to the issuance of building permits	Review and approval of building plans *Following implementation*: Documentation of testing and vapor barrier installation; Submittal of Operations, Maintenance, and Monitoring (OMM) Plan	Project Applicant; Contractor/Regulatory Agency City of Burbank Community Development Department Building & Safety Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
outdoors. Any contaminants found in shallow soil vapor shall be mitigated to levels that are protective of human health for the proposed commercial uses. Upon completion, the Project Applicant shall prepare a report documenting the testing results and installed vapor mitigation method and submit the report to the regulatory agency with jurisdiction. An Operations, Maintenance, and Monitoring (OMM) Plan shall be prepared and implemented to maintain the vapor barrier system and confirm that the vapor barrier system continues to be protective of human health. The OMM Plan shall include details of methods for monitoring the vapor barrier system, provide monitoring frequencies and maintenance procedures for the system components and provide for post construction indoor air quality monitoring. The OMM Plan shall be approved by the regulatory agency with jurisdiction.						
HAZ-2: Prior to the issuance of a grading permit, the Applicant shall submit a Soils Management Plan (SMP) to the City of Burbank Community Development Department Building & Safety Division that addresses the proper characterization and handling of potential VOC-impacted soils, and other contaminants of concern that may be present. The SMP shall require that, as grading, excavation, and trenching are performed, exposed soil shall be monitored for stained or discolored soil, wet or saturated soils, or odors. If impacted soil is encountered, the soil shall be analyzed to identify and characterize the impact and determine if soil remediation is required. Soil samples shall be analyzed by an appropriate State-certified	Prior to the issuance of grading permit	Approval of Soils Management Plan	Project Applicant; Contractor/ City of Burbank Community Development Department Building & Safety Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
laboratory using appropriate methods based on the parameters to be analyzed. When a new area of contamination is identified, it shall be characterized to assess its lateral and vertical extent. The likely excavation of impacted soil shall be followed by segregated stockpiling or direct-loading, waste profiling, and offsite disposal or recycling, which shall be performed in accordance with applicable federal, State, and local regulations.						
NOISE						
Mitigation Measures						
NOI-1: The Project Applicant and/or Contractor shall implement the following noise-attenuating measures during construction of the proposed Project: • Construction contracts shall specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers. • A sign, legible at 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.	Prior to the issuance of grading or building permit; On-going during construction	Approval of notices and signs; Proof of Noise Disturbance Coordinator; Verification during construction activities; Approval of construction haul routes	Project Applicant; Contractor/ City of Burbank Community Development Department Planning Division; City of Burbank Building Official; City of Burbank Public Works Department – Traffic Division			

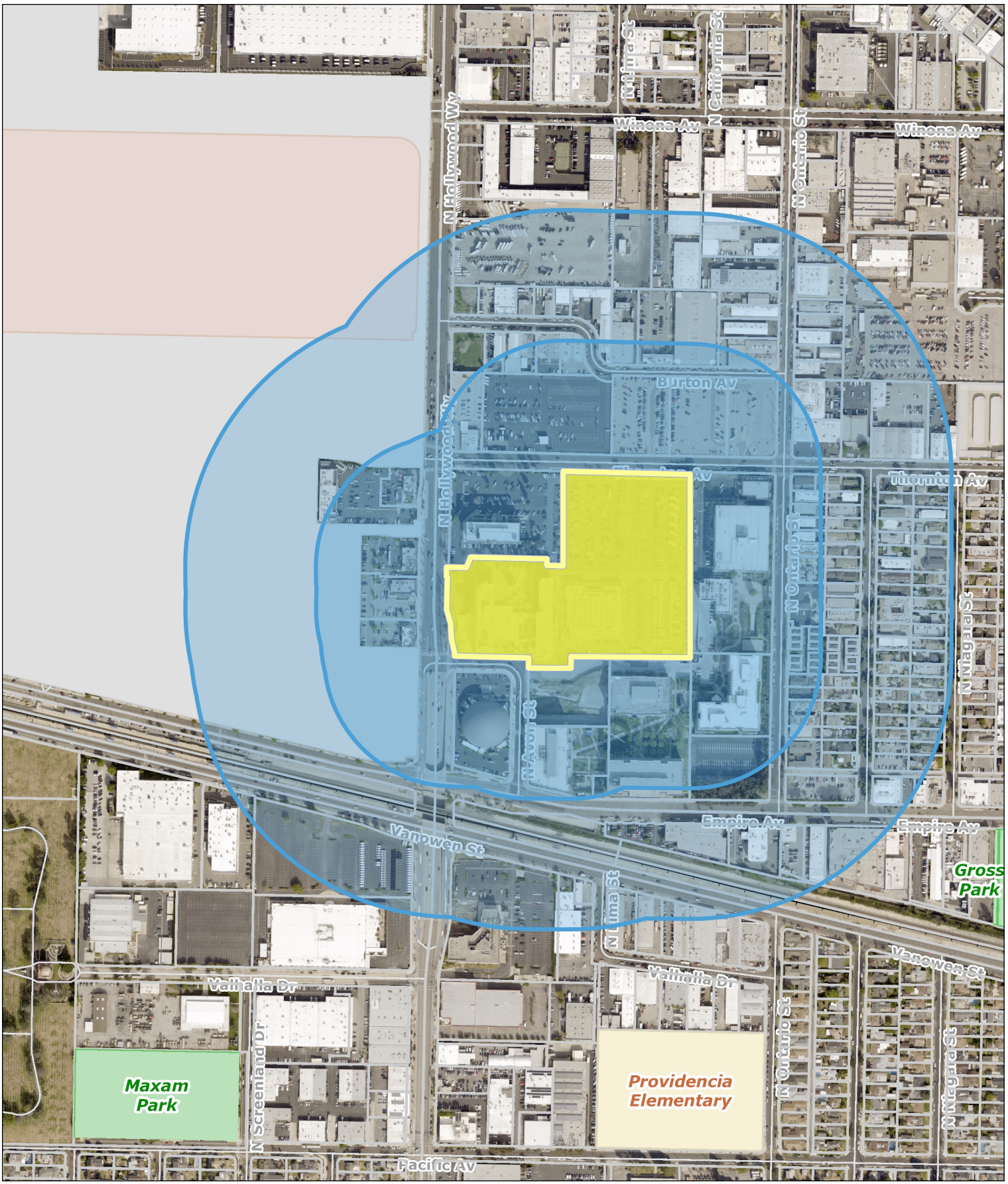
Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
• The project Applicant shall provide, to the satisfaction of the City of Burbank Community Development Department's Planning Division, 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 reviewed and approved by the City's Building Official						

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
and City Traffic Engineer and 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.						
NOI-2: The following measure shall be incorporated on all grading and building plans and specifications subject to approval of the City's Building and Safety Division prior to issuance of a grading permit: • Sonic pile drivers shall be used as an alternative to impact pile drivers to reduce groundborne vibration levels. Impact pile driver operations shall be prohibited.	Prior to the issuance of grading permit	Review and approval of grading and building plans	Project Applicant; Contractor/ City of Burbank Community Development Department Building and Safety Division			
TRIBAL CULTURAL RESOURCES						
Mitigation Measures						
Refer to Mitigation Measures CUL-1 and CUL-2.	--	--	--			
UTILITIES AND SERVICE SYSTEMS						
Mitigation Measures						
Refer to Mitigation Measure NOI-1.	--	--	--			



Zoning/Public Noticing/Fair Political Practices Act Compliance Map

487.3 0 487.3 Feet



Aerial Photography Map

487.3 0 487.3 Feet


Hollywood Way
Thornton Avenue
Google
N



View from the northeastern portion of the Project Site looking southeast at the office buildings to the east and south



View of the land uses north of the Project Site across Thornton Avenue looking northeast



View of the dome south of the Project Site from the eastern side of Avon Drive looking west toward Hollywood Way with the southern portion of the Project Site shown on the right-hand side of the photo



View from the southeastern corner of Thornton Avenue and Hollywood Way looking northwest at the entrance of Hollywood Burbank Airport



View of the Marriott Hotel arrival area from the entrance at Hollywood Way



View of the Marriott Hotel looking south from the northwestern portion of the Project Site



View from the eastern portion of the Project Site looking west across the Project Site



View of the Marriott Hotel and Convention Center looking southwest from the eastern portion of the Project Site

City of Burbank
Planning and Transportation Division

GENERAL COMMERCIAL AND INDUSTRIAL DEVELOPMENT PERMIT
Application

150 North Third Street
Burbank, California 91502
www.burbankusa.com
T: 818-238-5250
F: 818-238-5150

A General Commercial and Industrial development permit application form, along with all applicable specific application forms and other required materials must be completed and submitted to the Planning and Transportation Division for all projects that are subject to review and/or approval by the City of Burbank. Please complete each section. If certain items do not apply to this project, please indicate with a "N/A." Incomplete application forms may result in processing delays.

NOTE: Unless exempt, all project applications are subject to the requirements and guidelines of the California Environmental Quality Act (CEQA). Should you have any questions please call the Planning Division at 818-238-5250.

Application Types

☐ Administrative Use Permit	☐ General Plan Amendment	☐ Sign Variance
☐ Conditional Use Permit	☐ Lot Line Adjustment	☐ Variance
☐ Covenant Agreement	☒ Map (Tentative Tract Map, Parcel Map)	☐ Zone Map Amendment
☒ Development Agreement	☒ Planned Development	☐ Zone Text Amendment
☒ Development Review	☐ Parking Agreement	☐ Other _____

Project Information

Project Address: 2500 North Hollywood Way, Burbank, CA 91505	Zoning: PD 89-1
Current use of site: Hotel and Convention Center	Existing Covenants: ☐ No ☒ Yes. If yes, attach copies Reciprocal Easement Agreement
Lot Area: 11.76 Acres or 512,265 Square Feet	Year(s) structure(s) built: Marriott West Tower 1981, East Tower 1989, Convention Center 1990
APN: 2464-004-015	Legal Description: Hotel with Conference Center (488 Guest Rooms)
Number of existing on-site parking spaces: 758	Existing square footage: 316,800 Square Feet

Current Site Description: Describe the project site as it currently exists, including information about topography, soil stability, plants (including mature trees) and animals, and any cultural historical or scenic attributes. Describe any existing structure(s) on the site and the use of the structure(s). Attach photographs of the site. (Prepare/attach separate exhibit(s) as necessary)

The site is currently occupied by Marriott Hotel consisting of approximately 488 guest rooms and Convention Center of approximately 39,000 Square Feet, and surface parking. See attached package for more information.

Project Description/Applicant Request: (You may need to prepare and attach separate exhibits)

1. If the project involves demolition and new construction, describe total project. e.g. demolition, age of building to be demolished, grading, excavation, construction, etc.
2. If commercial, indicate the type, whether neighborhood, city, or regionally oriented, square footage of sales area, square footage of office area, loading facilities, and number of employees.
3. If industrial, indicate type, estimated employment per shift, number of shifts and loading facilities.
4. If institutional, indicate the major function, estimated employment per shift, number of shifts, estimated occupancy, loading facilities, and community benefits to be derived from the project.
5. Will project be owner-occupied or will it be leased to tenants not currently identified? If tenants are known, please list them.

The project site is currently a surface parking lot. The new proposed project includes 2 Phases. Phase 1 consists of a new hotel with surface parking. There are 2 options for Phase 2. Option A proposes an additional hotel with a parking structure, Option B proposes an office building with a parking structure.

RECEIVED
JUN 15 2016
By

Project No. _____ Address: 2500 North Hollywood Way Burbank, CA 91505 Date: _____

Applicant			
Name/Firm:	Sheri Meshkinpour / SmithGroupJJR		
Address:	550 South Hope Street, Suite 1950, Los Angeles, CA 90071		
Primary phone number	213.228. 6900	Alternate phone number	213.228.6935
E-mail address:	sheri.meshkinpour@smithgroupjjr.com		
Primary contact for this application:	☑ Yes	☐ No	

Property Owner of Record			
Name/Firm:	Chad Cooley / AWH Partners		
Address:	1040 Avenue of the Americas, 9th Floor, New York, NY 10018		
Primary phone number	212-459-2950	Alternate phone number	917-656-8906
E-mail address:	ccooley@awhpartners.com		
Primary contact for this application:	☑ Yes	☐ No	

Contact Person (If different from above)			
Name/Firm:	William Devine / Allen Matkins Leck Gamble Mallory & Natsis LLP		
Address:	1900 Main Street, 5th Floor Irvine, CA 92614		
Primary phone number	949.851.5412	Alternate phone number	949.230.5978
E-mail address:	wdevin@allenmatkins.com		
Primary contact for this application:	☑ Yes	☐ No	

Property Owner's Affidavit	Applicant's Affidavit
I hereby certify that I am the legally authorized owner of the property involved in this application or have been empowered to sign as the owner on behalf of a corporation, partnership, or business as evidenced by the documents attached hereto. I hereby grant to the applicant of this form permission to submit this application. I declare under penalty of perjury that the foregoing is true and correct.	I hereby certify that the information furnished in this application and the attached materials are true and correct to the best of my knowledge and belief. Further, should the stated information be found false or insufficient, I agree to revise the information as appropriate. I understand that the City of Burbank cannot process this application until all required information is provided. I understand there is no guarantee, expressed or implied, that any permit or application will be granted. I understand that each matter must be carefully investigated and the resulting recommendation or decision may be contrary to a position taken or implied in any preliminary discussions. I understand that I have the burden of proof in the matter arising under this application. I declare under penalty of perjury that the foregoing is true and correct.
Property owner's signature: Attached	Applicant signature:
Date:	Date: 6/15/16

Staff Comments (For City Use Only)		
Filing fee:	Date received:	
Project No.:	Received by:	
☐ Plans	☐ Labels	☐ Radius Map
Notes:		

Project No. _____ Address: 2500 North Hollywood Way Burbank, CA 91505 Date: _____

ENVIRONMENTAL INFORMATION

1. List and describe all other related permits and other public approvals required for the project, including those required by City, Regional, State and Federal agencies.

Are the following items applicable to the project or its effects? Discuss below all items checked yes. (Attach additional sheets as necessary.)

2.	Are Federal, State and/or County funds involved in this project? If yes, please specify:	☐ Yes	☑ No
3.	Will paints, solvents, asbestos, pressurized gas, cleaning fluids, acids or other chemicals be used in the business? If yes, please specify:	☐ Yes	☑ No
4.	Do you have a hazardous materials list on file with the Burbank Fire Department?	☐ Yes	☑ No
5.	Change in existing features of any hills or substantial alteration of topography	☐ Yes	☑ No
6.	Change in scenic views or vistas from existing residential areas, public lands or roads	☐ Yes	☑ No
7.	Change in pattern, scale or character of general area of project	☐ Yes	☑ No
8.	Significant amounts of solid waste or litter	☐ Yes	☑ No
9.	Change in dust, ash, smoke, fumes or odors in vicinity	☐ Yes	☑ No
10.	Change in ground water quality or quantity, or alteration of existing drainage patterns	☐ Yes	☑ No
11.	Substantial change in existing noise or vibration levels in the vicinity	☐ Yes	☑ No
12.	Site on filled land or on slope of 10% or more	☐ Yes	☑ No
13.	Use or disposal of potentially hazardous materials, such as toxic substances, flammable or explosives	☐ Yes	☑ No
14.	Substantial change in demand for municipal services (police, fire, water, electricity, sewage, etc.)	☐ Yes	☑ No
15.	Substantial increase in fossil fuel consumption (electricity, oil, natural gas, etc.)	☐ Yes	☑ No
16.	Is there a relationship to a larger project or series of projects? If new construction or expansion of present facilities will take place after demolition, the action is part of a larger project.	☐ Yes	☑ No

17. Describe the surrounding properties, including information on plants (including mature trees) and animals and any cultural, historical or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (single-family, apartment houses, commercial, industrial, etc...). Photographs may accompany written description (Prepare/attach separate exhibit(s) as necessary.)

See attached drawing package

18. Describe how the project will affect existing patterns of land use. If new construction alters land use from existing patterns, requires a variance or conditional use permit, or increases size or bulk of existing uses please describe. (Prepare/attach separate exhibit(s) as necessary.)

See attached drawing package

Project No. _____ Address: 2500 North Hollywood Way Burbank, CA 91505 Date: _____

City of Burbank
Planning and Transportation Division
PLANNED DEVELOPMENT
Application

150 North Third Street
Burbank, California 91502
www.burbankusa.com
T: 818-235-5250
F: 818-238-5150

To all applicants: There is no guarantee, expressed or implied, that any permit or application will be granted. The applicant shall understand that each matter must be carefully investigated and the resulting recommendation or decision may be contrary to a position taken or implied in any preliminary discussions. Also note the burden of proof regarding this application rests upon the applicant.

PLEASE PROVIDE THE FOLLOWING:
1. Application Fees. A Los Angeles County Clerk filing fee for CEQA may be required at time of application and another fee may be necessary depending on the type of environmental review required
2. A general application, radius map, and labels (in accordance with attached requirements).
3. 18 full sized copies of site plan, floor plans, and elevations to show alterations or new construction proposed, drawn to scale and adequately dimensioned **and** one reduced copy of the plans (11" x 17"). (See attached plan requirements)
4. 18 copies of any supporting documents that are in color
5. Vehicular and Circulation Plan - for streets and rights-of-way within and adjacent to the planned development and for intersections and extensions of vehicles, goods, pedestrians, and bicycles within the planned development, and to and from adjacent streets.
6. Parking Plan - Fully dimensioned, showing all proposed parking, including garages, and covered and uncovered stalls. Number each stall, show striping, wheel stops, and directional arrows. Show the dimensions of all circulation features including internal streets, driveways, turn around areas, access areas, and loading or service areas.
7. Floor Plans - For each floor, fully dimensioned, showing interior floor plan. Show distance to property lines on all sides for all projections including fireplaces, chimneys, porches, platforms, stairways, and balconies.
8. Building Elevations – For each principal frontage, fully dimensioned, fully specifying roof and exterior wall materials, color, and texture. Show total height of structure, on each elevation view, measured from natural grade to highest point on structure.
9. Common Facilities Plan - For residential developments, such as open space areas, swimming pools and cabanas, recreation centers, and tennis courts. This shall include plans for all common facilities areas and a complete narrative description of all proposed activities.

	THE FOLLOWING ITEMS ARE REQUIRED UNLESS INITIALED BY A PLANNER
	On-site drainage plan - minimum scale, indicating grading and drainage of site and affected areas adjacent to the site.
X	Sign plan - Fully dimensioned elevation of each sign proposed, calling out all dimensions, textures, colors, illumination, and placement details. Show relationship to all driveways, landscape areas, parking stalls, and buildings. Show relationship to all other signs on the premises existing and proposed.
	Exterior lighting plan - showing the location, type, height, and manufacturing specifications of any fixtures.
X	Landscape plan - Fully dimensioned and detailed landscape plan drawn at the same scale as the plot plan, and including: full specifications chart calling out all plant types by botanical and common name, number, size, planting distances, specifications, planting and staking details, irrigation specifications, curbing; hardscape treatments, location of all street trees, light standards, parkway treatments, fences and walls.
	Cut and fill map - topographic map of the entire site, showing contours of entire site at an interval of five feet, colored to indicate cut (brown) and fill (yellow), natural (green), pads, and streets (white).
	Survey of site - a complete survey of the entire project area prepared by a civil engineer or licensed land surveyor. The survey shall show all boundaries, monuments, and contour lines at 5-foot intervals
X	Walls and fences - showing the location, dimensions, and construction type should be on the site plan
	Energy consumption measures - description of measures intended to reduce energy consumption, including active solar systems, and measures to provide for passive and natural heating and cooling opportunities.
X	Tabulations showing the following: Square footage and percent of commonly-owned open space area. Square footage and percent of lot coverage. Square footage and percent of lot coverage by impermeable surface. Square footage and percent of landscape areas. Square footage of each dwelling unit and/or tenant space.

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JUN 15 2016
By

Project No. _____ Address: 2500 North Hollywood Way, Burbank, CA 91505 Date: _____

X	Materials palette - depicting the exterior treatment of the development
X	Color perspective - one architectural quality rendering of the property in either one or two point perspective, showing all applicable exterior treatment details including surfaces, roof textures and planes, streetscape/hardscape, landscape, and parking lot
	Additional information the City Planner deems appropriate or necessary is listed below. This constitutes written notice under Burbank Municipal Code Section 10-1-19125 (e).

Residential Projects	
Unit Type	**Number of Units**
Studio	
One Bedroom	
Two Bedroom	
Three Bedroom	
More Than Three Bedrooms	
Total Number of Units	
Gross Land Area:	Gross Square Feet of Land Area Per Unit:
Height (in feet):	Number of Floors:
Type (UBC) of Construction:	
Parking Provided	
Compact	Standard
Guests	Total

Non-Residential Projects					
Type of Land Use: ☐ Retail ☐ Industrial ☐ Office ☒ Other					
Floor Area of Building(s): Existing & New 593,200 square feet		Site Area:	512,265	square feet	
Floor Area Ratio (floor area divided by site area): Existing & New 1.16 For Largest Option Proposed					
Amount of Parking Provided: Compact	0	Standard	1530	Total	Existing & New For Largest Option Proposed: 1530 (See Attached)

Proposed Development Schedule			
	Phase I	Phase II	Other Phases
Begin Construction	As soon as building permits are obtained	No Set Date	
Construction Completed	16 months	No Set Date	
Full Occupancy	N/A	No Set Date	

List below the public improvements related to each phase that are needed
Phase I
Phase II
Other Phases

Project No. _____ Address: 2500 North Hollywood Way Burbank, CA 91505 Date: _____

Program Statement
List uses proposed:
The new proposed project includes 2 Phases. Phase 1 consists of a new hotel with surface parking.
There are 2 options for Phase 2. Option A proposes an additional hotel with a parking structure, Option B proposes an office building with a parking structure.
General Plan Amendment Do you propose a use or structure which is not consistent with the Burbank General Plan? Yes ☐ No ☑ If no, what is the General Plan Amendment proposed? Please provide justification for proposed General Plan Amendment.
Requests for specific regulation: The planned development process allows specific regulation by development agreement in place of the requirements found in the Burbank Municipal Code.
Zoning: Do you propose a land use not permitted or conditionally permitted under current zoning? Yes ☐ No ☑ If yes, what are the proposed land uses not currently permitted under the existing zoning, why is the land use you propose more beneficial to the City than the land uses allowed under current zoning and why would the land use you propose not be detrimental to the surrounding neighborhood and community?
Do you propose any subdivision of land as part of your project such as a parcel map, tract map, or lot line adjustment? Yes ☐ No ☑ If yes, please complete the appropriate application form(s) and include as an attachment.

ATTACHMENT 4 - 7

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Search Results

Search Text: 2500, N Hollywood Way , CA-Los Angeles

Search Results: 1 Match(es)

Select a Property:

Record Number	APN/Tax Number	Owner Name	Property Address
1.	2464-004-015	Awh Burbank Hotel Llc	2500 N Hollywood Way Burbank, CA 91505

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MARRIOTT
ALOFT AND RESIDENCE INN HOTELS
2500 NORTH HOLLYWOOD WAY
BURBANK , CA 91505

OWNER:

AWH PARTNERS

1040 AVENUE OF THE AMERICAS, 9TH FLOOR, NEW YORK, NY 10018
TIM OSIECKI, PRESIDENT DEVELOPMENT
646.681.2348

SUBMITTED TO:

CITY OF BURBANK

FOR:

PLANNED DEVELOPMENT REVIEW
02/29/2024

PROJECT SUMMARY

ZONING:	PD 89-1
GENERAL PLAN DESIGNATION:	REGIONAL COMMERCIAL
LOT SIZE:	512,265 SF. (11.76 ACRES)
ASSESSORS PARCEL NUMBER:	246-004-015
EXISTING HOTEL:	9 STORIES - CONSTRUCTED BETWEEN 1981 AND 1991
EXISTING CONFERENCE CENTER:	1 STORY - CONSTRUCTED 1991
ALLOWED HEIGHT:	118' - 8 STORIES
PERMITED USES:	GENERAL OFFICES, BANK, HOTEL, CONFERENCE CENTER
ALLOWED SIZE:	183,200 SF.
DENSITY:	488 GUESTROOMS
PROPOSED USES:	HOTEL, PARKING GARAGE
PROPOSED DENSITY INCREASE:	420 GUESTROOMS (ALOFT = 203, RESIDENCE INN = 217)
PROPOSED BUILDING HEIGHT:	
HOTEL:	83'-1" (MEASURED FROM AVERAGE GRADE TO THE CEILING OF THE HIGHEST ROOM PERMITTED FOR HUMAN OCCUPANCY).
PARKING STRUCTURE:	44'-5" (MEASURED FROM AVERAGE GRADE TO THE CEILING OF THE HIGHEST ROOM PERMITTED FOR HUMAN OCCUPANCY)
PROPOSED NUMBER OF STORIES:	
HOTEL:	7 STORIES
PARKING GARAGE:	4 STORIES

BUILDING AREAS:

	GROSS	ADJUSTED GROSS
EXISTING HOTEL:	277,600 S.F.	
(E) CONFERENCE CENTER:	39,000 S.F.	
TOTAL (E) BUILDING AREA:	316,800 S.F.	316,800 SF.
PROPOSED HOTEL:	262,338 S.F.	231,898 S.F.
PROPOSED PARKING GARAGE:	208,040 S.F.	198,700 S.F.
ACCESSORY STRUCTURE:	2,760 S.F. (PORTE COCHERE)	2,760 S.F.
TOTAL PROPOSED AREA:	473,138 S.F.	433,358 S.F.
TOTAL BUILDING AREA:	789,938 S.F.	750,158 S.F.

FLOOR AREA RATIO (F.A.R.)	MAX ALLOWED PER REGIONAL COMMERCIAL = 1.25 SITE AREA = 512,265 S.F. X 1.25 = 640,331 S.F. (ADJUSTED GROSS AREA ALLOWED) ADJUSTED GROSS AREA = 551,458 S.F (GARAGE NOT INCLUDED)
BUILDING SETBACKS:	REQ. FRONT = 5' MIN. OR 20%OF BUILDING HEIGHT WHICHEVER IS GREATER (PER ADJACENT ZONING OF M-2). HOTEL = 20% X 83' = 17'. SETBACK PROVIDED = 64' GARAGE = 20% X 41' = 8.2'. SETBACK PROVIDED = 10'
REQUIRED PARKING:	EXISTING MARRIOTT HOTEL AND CONFERENCE CENTER = 763 SPACES PROPOSED HOTEL: 1 SPACE / GUESTROOM = 420 SPACES TOTAL REQUIRED PER ZONING: = 1,183 SPACES. TOTAL REQUIRED PER PARKING STUDY: = 1,025 SPACES
PARKING PROVIDED	1,051 SPACES (SEE SUMMARY ON SHEET DR2.0 FOR ADDITIONAL INFORMATION)
LOADING SPACES REQUIRED:	3 SPACES (FOR HOTELS OVER 100,000 S.F.)
LOADING SPACES PROVIDED:	3 SPACES
BICYCLE PARKING PROVIDED:	62 SPACES 6% (EVENT PARKING NOT INCL.)

SITE AREA TO BE IMPROVED:

PAVED AREA:	184,030 S.F. (APPROX.)	59.6%
BUILDING COVERAGE:	85,590 S.F.	27.7%
LANDSCAPE AREA:	39,000 S.F. (APPROX.)	12.7%
TOTAL AREA OF IMPROVEMENTS:	308,620 S.F. (APPROX.)	

PROJECT TEAM

OWNER
AWH PARTNERS
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9TH FLOOR
NEW YORK, NY 10018
(646) 681-2348
TIMOTHY OSIECKI
TOSIECKI@AWHPARTNERS.COM

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JON ROBISON
JROBISON@ROBISONENGINEERING.COM

DRAWING INDEX

DR1.0	COVER SHEET	C1.0	CONCEPTUAL SITE PRECISE GRADING PLAN
DR2.0	EXISTING SITE PLAN	C1.1	CONCEPTUAL SITE PRECISE GRADING PLAN
DR2.1	EXISTING CONDITIONS	C2.0	CONCEPTUAL SITE EARTHWORK STUDY
DR2.2	NEW SITE PLAN	C3.0	CONCEPTUAL GARAGE STRUCTURAL EXCAVATION PLAN
DR2.3	PASEO EXTENSION PLAN ENLARGED HOTEL ENTRY DROP OFF PLAN PROPOSED BWP ELECTRICAL SERVICE PLAN	C4.0	CONCEPTUAL L.I.D. PLAN
		C5.0	CONCEPTUAL SITE UTILITY PLAN
		C6.0	CONCEPTUAL FIRE APPARATUS AND SERVICE TRUCK CIRCULATION PLAN
DR3.0	BUILDING CODE SUMMARY AND DIAGRAMS	C7.0	CONCEPTUAL OFFSITE IMPROVEMENT PLAN - THORNTON
DR4.0	HOTEL - GROUND LEVEL FLOOR PLAN	C7.1	CONCEPTUAL OFFSITE IMPROVEMENT PLAN - AVON
DR4.1	HOTEL - 2ND FLOOR PLAN	C7.2	TRUCK TURNING RADII ON AVON STREET
DR4.2	HOTEL - 3RD-5TH FLOOR PLAN		
DR4.3	HOTEL - 6TH FLOOR PLAN	L1.101	SCHEMATIC SITE LANDSCAPE CONTEXT PLAN
DR4.4	HOTEL - 7TH FLOOR PLAN	L2.101	OVERALL SITE LANDSCAPING PLAN
DR4.5	HOTEL - ROOF PLAN	L2.102	PARKING AND CIRCULATION PLAN
DR5.0	GARAGE - LEVEL 1 PLAN	L3.101	SITE PLAN ENLARGEMENTS
DR5.1	GARAGE - LEVEL 2 PLAN	L3.102	SITE PLAN ENLARGEMENTS
DR5.2	GARAGE - LEVEL 3 PLAN	L3.103	SITE PLAN ENLARGEMENTS
DR5.3	GARAGE - LEVEL 4 PLAN	L3.104	SITE PLAN ENLARGEMENTS
DR5.4	GARAGE - ROOF PLAN	L3.105	SECTION
DR6.0	BUILDING SECTIONS	L3.106	REFERENCE IMAGERY
DR6.1	SITE SECTION AND WINDOW TYPES	L5.101	SCHEMATIC IRRIGATION PLAN
DR6.2	WALL SECTIONS	L6.101	SCHEMATIC TREE PLAN
DR7.0	HOTEL ELEVATIONS	L6.102	CONCEPT SHRUB PALETTE
DR7.1	HOTEL ELEVATIONS	L7.101	SURFACE PARKING CALCULATIONS
DR8.0	GARAGE ELEVATIONS	L8.101	CONCEPTUAL LIGHTING PLAN
DR8.1	GARAGE ELEVATIONS		
DR9.0	THORNTON AVE. VIEWS		
DR9.1	THORNTON AVE. AND MARRIOTT DRIVE VIEWS		
DR9.2	MARRIOTT DRIVE AND THORNTON GATEWAY VIEWS		
DR9.3	MARRIOTT DRIVE, PORTE COCHERE AND WATER FEATURE VIEWS		
DR9.4	COURTYARD VIEW		

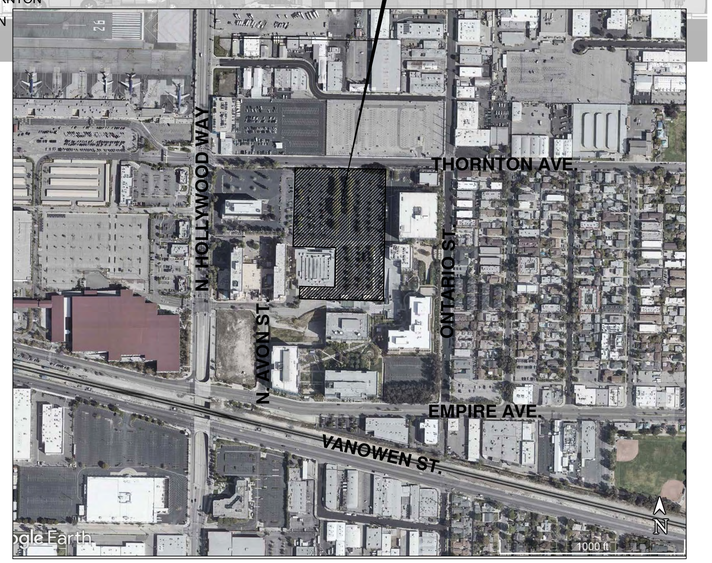
PROJECT DESCRIPTION (SCOPE OF WORK)

THE PROPOSED PROJECT IS A NEW 7-STORY, 262,338 SF, 420-ROOM DUAL-BRAND HOTEL AND A SEPARATE 4-STORY 208,040 SF, VALET-ONLY PARKING GARAGE PROVIDING UP TO 766 PARKING SPACES, WITH AN ADDITIONAL 250 PARKING SPACES ON GRADE. THE EXISTING HOTEL AND CONVENTION CENTER ON THE PARCEL WILL REMAIN.

THE PRIMARY ENTRANCE IS FROM THORNTON AVE., WITH A PORTE COCHERE COVERING THE DROP-OFF AND SEPARATE ENTRANCES FOR EACH HOTEL BRAND. THE HOTEL TRASH ROOM IS ON THE EAST SIDE OF THE HOTEL, AND THERE ARE 3 LOADING SPACES SERVING THE HOTEL. THE 1ST FLOOR GUEST AMENITIES INCLUDE A 880 SF POOL IN THE CENTRAL COURTYARD WITH A LARGE DECK AREA, A 1,500 SF CONFERENCE ROOM WITH ADJOINING OUTDOOR TERRACE, A SMALLER EXECUTIVE CONFERENCE ROOM, AND GUEST DINING, SOCIALIZING AND BAR AREAS. GUEST LAUNDRY SERVICE AND A FITNESS CENTER ARE LOCATED ON THE 6TH FLOOR AND THE GUESTROOMS ARE LOCATED ON FLOORS 2-7. THERE IS ALSO 2,060 SF LEASABLE TENANT SPACE WITH A 660 SF PATIO AT THE HOTEL'S SOUTHWEST CORNER. THE SOUTH FAÇADE OF THE HOTEL OPENS UP TO THE CENTRAL COURTYARD TO PROVIDED DIRECT ACCESS FROM THE HOTEL'S SECONDARY ENTRANCES TO THE EXISTING CONFERENCE CENTER.

THE GARAGE HAS 2 VEHICULAR ACCESS POINTS, ONE FROM THE DRIVEWAY NEAR THE ENTRANCE, AND ONE AT THE GARAGE'S SOUTHEAST CORNER. BOTH ACCESS POINTS WILL HAVE PARKING CONTROL DEVICES TO PREVENT SELF-PARKING. THE GARAGE ROOF WILL BE UTILIZED FOR SOLAR PANELS. BATTERY STORAGE WILL ALSO BE PROVIDED IN THE GARAGE. THE EXISTING CONVENTION CENTER DROP-OFF AND THE SURFACE PARKING IN THE SOUTHEAST CORNER OF THE PARCEL WILL BE REPAVED AND THERE WILL BE NEW LANDSCAPING IMPROVEMENTS THROUGHOUT THE SITE.

PROJECT LOCATION



ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
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TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023.
UPDATED BICYCLE COUNT, ADDED SHEETS DR2.3, L8.101

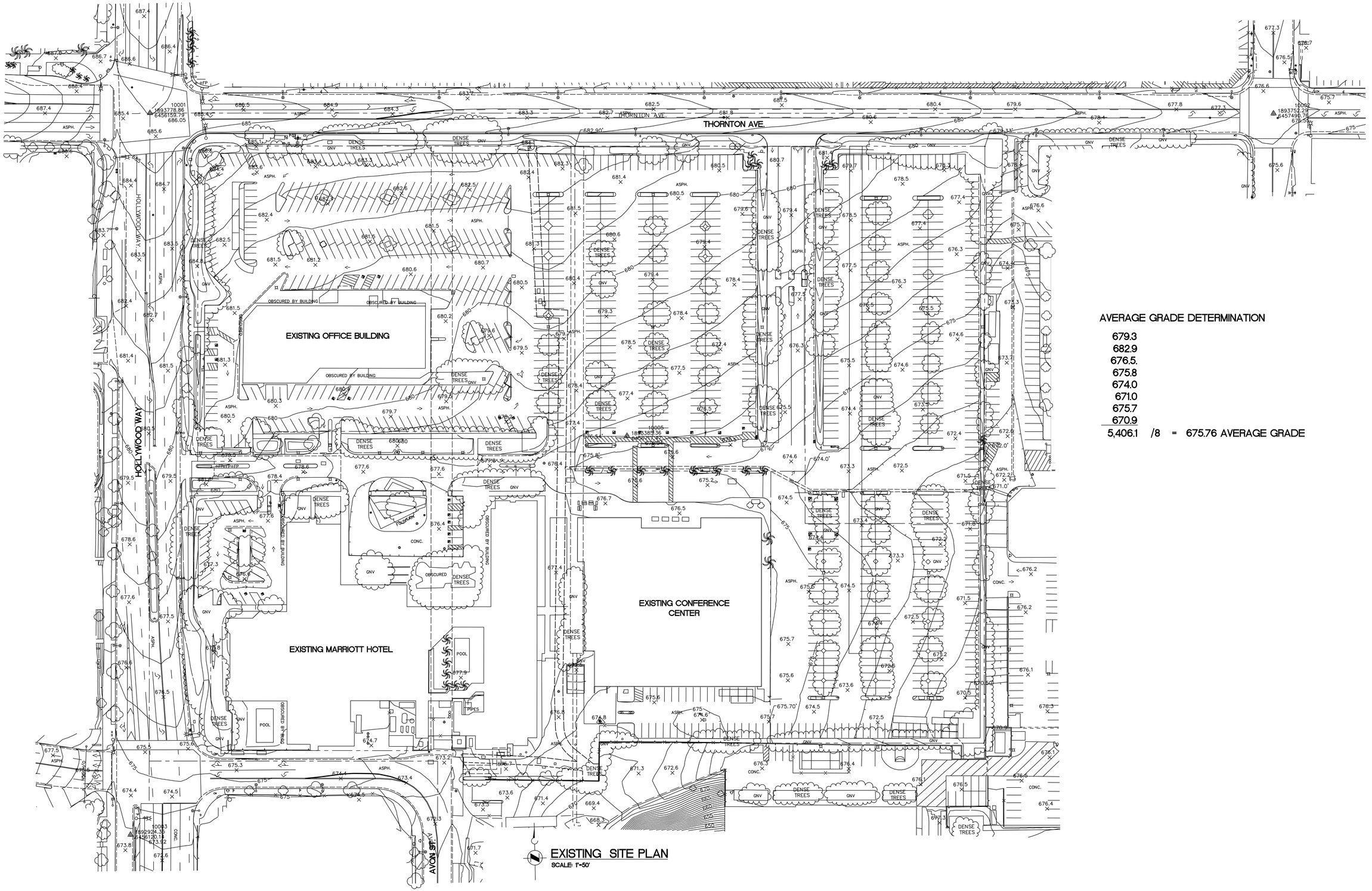
2 RESPONSE TO CITY COMMENTS 11/27/2023.
UPDATED DR2.3 TO INCLUDE ENLARGED HOTEL ENTRY DROP OFF AND PROPOSED BWP ELEC. SERVICE PLAN. ADDED SHEET C7.2.

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

COVER SHEET

JOB NO. AWH04
DATE. 02/29/2024

DRAWING NO. DR1.0



AVERAGE GRADE DETERMINATION

679.3			
682.9			
676.5.			
675.8			
674.0			
671.0			
675.7			
670.9			
5,406.1	/8	=	675.76 AVERAGE GRADE

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
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Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

EXISTING SITE PLAN

JOB NO. **AWH04**
DATE. **10/02/2023**
DRAWING NO. **DR2.0**




























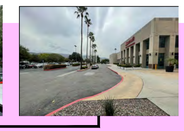














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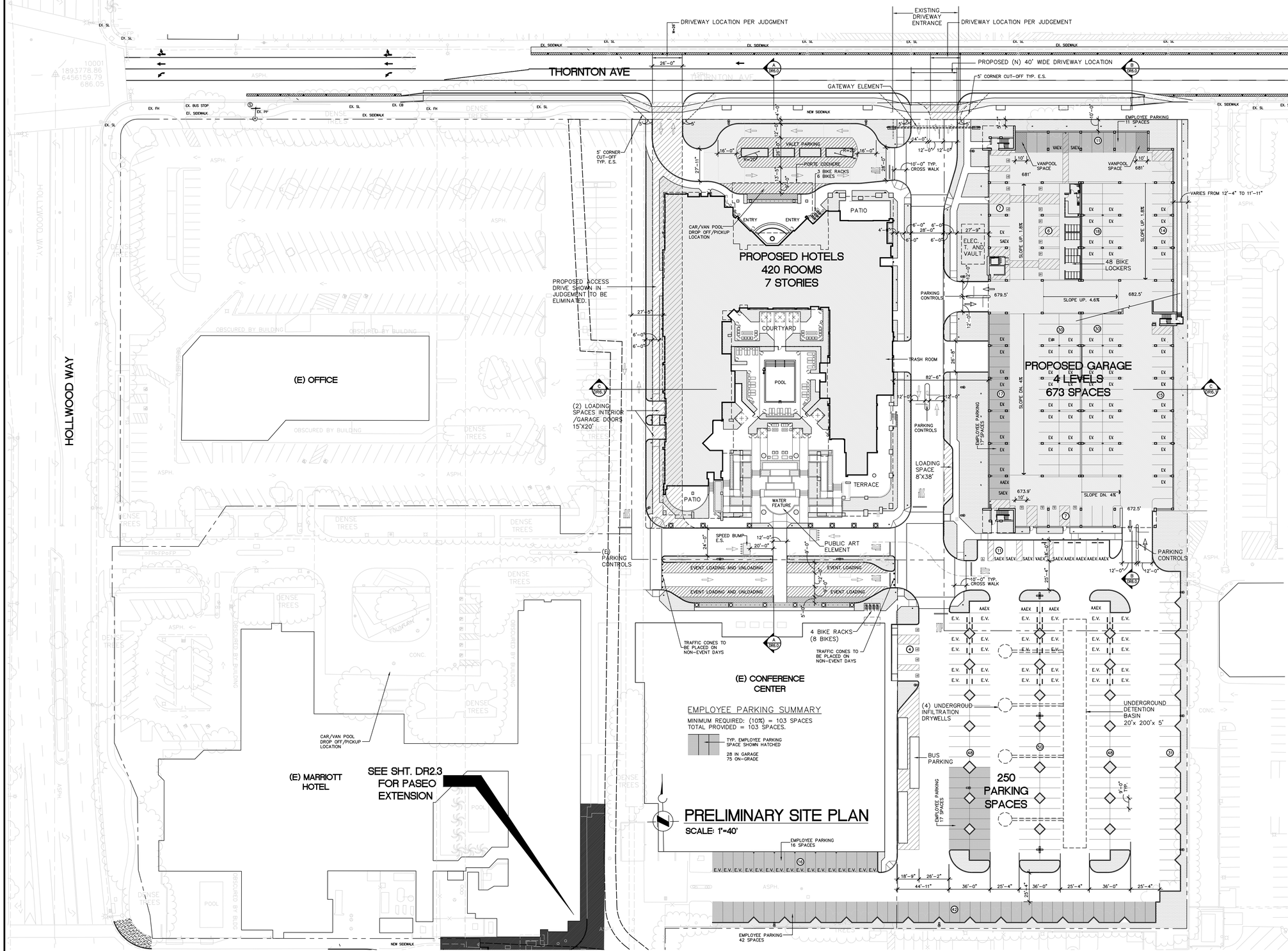
PROJECT INFO.

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

EXISTING CONDITIONS

JOB NO. **AWH04**
DATE. **10/20/2023**
DRAWING NO. **DR2.1**



PRELIMINARY SITE PLAN

SCALE: 1"=40'

PROJECT DATA

SITE AREA:	512,265 S.F. (11.76 ACRES)
PROPOSED HOTEL AREA:	262,338 SF.
PROPOSED GARAGE AREA:	208,040 SF.
PORTE COHERE:	2,760 SF.
TOTAL PROPOSED AREA:	473,138 SF.

BUILDING OCCUPANCY

HOTEL MIXED: A-2, A-3, B, F-1, R-1
ZONING: S-2

CONSTRUCTION TYPE

HOTEL FLOORS 1-2:	TYPE 1A, SPRINKLERED
HOTEL FLOORS 3-7	TYPE 3A, SPRINKLERED
GARAGE:	TYPE 1A, SPRINKLERED

SITE AREA TO BE IMPROVED: 308,620 SF. (APPROX).

PARKING SUMMARY

GARAGE (VALET ONLY)

P1	= 155
P2	= 189
P3	= 189
P4	= 140
TOTAL =	673

ON-GRADE PARKING	= 250
(E) PARKING AT MARRIOT	= 35
PARKING SPACES PROVIDED	= 958
* EVENT SPACES	= 93
TOTAL PARKING PROVIDED	= 1,051
TOTAL REQUIRED	= 1,025

* EVENT PARKING: TEMPORARY PARKING SPACES VEHICLES WILL BE VALET PARKED IN THE DRIVE AISLES OF THE GARAGE DURING EVENTS AS PART OF THE MANAGED PARKING PLAN.

BICYCLE PARKING

TOTAL MIN. REQUIRED (5%)	= 53
(15%) SHORT TERM	= 8
(85%) LONG TERM	= 44
SHORT TERM SPACES PROVIDED	= 14
LONG TERM SPACES PROVIDED	= 48
TOTAL SPACES PROVIDED	= 64

PARKING SPACE SUMMARY

ACCESSIBLE VAN SPACES:	6	
ACCESSIBLE STANDARD SPACES:	20	
SUBTOTAL:	26	2%
ACCESSIBLE VAN E.V. SPACES:	2	
ACCESSIBLE STANDARD E.V. SPACES:	8	
ACCESSIBLE AMBULATORY E.V. SPACES:	9	
STANDARD E.V. SPACES:	171	
TANDEM E.V. SPACES:	200	
SUBTOTAL	390	40%
STANDARD TANDEM SPACES:	180	
STANDARD PARKING SPACES:	368	
SUBTOTAL:	548	
EVENT SPACES:	93	
TOTAL ON SITE PARKING:	1,051	**

** NOT INCLUDING 116 RECIPROCAL SPACES ON THE ADJOINING OFFICE BUILDING LOT.

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

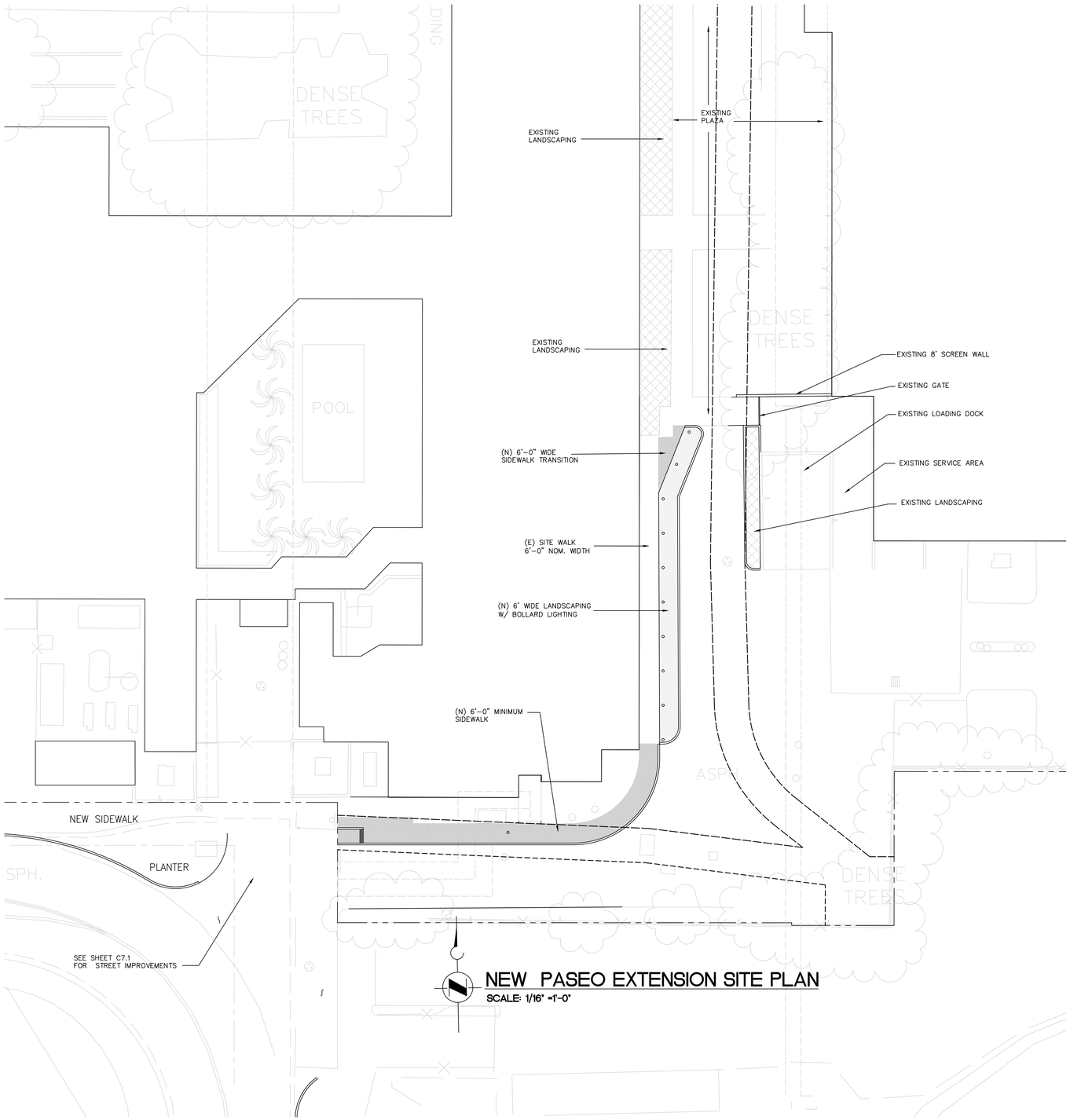
1 RESPONSE TO CITY COMMENTS 9/4/2023. VARIOUS SITE PLAN ADJUSTMENTS

2 REVISED HOTEL DROP-OFF AREA REVISED SPEED BUMP LOCATIONS

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

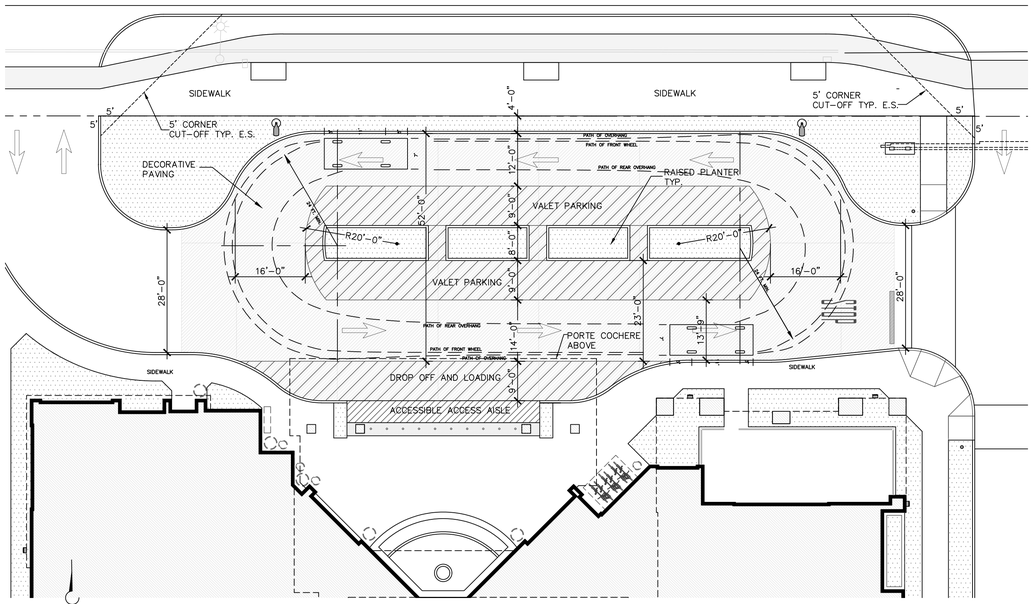
NEW SITE PLAN

JOB NO. **AWH04**
DATE. **02/29/2024**
DRAWING NO. **DR2.2**



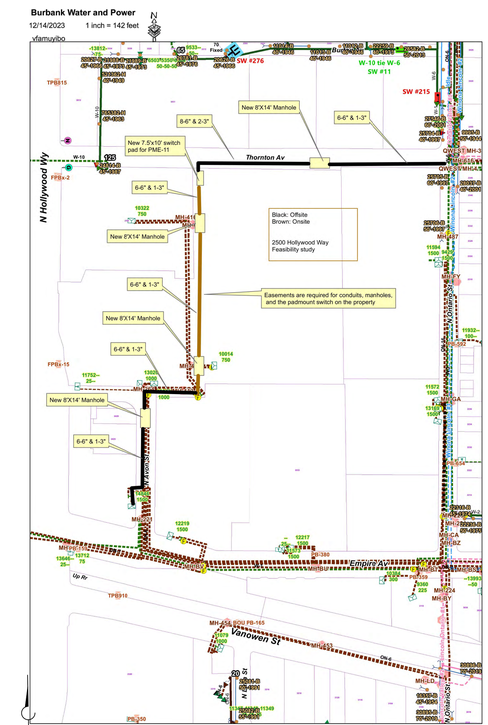
NEW PASEO EXTENSION SITE PLAN

SCALE: 1/16" =1'-0"



ENLARGED PLAN AT ENTRY DROP OFF

SCALE: 1/16" =1'-0"



PROPOSED BWP ELECTRICAL SERVICE PLAN

SCALE: N.T.S.

ARCHITECTURAL DIMENSIONS

801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023. NEW SHEET

2 ADDED ENLARGED ENTRY DROP OF PLAN ADDED BWP ELECTRICAL SERVICE PLAN

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

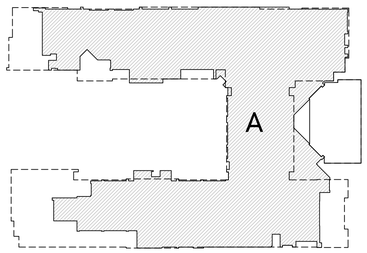
PASEO EXTENSION PLAN
ENLARGED HOTEL ENTRY DROP OFF PLAN
PROPOSED BWP ELEC. SERVICE PLAN

JOB NO. **AWH04**

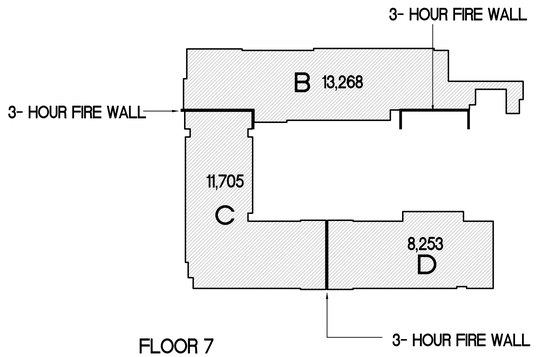
DATE. **02/29/2024**

DRAWING NO. **DR2.3**

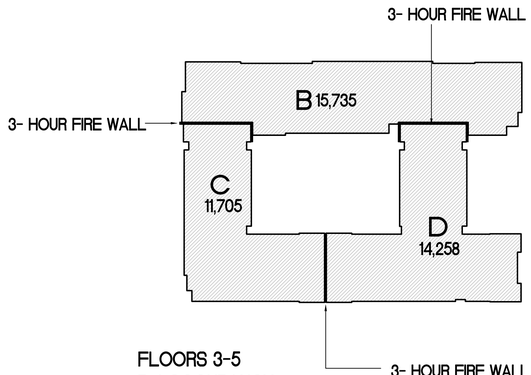
BUILDING CODE SUMMARY AND DIAGRAMS



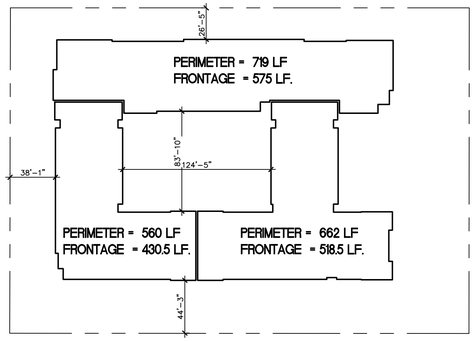
FLOORS 1-2 - UNLIMITED AREA
MIXED OCCUPANCY
TYPE 1 - CONSTRUCTION W/ SPRINKLERS



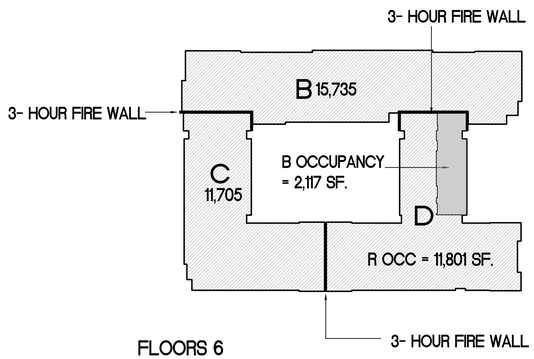
FLOOR 7
R-1 OCCUPANCY
TYPE 3A CONSTRUCTION W/ SPRINKLERS



FLOORS 3-5
R-1 OCCUPANCY
TYPE 3A CONSTRUCTION W/ SPRINKLERS



FRONTAGE INCREASE DIAGRAM



FLOORS 6
R-1 AND B OCCUPANCY
TYPE 3A CONSTRUCTION W/ SPRINKLERS

CONSTRUCTION TYPE:

GARAGE:	TYPE 1A W/ SPRINKLERS
HOTEL - FLOORS 1 AND 2:	TYPE 1A W/ SPRINKLERS
HOTEL - FLOORS 3-7:	TYPE 3A W/SPRINKLERS

OCCUPANCY CLASSIFICATION:

GARAGE:	S-1
HOTEL - FLOORS 1 AND 2:	MIXED - A2, A4, B, F-1, R-1, S-1
HOTEL - FLOORS 3,4,5,7	R-1
HOTEL - FLOOR 6	MIXED - R-1 , B

ALLOWABLE BUILDING HEIGHT AND STORIES:

GARAGE	UNLIMITED HEIGHT ALLOWED
HOTEL - FLOORS 1 AND 2:	UNLIMITED HEIGHT ALLOWED
HOTEL - FLOORS 3-7:	85' AND 5 STORIES

ALLOWABLE BUILDING AREA:

GARAGE:	UNLIMITED AREA ALLOWED
HOTEL - FLOORS 1 AND 2:	UNLIMITED AREA ALLOWED
HOTEL - FLOORS 3 - 7:	SEE ALLOWABLE AREA SUMMARY

BUILDING AREAS:

GARAGE		
P1	55,350 S.F.	
P2	55,350 S.F.	
P3	55,350 S.F.	
P4	41,990 S.F.	
TOTAL		208,040 S.F.
HOTEL		
FLOOR 1		30,240 SF.
FLOOR 2		38,440 SF.
FLOOR 3		40,035 SF.
FLOOR 4		40,035 SF.
FLOOR 5		40.035 SF.
FLOOR 6:		40.035 SF.
FLOOR 7:		33,518 SF.
TOTAL		262,338 SF.
PORTE COCHERE:		2,760 SF.
HORIZONTAL PROJECTIONS:		11,795 SF.

BUILDING HEIGHTS:

GARAGE	43.5' FINISHED GRADE TO TOP OF ROOF
HOTEL	84.5' FINISHED GRADE TO TOP OF ROOF
	74.5' FINISHED GRADE TO HIGHEST OCCUPIED FLOOR

TABULAR AREAS:

TABLE 506.2 W/ HT. INCREASE	Area (At)	Area (NS)
R-1	24,000	24,000
B	85,500	28,500

FRONTAGE INCREASE		
(If) BUILDING B	=	0.63
(If) BUILDING C	=	0.75
(If) BUILDING D	=	0.75

MAX. ALLOWABLE AREA FOR A SINGLE FLOOR - EQUATION 5-1
Aa = [At +(NS x If)

BUILDING B
R-1 24,000+(24000 x .63) = 39,120 SF. (OK - ACTUAL IS 15,735 SF.)

BUILDING C
R-1 24,000+(24000 x .75) = 42,000 SF. (OK - ACTUAL IS 11,705 SF.)

BUILDING D
R-1 24,000+(24000 x .75) = 42,000 SF.
B 85,500+(28,500 x.75) = 106,875 SF.

MAX. ALLOWABLE AREA FOR BUILDINGS B AND C - EQUATION 5-2
Aa = [At +(NS x If) x Sa
Sa = 2 - PER SEC. 506.2.3

BUILDING B
R-1 24,000+(24000 x .63) x 2 = 78,240 S.F (OK - ACTUAL IS 76,011 SF.)

BUILDING C
R-1 24,000+(24000 x .75) x 2 = 84,000 S.F (OK - ACTUAL IS 58,525 SF.)

MAX. ALLOWABLE AREA FOR BUILDING D (SUM OF THE RATIOS)

		FLOOR 3	FLOOR 4	FLOOR 5	FLOOR 6	FLOOR 7	
ALLOWABLE AREA	R-1	42,000	42,000	42,000	42,000	42,000	
ALLOWABLE AREA	B	-	-	-	106,875	-	
ACTUAL AREA	R-1	14,258	14,258	14,258	11,801	8,253	
ACTUAL AREA	B	-	-	-	2,117	-	
SUM OF THE RATIOS		O.339	0.339	0.339	0.299	.196	= 1.512

OK AS VALUE DOES NOT EXCEED 2

ADJUSTED GROSS FLOOR AREA CALCULATION

HOTEL	
EXTERIOR WALLS:	7,610 SF.
INTERIOR WALLS:	13,345 SF.
SHAFTS AND STAIRS:	8,495 SF.
COLUMNS:	990 SF.
TOTAL:	30,440 SF.
GROSS AREA:	262,338 SF.
ADJUSTED GROSS:	231,898 SF.
GARAGE	
EXTERIOR WALLS:	2,718 SF.
INTERIOR WALLS:	225 SF.
SHAFTS AND STAIRS:	5,320 SF.
COLUMNS:	1,077 SF.
TOTAL:	9,340 SF.
GROSS AREA:	208,040 SF.
ADJUSTED GROSS:	198,700 SF.

ALLOWABLE BUILDING AREA CALCULATIONS

BUILDING AREA MODIFICATIONS

BUILDING B AREA =	76,011 SF.	LARGEST FLOOR =	15,735 SF.
BUILDING C AREA =	58,525 SF.	LARGEST FLOOR =	11,705 SF.
BUILDING D AREA =	65,285 SF.	LARGEST FLOOR =	14,258 SF.

FRONTAGE INCREASE PER TABLE 506.3.3

BUILDING B	
PERCENT OF BUILDING PERIMETER ON PUBLIC WAY OR OPEN SPACE	79.9%
SMALLEST PUBLIC WAY OR OPEN SPACE	38-1"
FRONTAGE FACTOR INCREASE	0.63
BUILDING C	
PERCENT OF BUILDING PERIMETER ON PUBLIC WAY OR OPEN SPACE	76.8%
SMALLEST PUBLIC WAY OR OPEN SPACE	25'-5"
FRONTAGE FACTOR INCREASE	.75
BUILDING D	
PERCENT OF BUILDING PERIMETER ON PUBLIC WAY OR OPEN SPACE	78.3%
SMALLEST PUBLIC WAY OR OPEN SPACE	44'-5"
FRONTAGE FACTOR INCREASE	0.75

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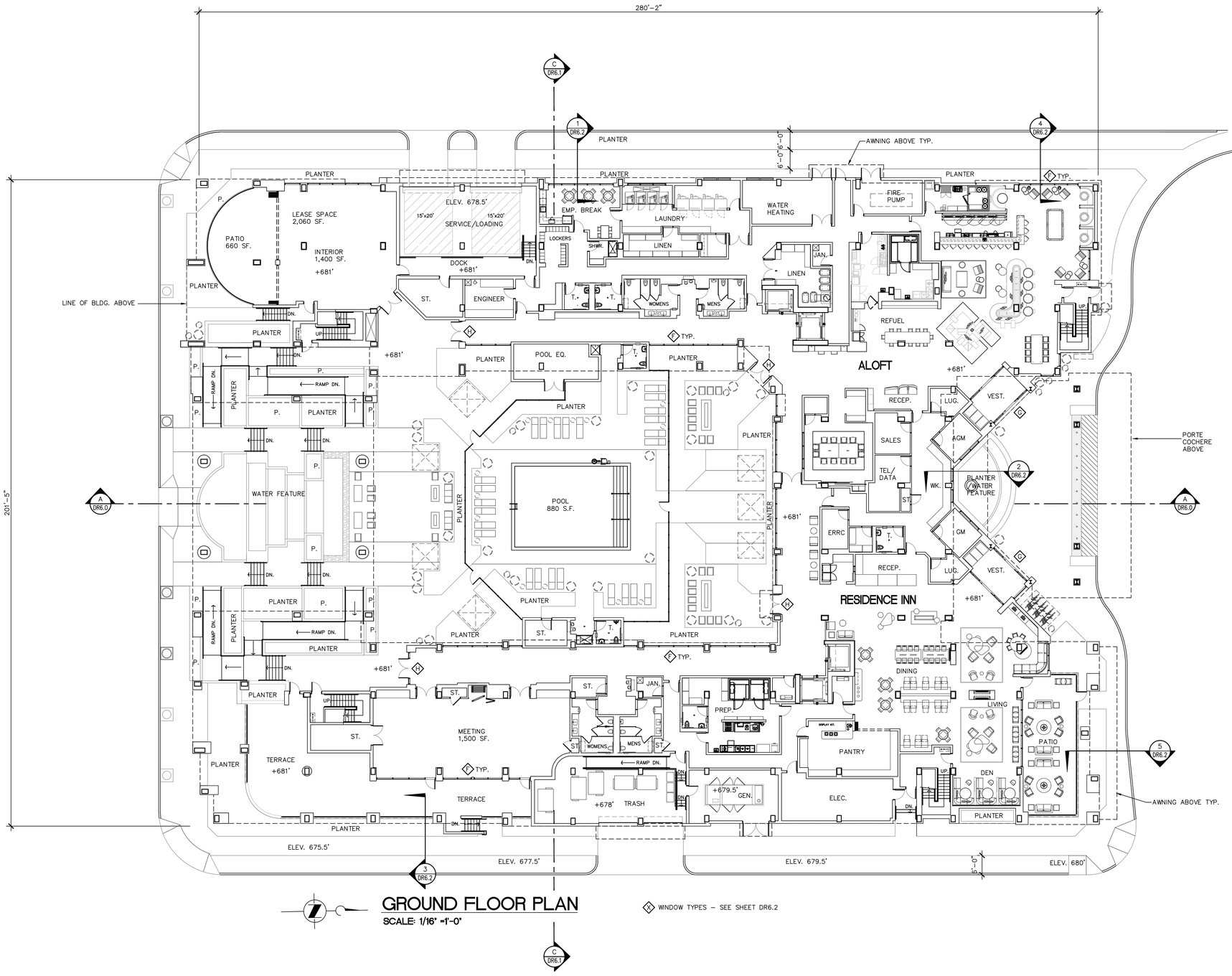
PROJECT INFO.

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

BUILDING CODE SUMMARY AND DIAGRAMS

JOB NO. **AWH04**
DATE. **10/02/2023**
DRAWING NO. **DR3.0**



GROUND FLOOR PLAN

SCALE: 1/16" =1'-0"

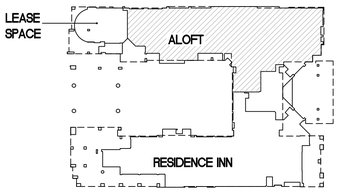
◇ WINDOW TYPES – SEE SHEET DR6.2

ALOFT

	K	DQ	ACC-K	ACC-DQ	TOTAL
2ND FLOOR	22	11	1	1	35
3RD FLOOR	22	11	1	1	35
4TH FLOOR	22	11	1	1	35
5TH FLOOR	22	11	1	1	35
6TH FLOOR	22	11	1	1	35
7TH FLOOR	18	9	1	0	28
TOTAL	128	64	6	5	203

RESIDENCE INN

	KS	ACC-KS	1BED	ACC-1-BED	TOTAL
2ND FLOOR	28	1	2	1	32
3RD FLOOR	36	1	2	1	40
4TH FLOOR	36	1	2	1	40
5TH FLOOR	36	1	2	1	40
6TH FLOOR	32	1	2	1	36
7TH FLOOR	27	1	0	1	29
TOTAL	195	6	10	6	217



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PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023. ADDED NEW DRIVEWAY AT N.W. CORNER.

2 REVISED ENTRY DROP OFF AREA

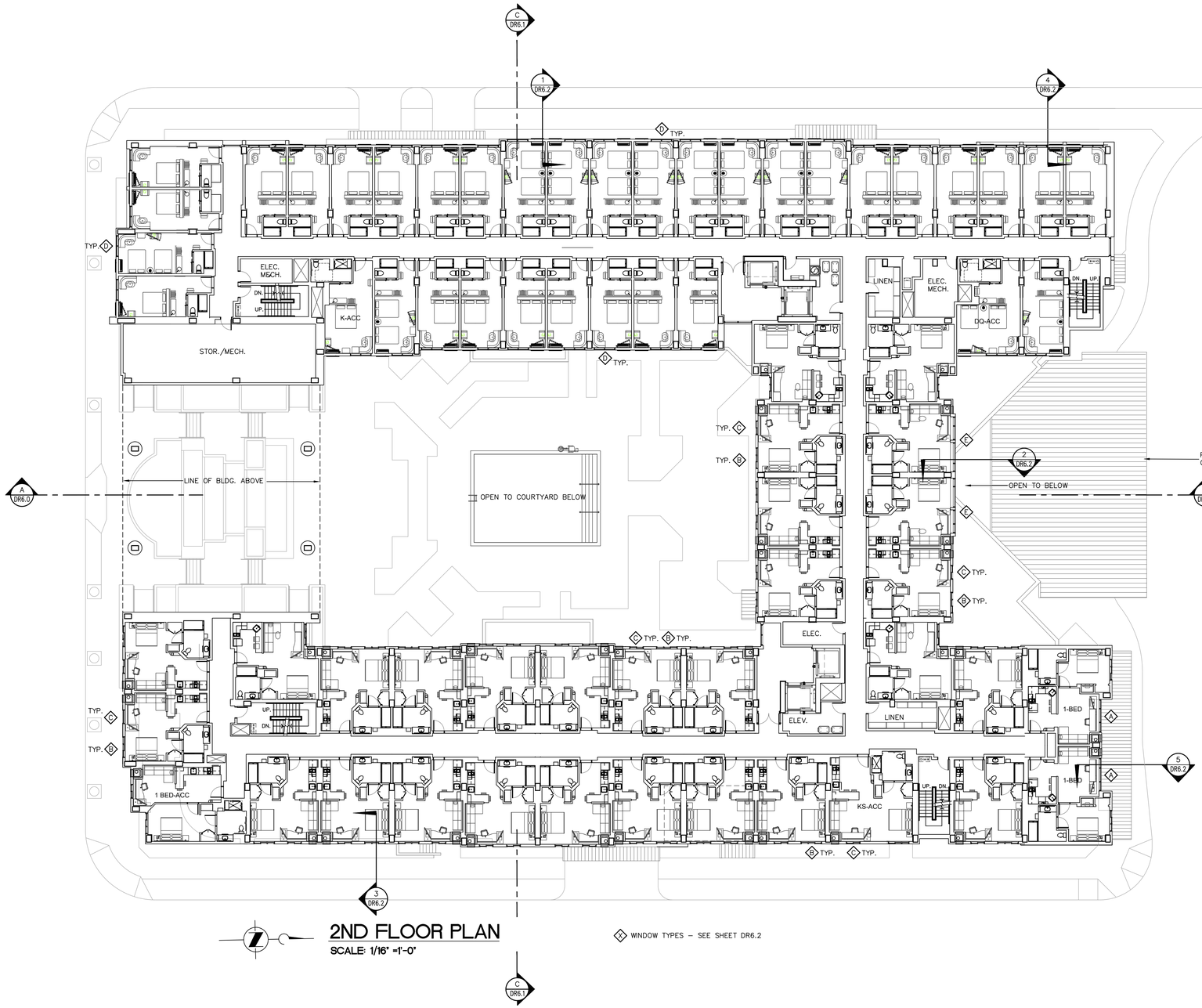
MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

HOTEL - GROUND FLOOR PLAN

JOB NO. **AWH04**

DATE. **02/29/2024**

DRAWING NO. **DR4.0**



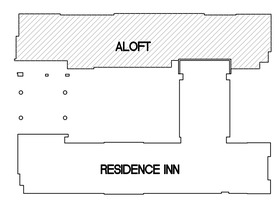
2ND FLOOR PLAN

SCALE: 1/16" =1'-0"

◇ WINDOW TYPES – SEE SHEET DR6.2

ALOFT = 35

RESIDENCE INN = 32



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PROJECT INFO.

2 UPDATED BACKGROUND TO MATCH 1ST FLOOR

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
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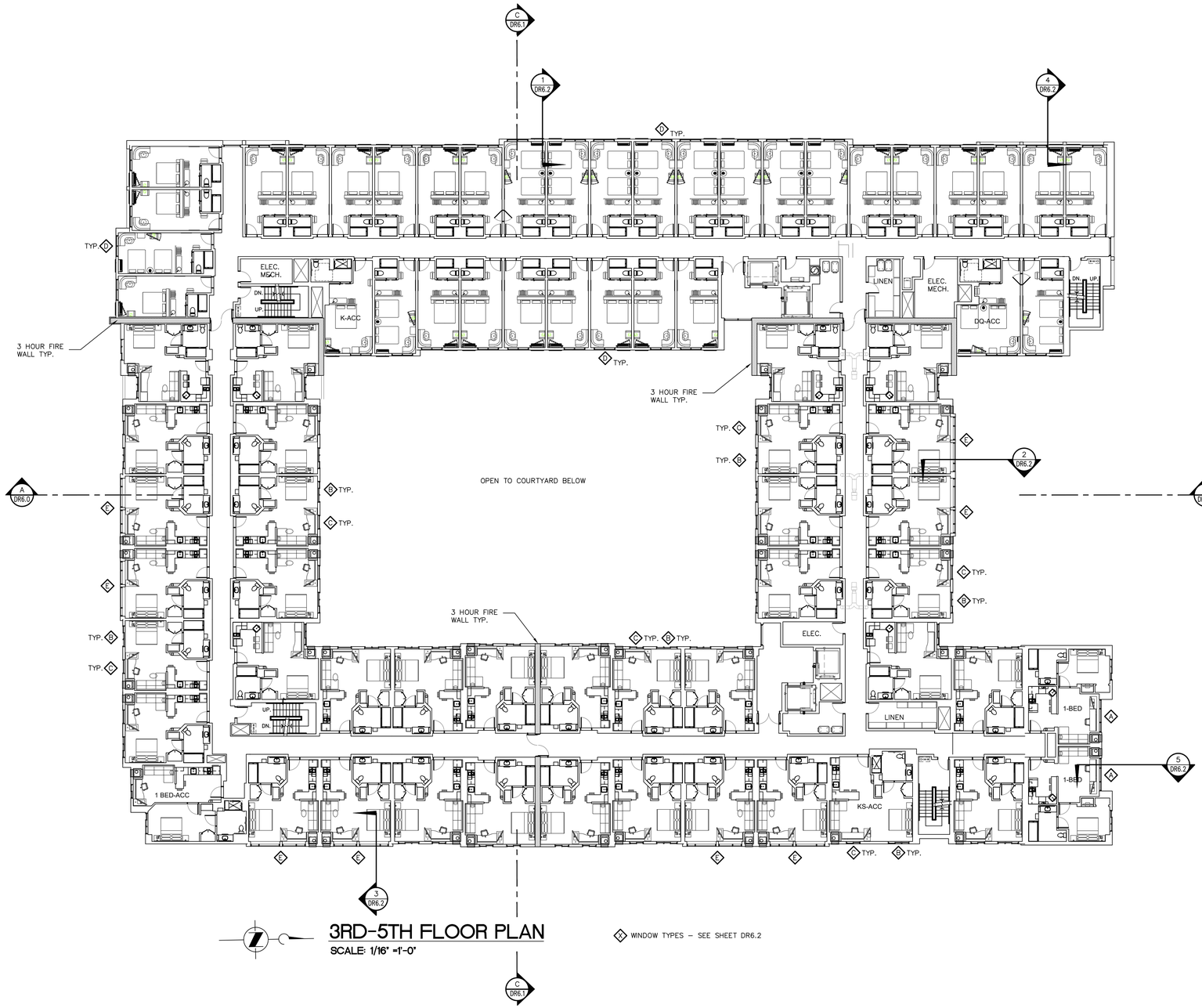
HOTEL - 2ND FLOOR PLAN

JOB NO. **AWH04**

DATE. **02/29/2024**

DRAWING NO. **DR4.1**



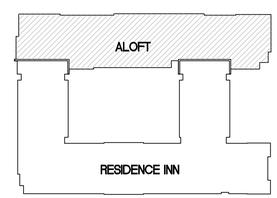
3RD-5TH FLOOR PLAN

SCALE: 1/16" =1'-0"

D WINDOW TYPES – SEE SHEET DR6.2

ALOFT = 35

RESIDENCE INN = 40



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PROJECT INFO.

MARRIOTT - ALOFT AND RESIDENCE INN
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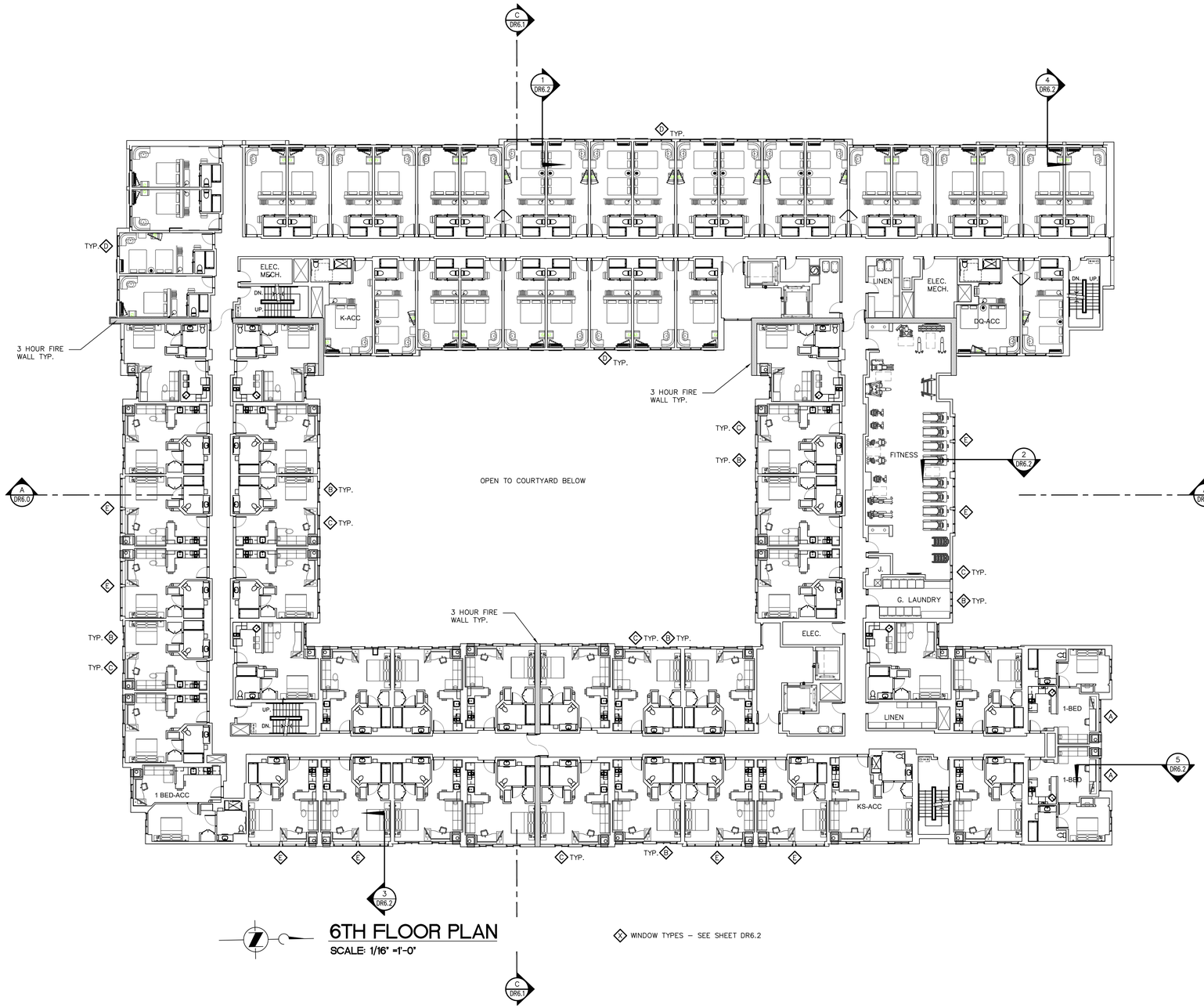
HOTEL - 3RD-5TH FLOOR PLAN

JOB NO. **AWH04**

DATE. **10/02/2023**

DRAWING NO. **DR4.2**



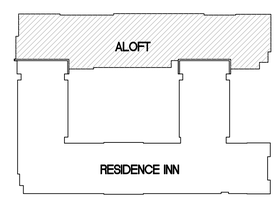
ALOFT = 35

RESIDENCE INN = 36

6TH FLOOR PLAN

SCALE: 1/16" =1'-0"

A WINDOW TYPES – SEE SHEET DR6.2



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PROJECT INFO.

MARRIOTT - ALOFT AND RESIDENCE INN
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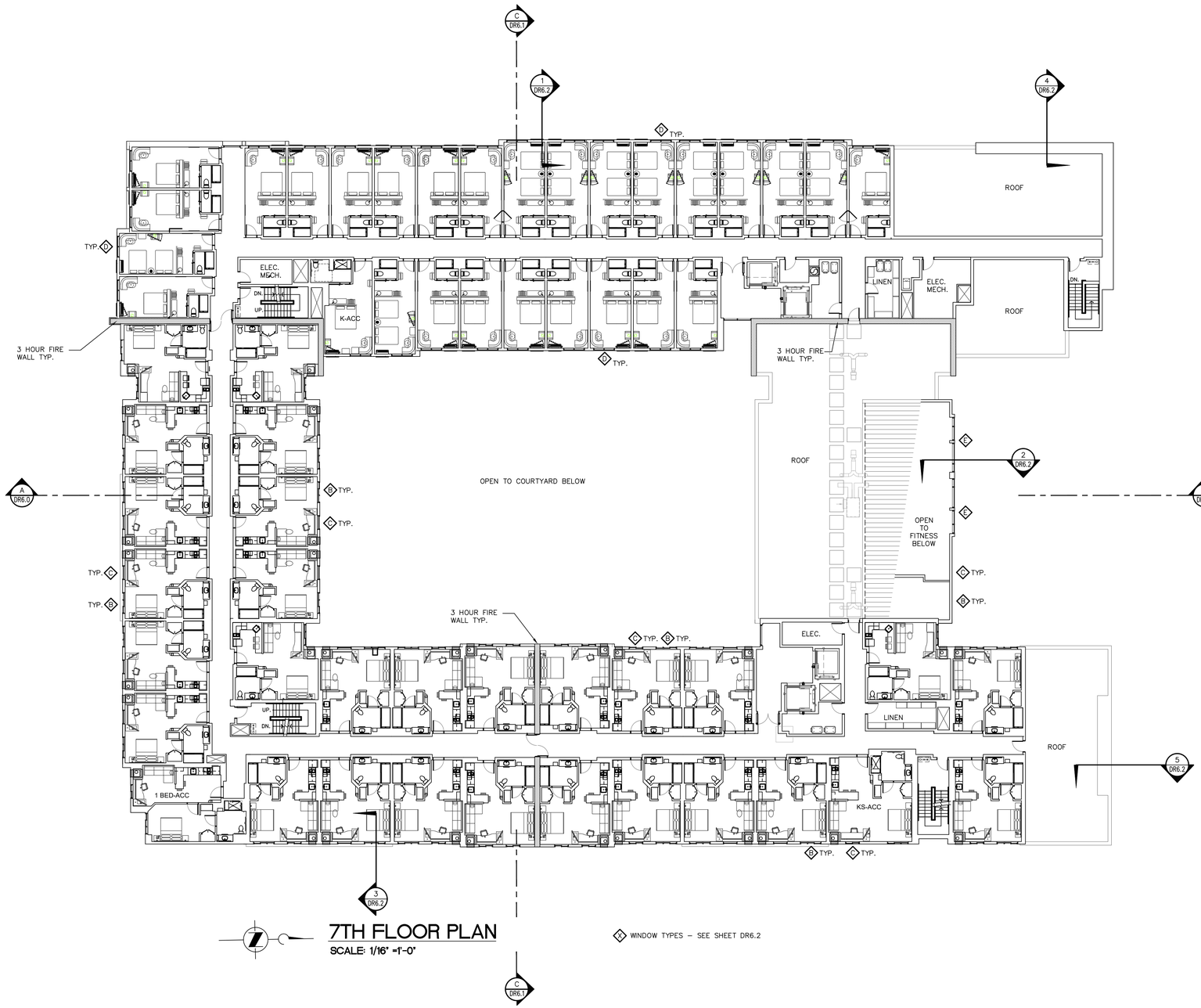
JOB NO. **AWH04**
DATE. **10/02/2023**
DRAWING NO. **DR4.3**



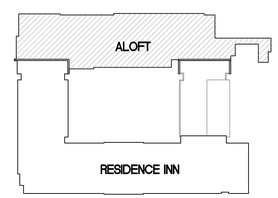
ALOFT = 28

RESIDENCE INN = 29

7TH FLOOR PLAN

SCALE: 1/16" =1'-0"

D WINDOW TYPES – SEE SHEET DR6.2



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PROJECT INFO.

MARRIOTT - ALOFT AND RESIDENCE INN
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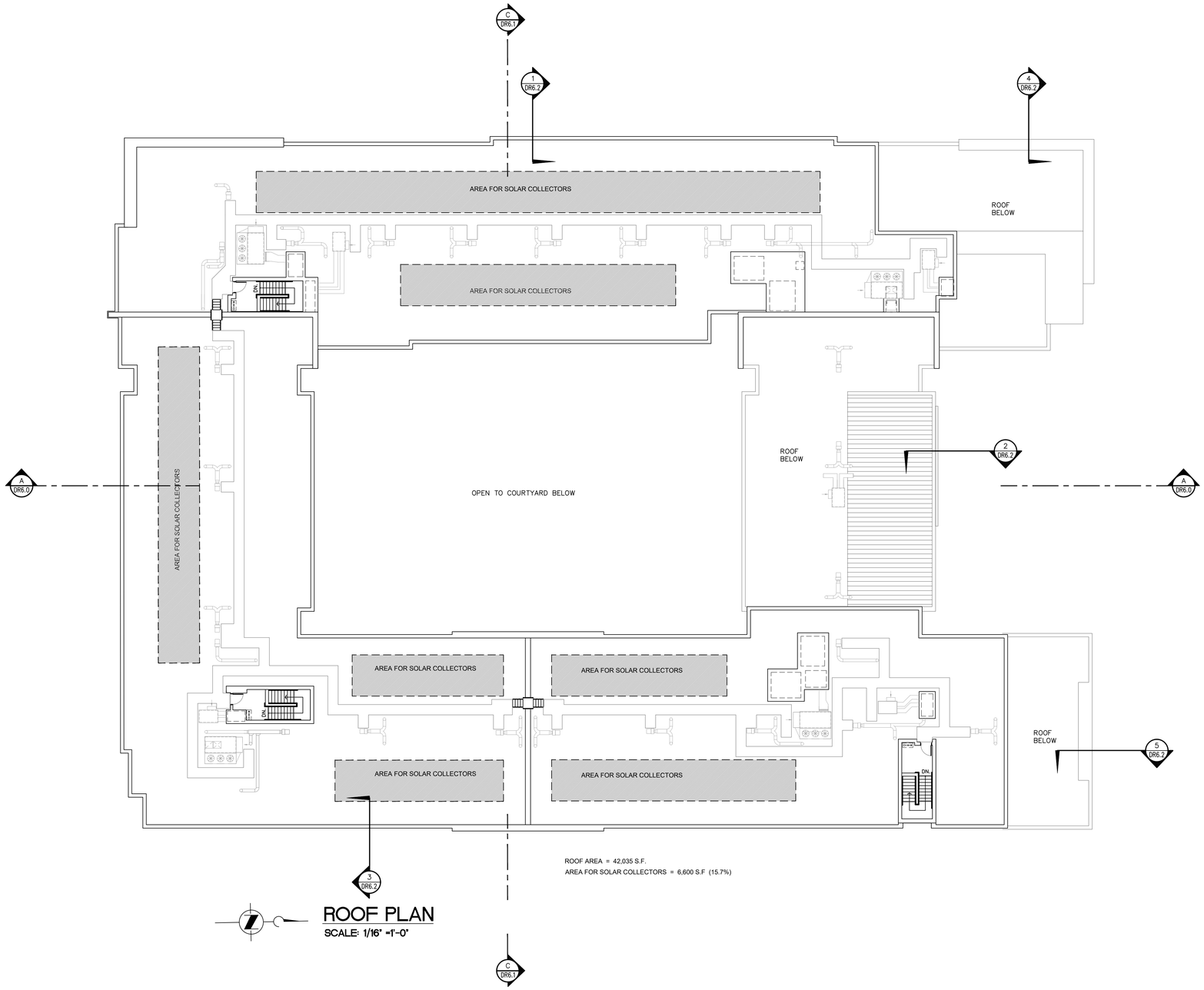
HOTEL - 7TH FLOOR PLAN

JOB NO. **AWH04**
DATE. **10/02/2023**
DRAWING NO. **DR4.4**



ROOF AREA = 42,035 S.F.
AREA FOR SOLAR COLLECTORS = 6,600 S.F (15.7%)

ROOF PLAN
SCALE: 1/16" =1'-0"

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PROJECT INFO.

MARRIOTT - ALOFT AND RESIDENCE INN
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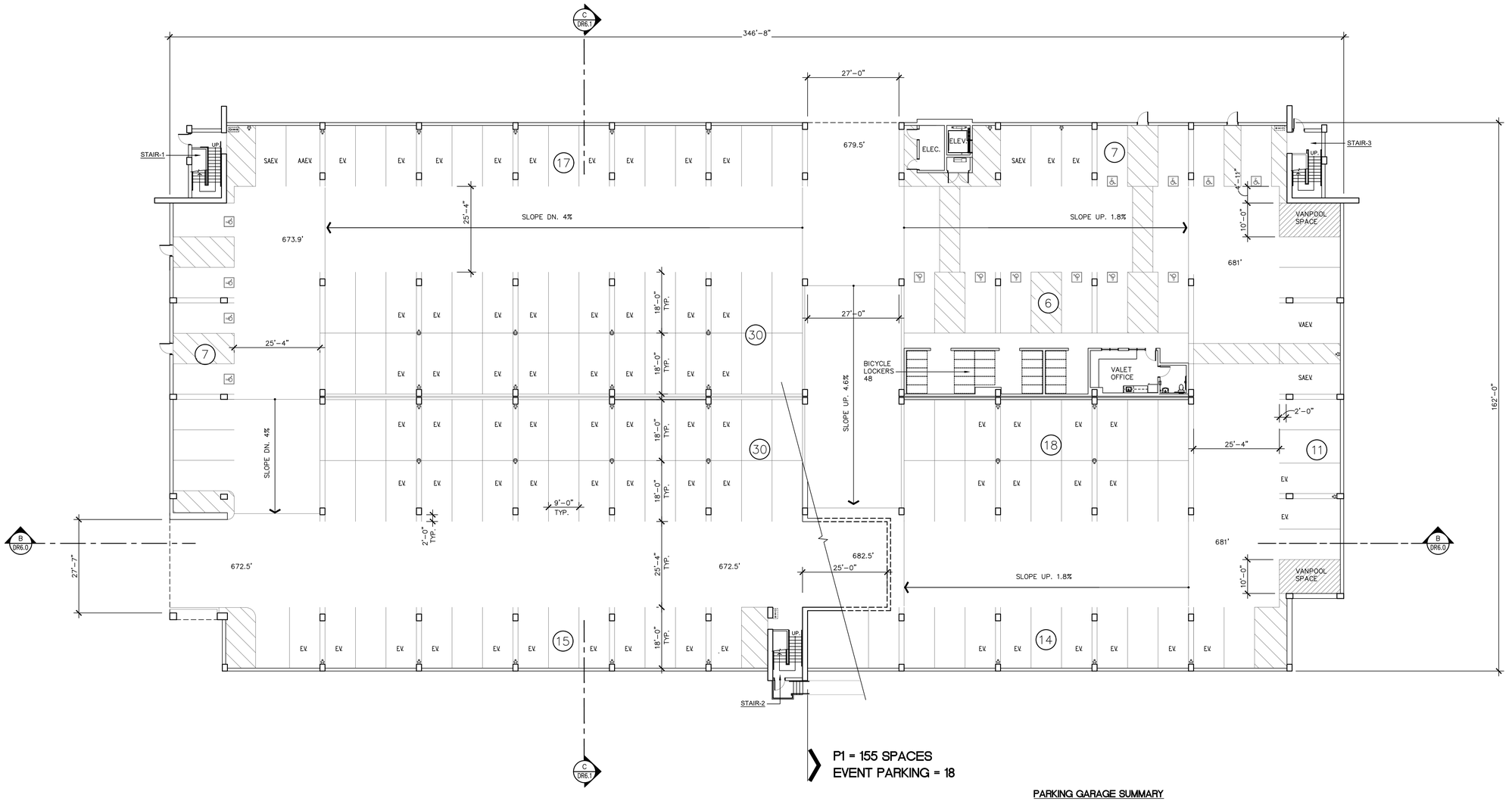
HOTEL - ROOF PLAN

JOB NO. **AWH04**

DATE. **10/02/2023**

DRAWING NO. **DR4.5**



GARAGE PLAN - LEVEL P1

SCALE: 1/16" =1'-0"

PARKING GARAGE SUMMARY

LEVEL	STANDARD SPACE	TANDUM SPACE	ACC. SPACE	TOTAL	EVENT SPACE	TOTAL
P1	64	78	14	155	18	174
P2	81	108	0	189	28	217
P3	81	108	0	189	28	217
P4	58	82	0	140	19	159
TOTAL	284	376	14	673	93	767

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PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023. REVISED "END" PARKING STALLS TO 10' WIDTH ADDED VANPOOL SPACES.

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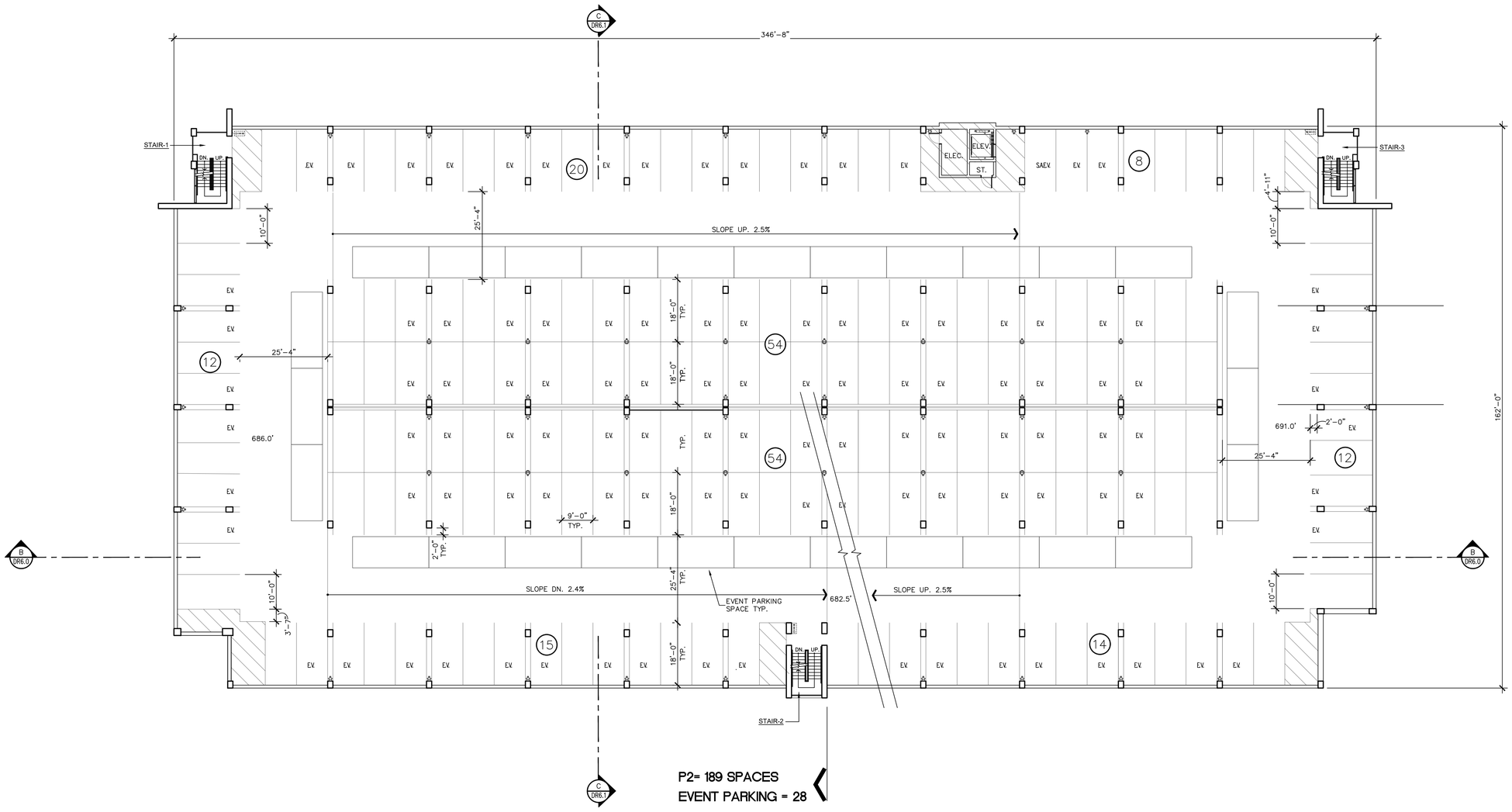
GARAGE - LEVEL 1 PLAN

JOB NO. **AWH04**
DATE. **10/02/2023**
DRAWING NO. **DR5.0**



GARAGE PLAN - LEVEL P2

SCALE: 1/16" =1'-0"

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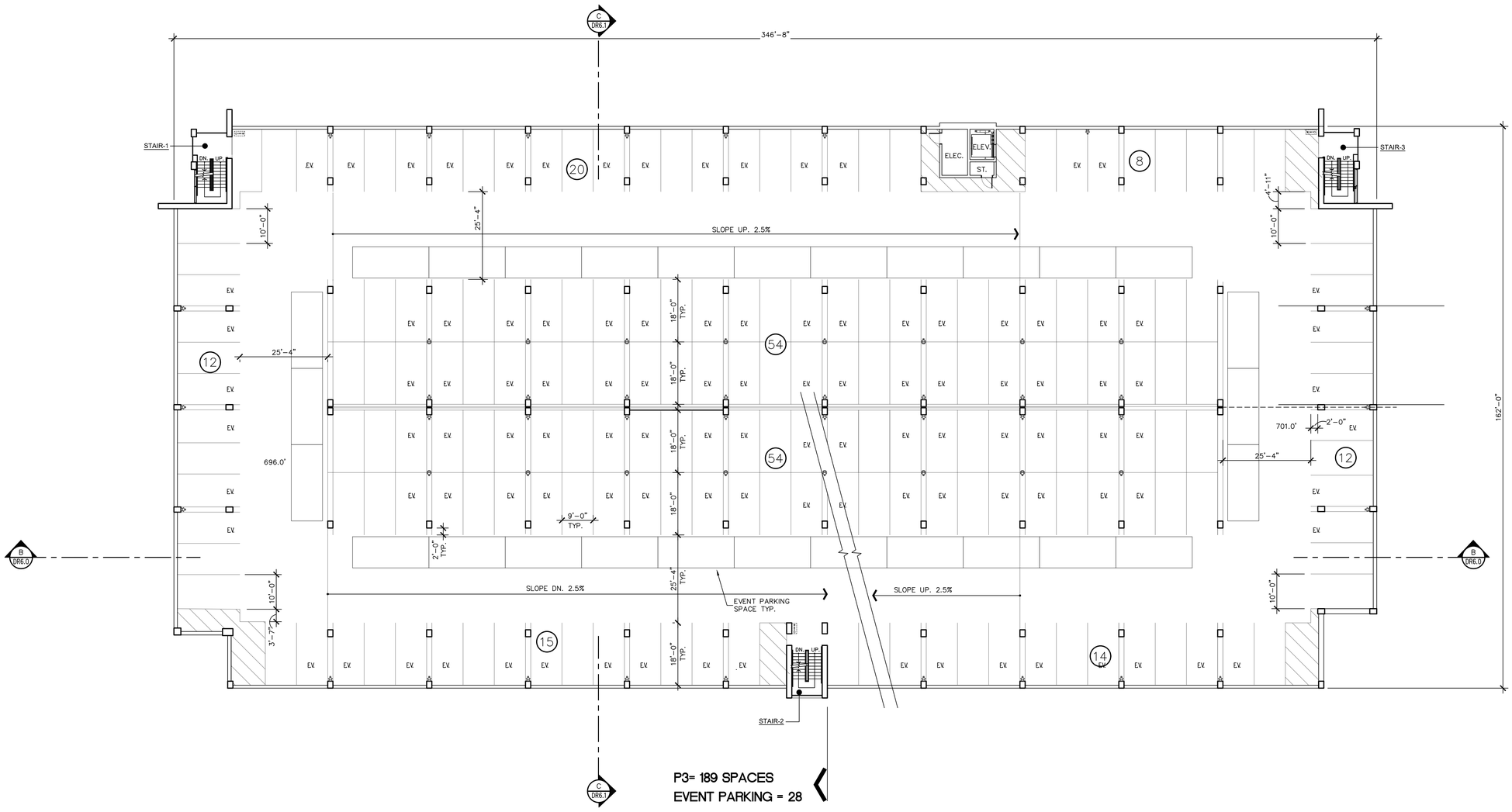
PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023.
REVISED "END" PARKING STALLS TO 10' WIDTH

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

GARAGE - LEVEL 2 PLAN

JOB NO. **AWH04**
DATE. **10/02/2023**
DRAWING NO. **DR5.1**



P3= 189 SPACES
EVENT PARKING = 28

GARAGE PLAN - LEVEL P3

SCALE: 1/16" =1'-0"

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PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023.
REVISED "END" PARKING STALLS TO 10' WIDTH

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
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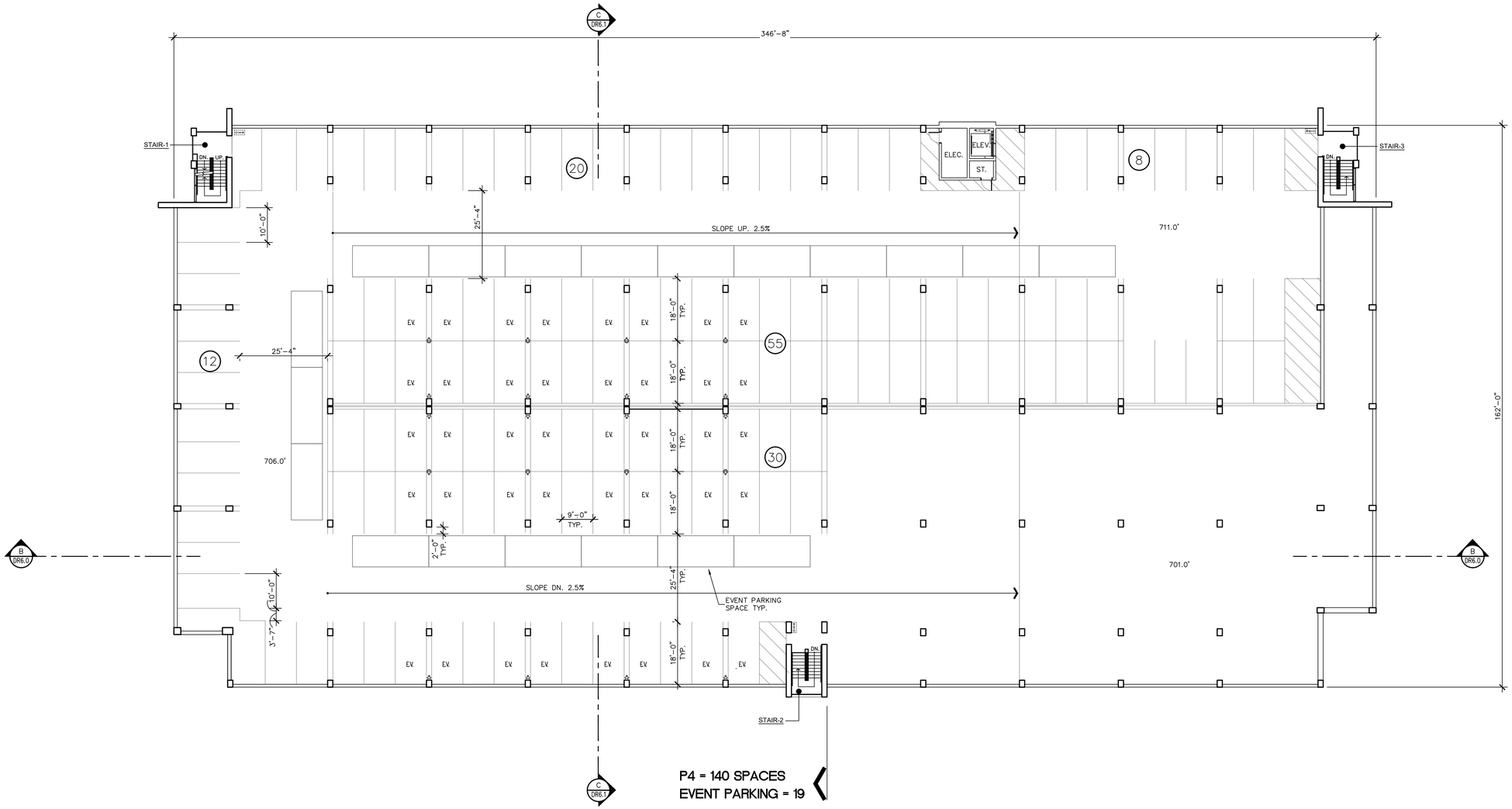
GARAGE - LEVEL 3 PLAN

JOB NO. **AWH04**
DATE. **10/02/2023**
DRAWING NO. **DR5.2**



GARAGE PLAN - LEVEL P4

SCALE: 1/16" =1'-0"

ARCHITECTURAL DIMENSIONS
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PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023.
REVISED "END" PARKING STALLS TO 10' WIDTH

MARRIOTT - ALOFT AND RESIDENCE INN
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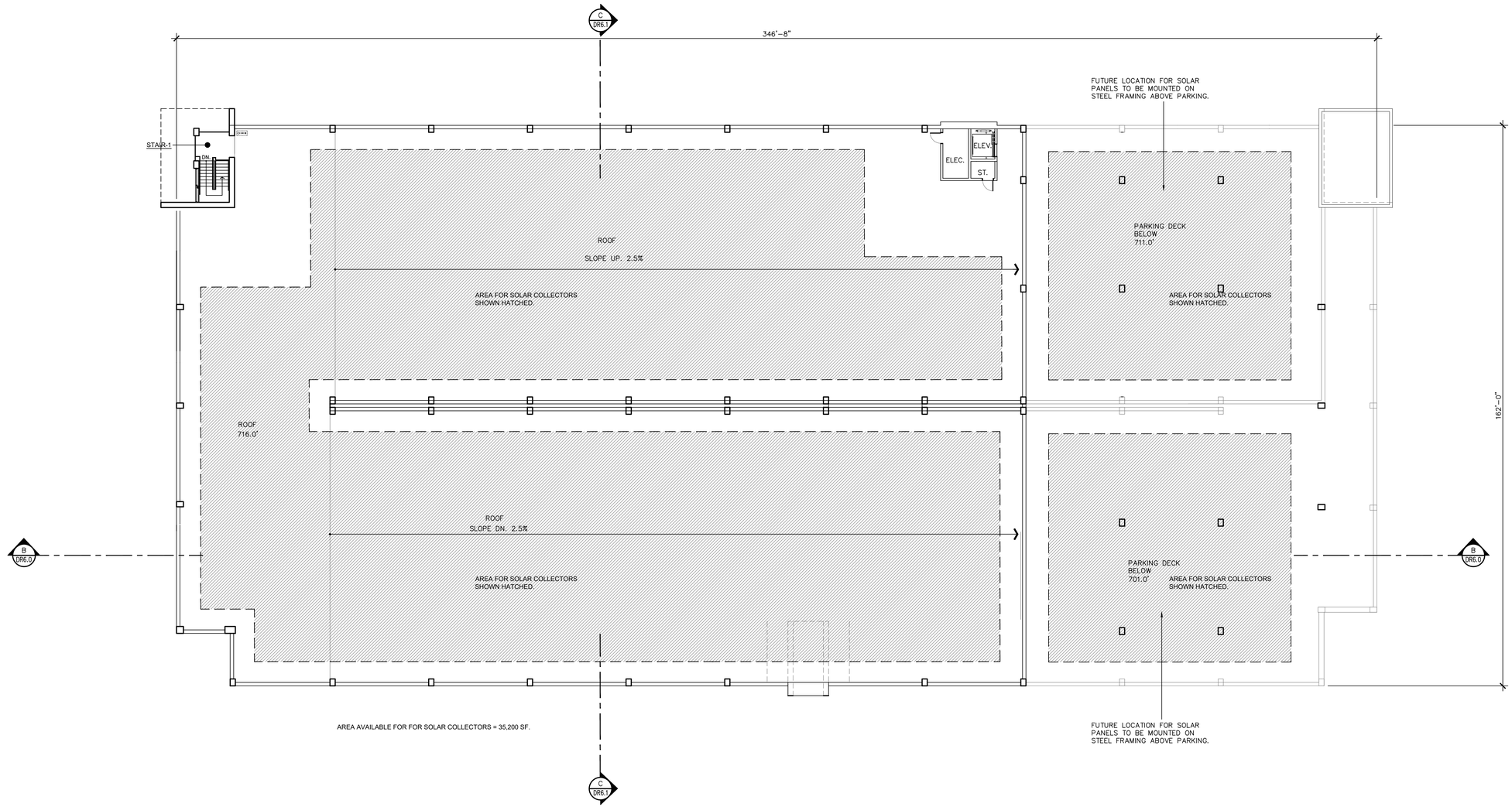
BURBANK, CA

GARAGE - LEVEL 4 PLAN

JOB NO. **AWH04**
DATE. **10/02/2023**
DRAWING NO. **DR5.3**



GARAGE PLAN - ROOF

SCALE: 1/16" =1'-0"

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PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023.
INCREASED AREA FOR SOLAR COLLECTORS

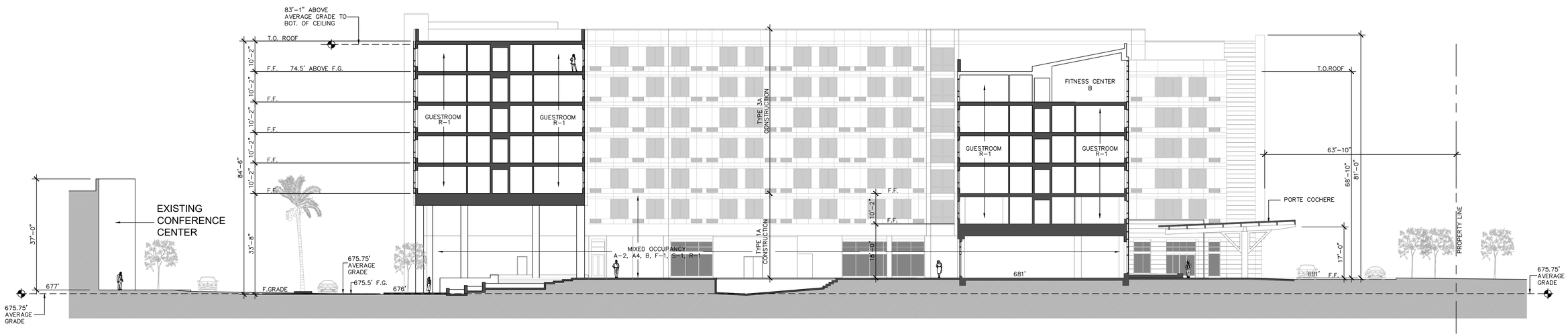
MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

GARAGE - ROOF PLAN

JOB NO. **AWH04**

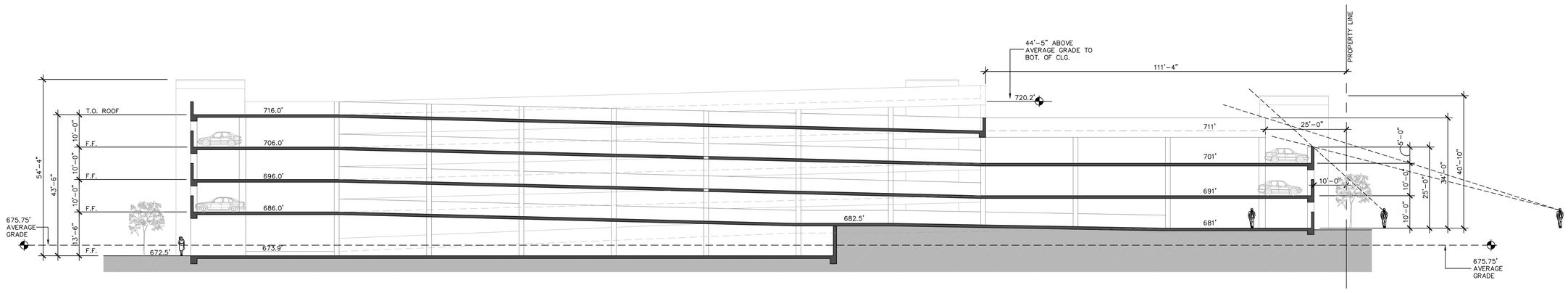
DATE. **10/02/2023**

DRAWING NO. **DR5.4**



BUILDING SECTION A-A

SCALE: 1/16" =1'-0"



BUILDING SECTION B-B

SCALE: 1/16" =1'-0"

S-2 OCCUPANCY
CONSTRUCTION TYPE 1A W/SPRINKLERS

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PROJECT INFO.

MARRIOTT - ALOFT AND RESIDENCE INN
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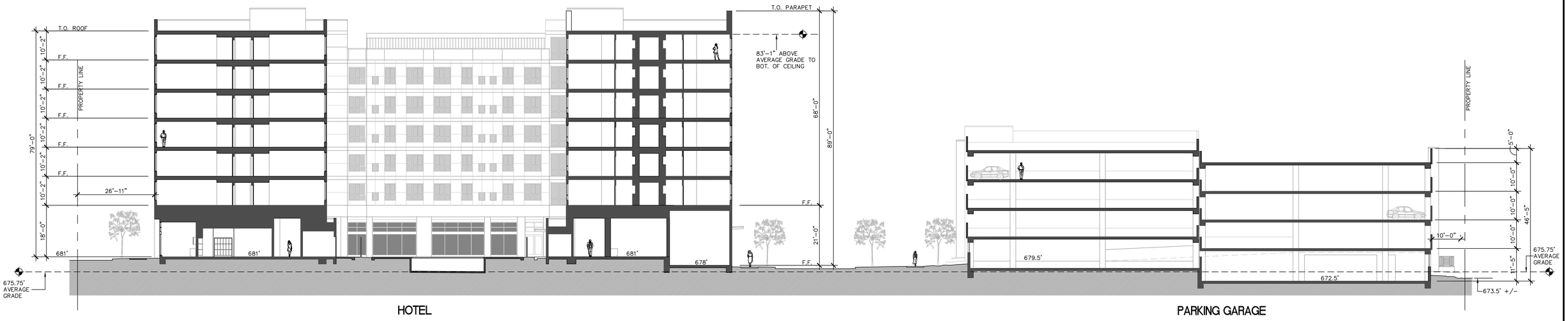
BURBANK, CA

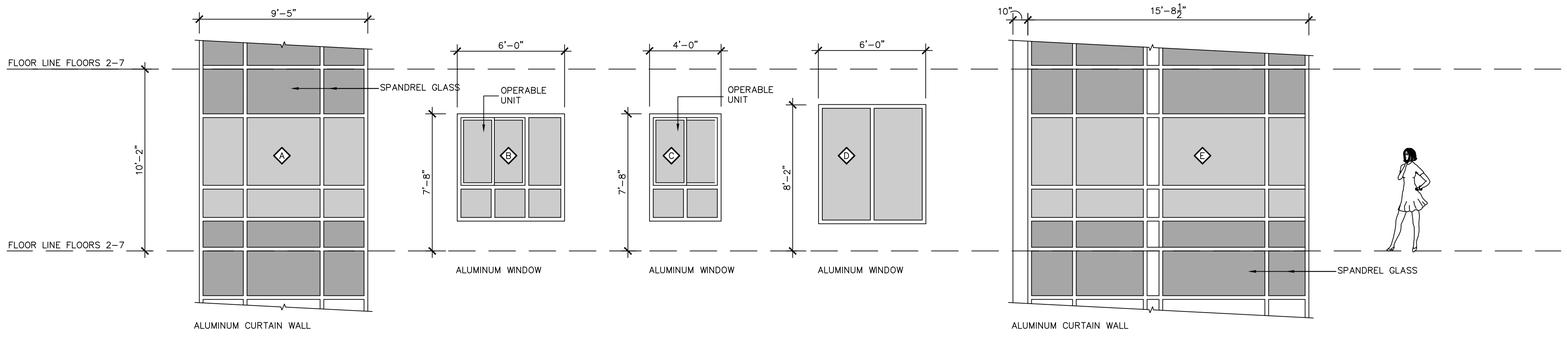
BUILDING SECTIONS

JOB NO. **AWH04**
DATE. **10/02/2023**
DRAWING NO. **DR6.0**



BUILDING - SITE SECTION C-C

SCALE: 1/16" =1'-0"



TYPICAL WINDOW TYPES

SCALE: SCALE: 1/4" =1'-0"

NOTES:

1. ALL WINDOWS ARE FIXED GLAZING UNLESS NOTED OTHERWISE.

ARCHITECTURAL DIMENSIONS

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PROJECT INFO.

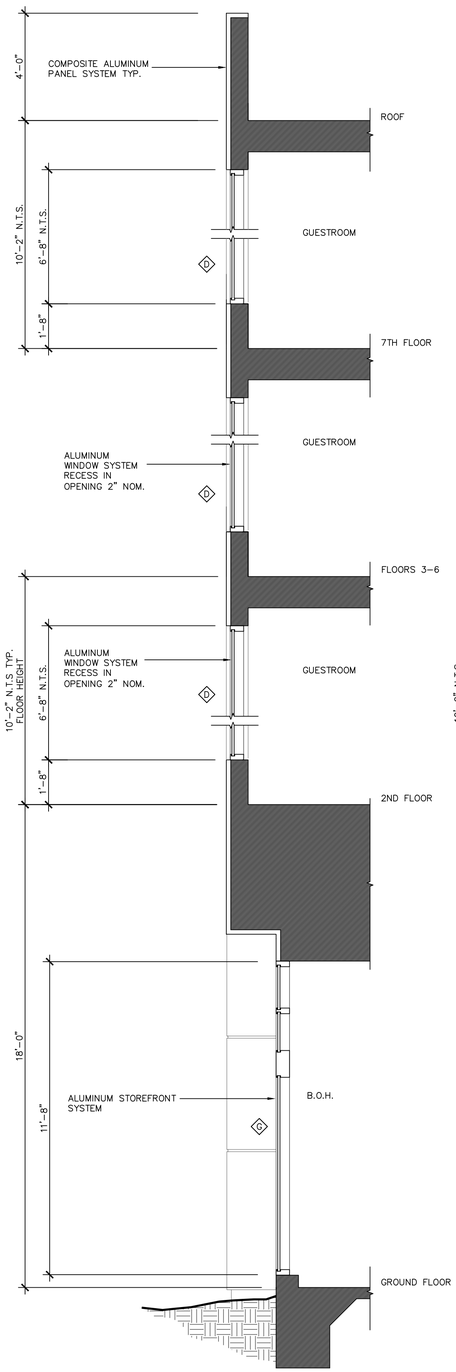
MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

SITE SECTION AND WINDOW TYPES

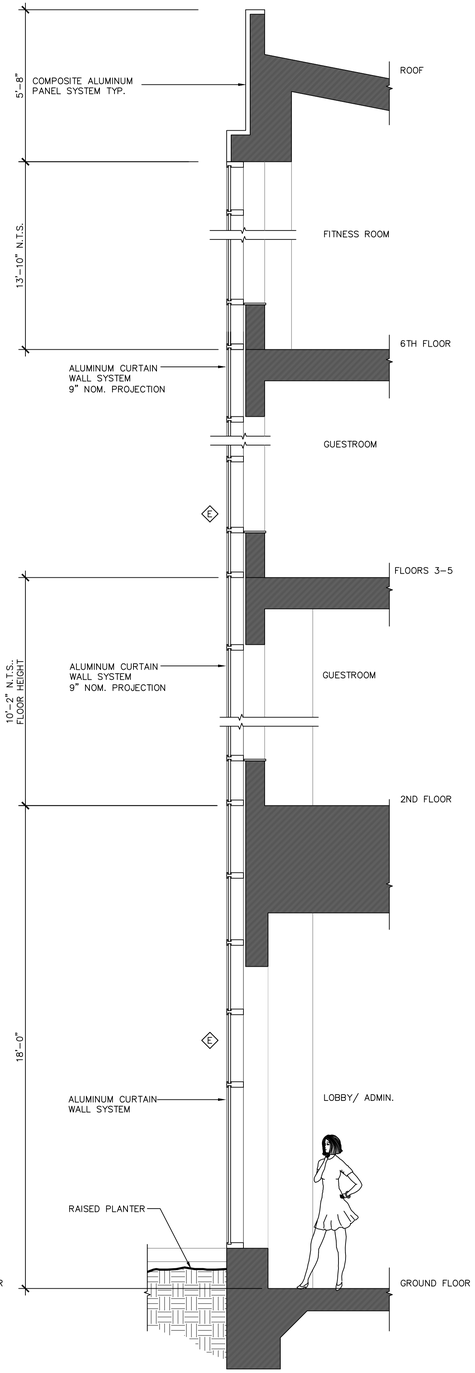
JOB NO. **AWH04**

DATE. **10/02/2023**

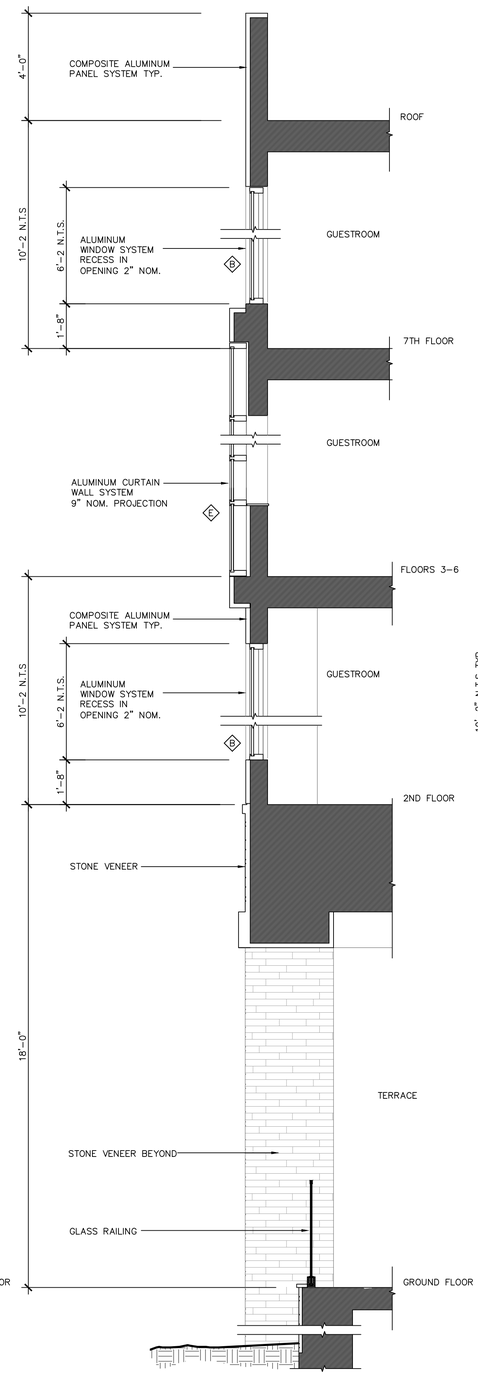
DRAWING NO. **DR6.1**



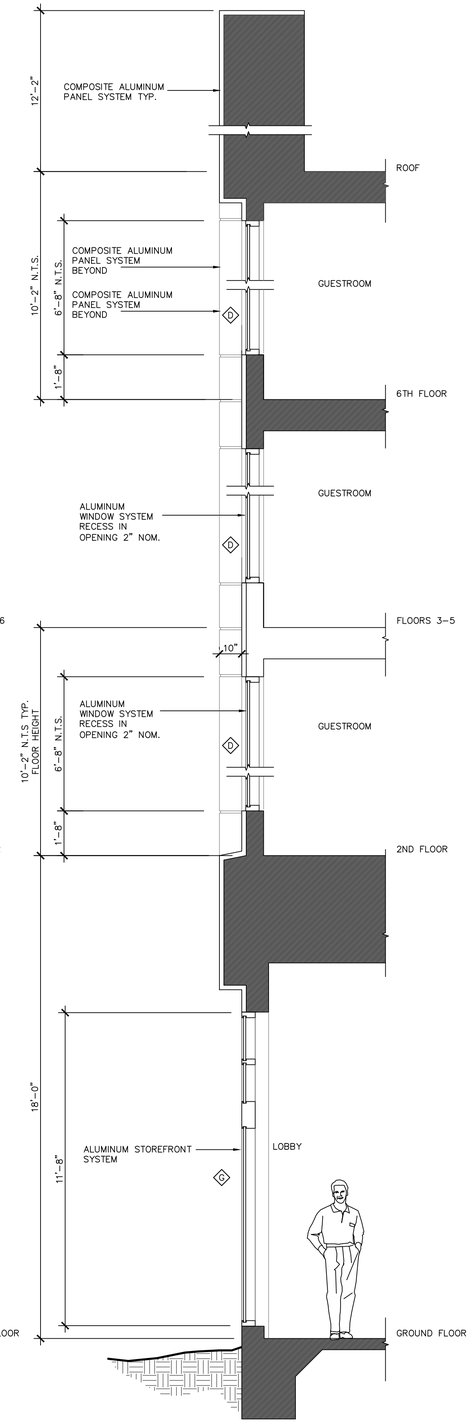
1 WALL SECTION AT ALOFT
SCALE: ⅜" =1'-0"



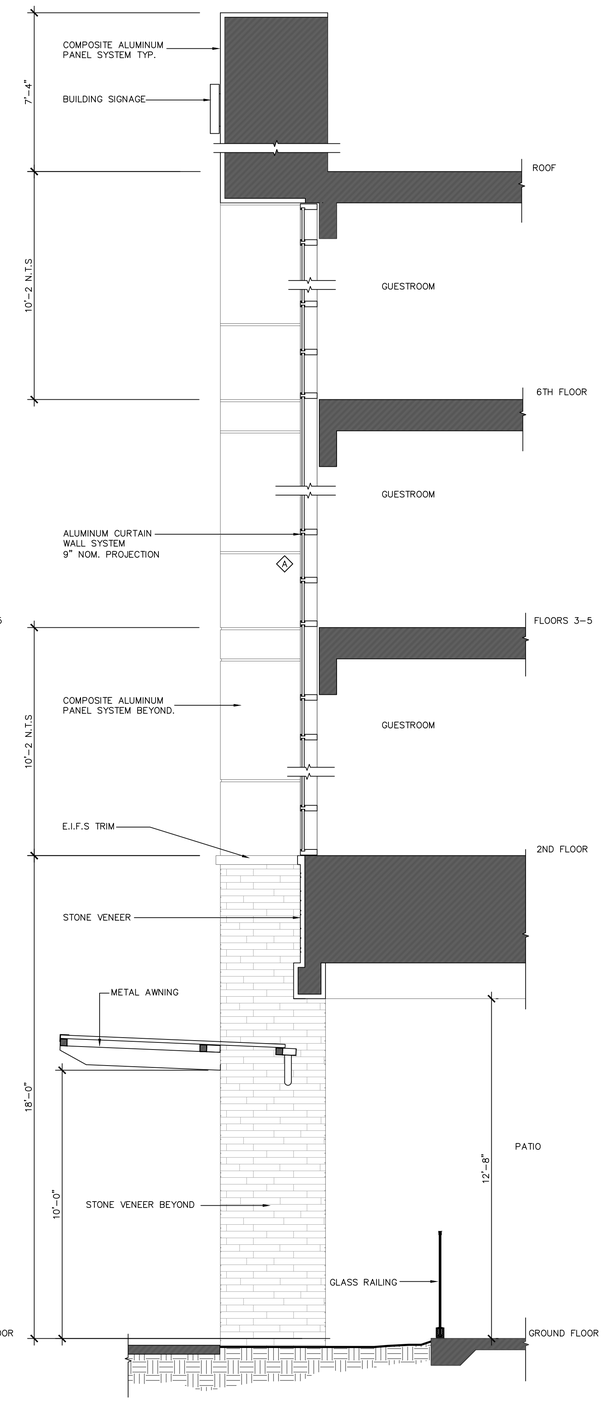
2 WALL SECTION AT RESIDENCE INN
SCALE: ⅜" =1'-0"



3 WALL SECTION AT RESIDENCE INN
SCALE: ⅜" =1'-0"



4 WALL SECTION AT ALOFT
SCALE: ⅜" =1'-0"



5 WALL SECTION AT RESIDENCE INN
SCALE: ⅜" =1'-0"

ARCHITECTURAL DIMENSIONS

801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

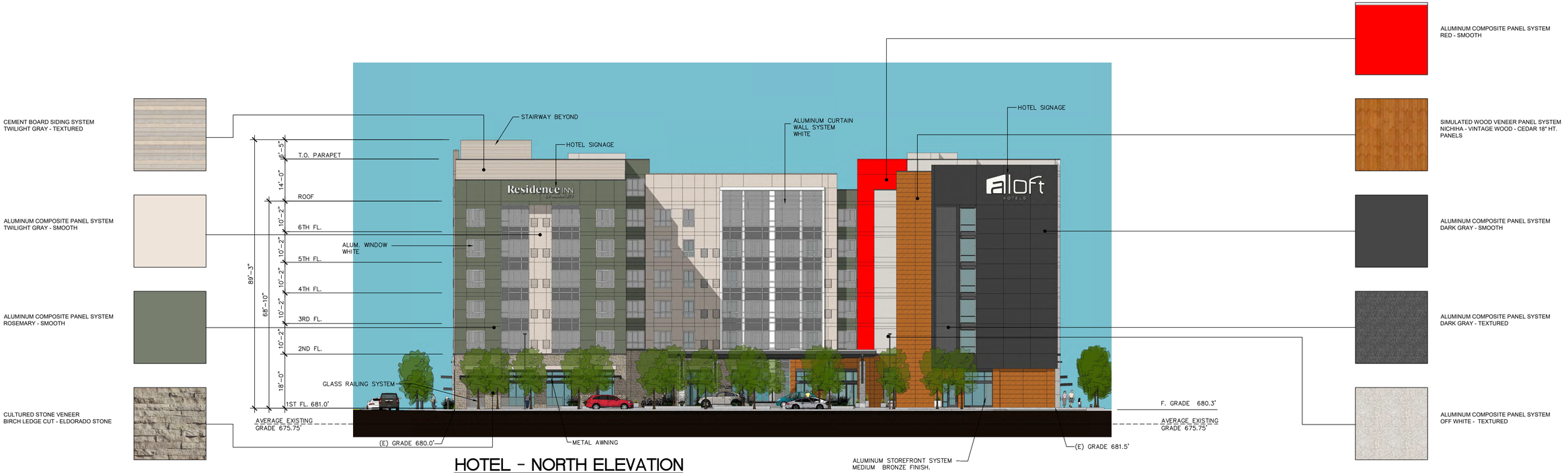
MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

WALL SECTIONS

JOB NO. **AWH04**

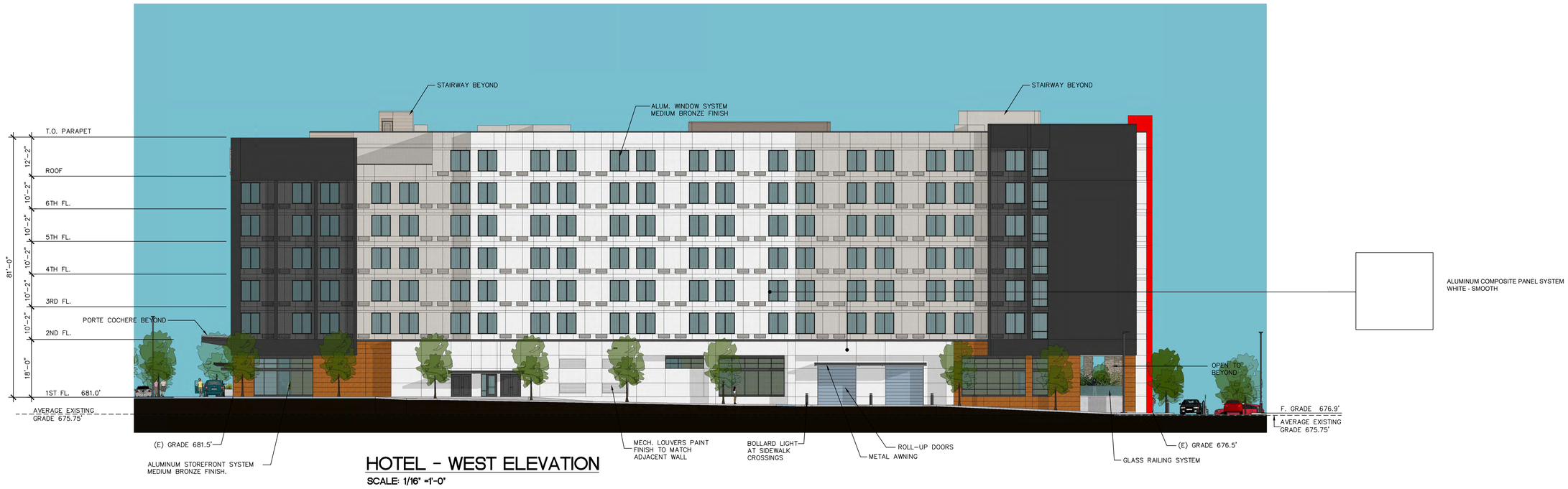
DATE. **07/30/2024**

DRAWING NO. **DR6.2**



HOTEL - NORTH ELEVATION

SCALE: 1/16" =1'-0"



HOTEL - WEST ELEVATION

SCALE: 1/16" =1'-0"

ARCHITECTURAL DIMENSIONS

801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023. ADDED EXISTING AND FINISH GRADES.

2 REVISED FRONT ENTRY DROP OFF

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

HOTEL ELEVATIONS

JOB NO. **AWH04**

DATE. **02/29/2024**

DRAWING NO. **DR7.0**

ALUMINUM COMPOSITE PANEL SYSTEM
RED - SMOOTH

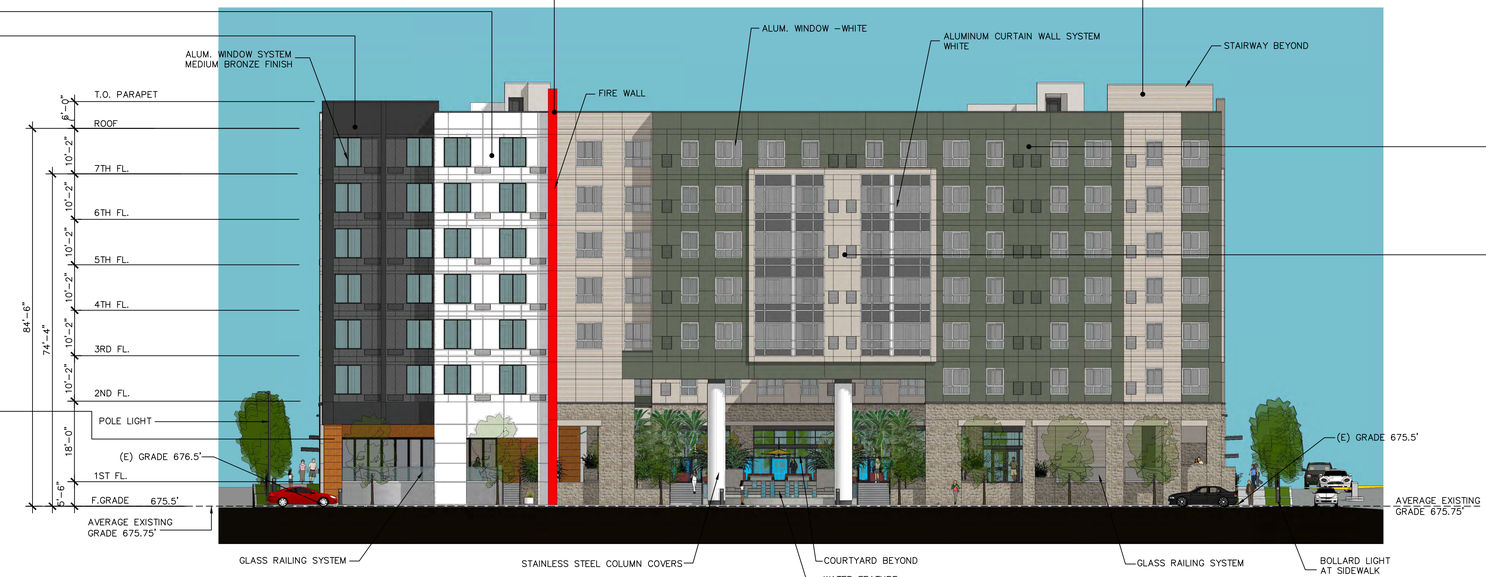
ALUMINUM COMPOSITE PANEL SYSTEM
WHITE - SMOOTH

ALUMINUM COMPOSITE PANEL SYSTEM
DARK GRAY - TEXTURED

SIMULATED WOOD VENEER PANEL SYSTEM
NICHIHA - VINTAGE WOOD - CEDAR 18" HT.
PANELS

ALUMINUM COMPOSITE PANEL SYSTEM
HAMMERED SILVER - SMOOTH

CULTURED STONE VENEER
BIRCH LEDGE CUT - ELDORADO STONE



HOTEL - SOUTH ELEVATION

SCALE: 1/16" =1'-0"

CEMENT BOARD SIDING SYSTEM
TWILIGHT GRAY - TEXTURED

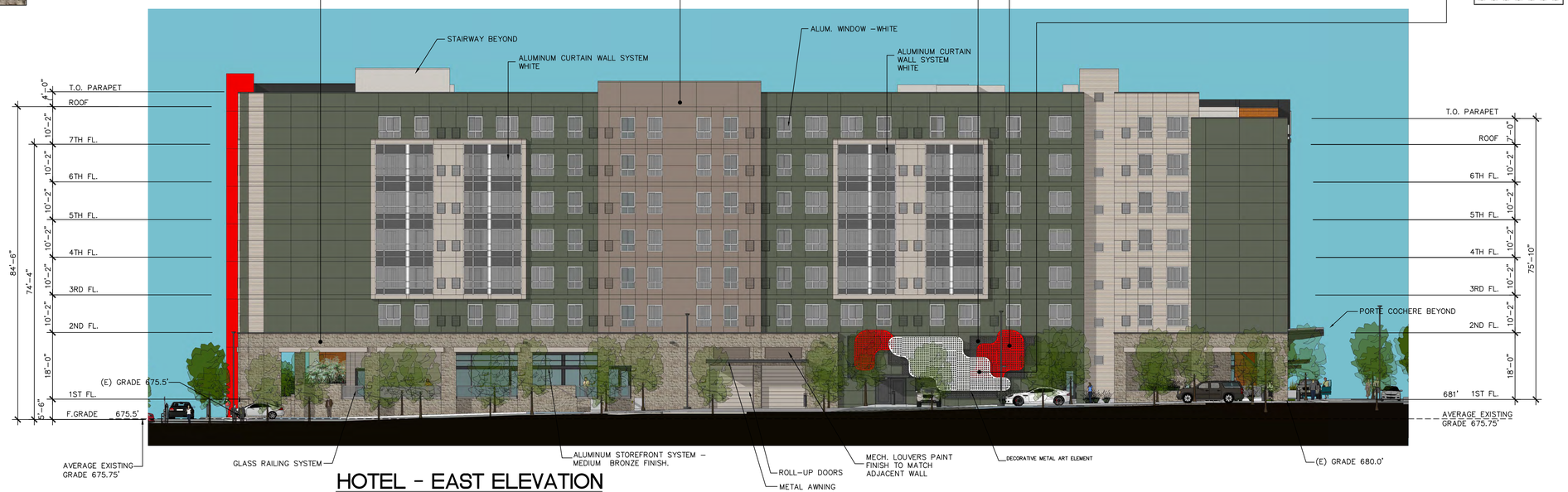
ALUMINUM COMPOSITE PANEL SYSTEM
ROSEMARY - SMOOTH

ALUMINUM COMPOSITE PANEL SYSTEM
TWILIGHT GRAY - SMOOTH

PERFORATED METAL PANEL SYSTEM
KYNAR FINISH - DARK GRAY

PERFORATED METAL PANEL SYSTEM
KYNAR FINISH - RED

PERFORATED METAL PANEL SYSTEM
KYNAR FINISH - WHITE



HOTEL - EAST ELEVATION

SCALE: 1/16" =1'-0"

ARCHITECTURAL DIMENSIONS

801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023.
ADDED EXISTING AND FINISH GRADES.

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

HOTEL ELEVATIONS

JOB NO. **AWH04**

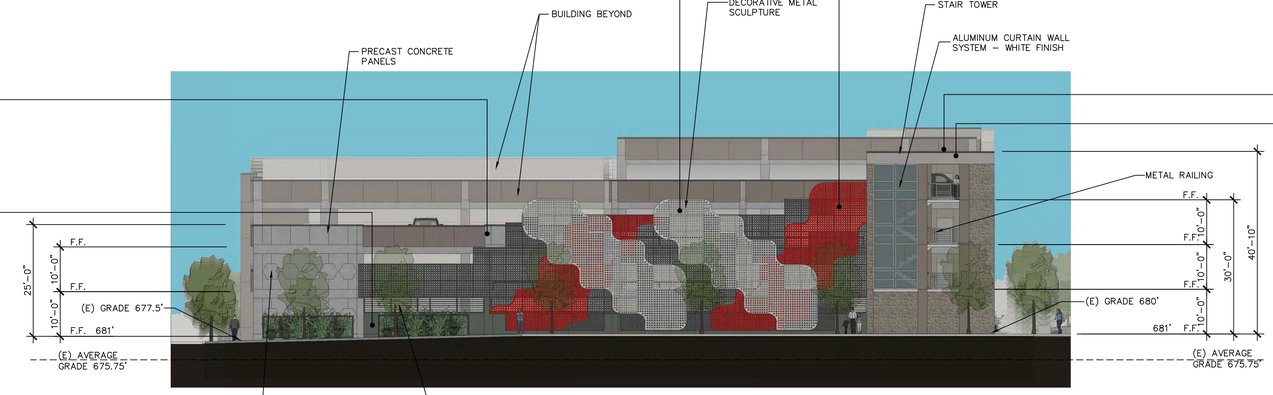
DATE. **010/02/2023**

DRAWING NO. **DR7.1**

SMOOTH FINISHED CONCRETE
PAINT FINISH - LIGHT GRAY

SMOOTH FINISHED CONCRETE
PANIT FINISH - ROSEMARY

CULTURED STONE VENEER
BIRCH LEDGE CUT - ELDORADO STONE



GARAGE - NORTH ELEVATION

SCALE: 1/16" =1'-0"

PERFORATED METAL PANEL SYSTEM
KYNAR FINISH - WHITE

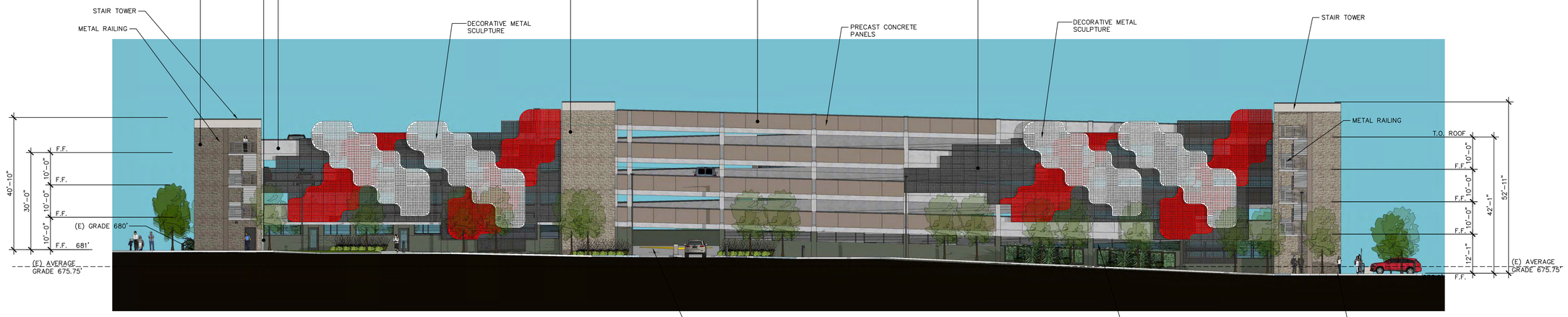
PERFORATED METAL PANEL SYSTEM
KYNAR FINISH - RED

ALUMINUM COPING TYP.
DARK GRAY

ALUMINUM COMPOSITE PANEL SYSTEM
TWILIGHT SILVER - TEXTURED

SMOOTH FINISHED CONCRETE PANEL SYSTEM
PAINT FINISHED - HAMMERED SILVER

PERFORATED METAL PANEL SYSTEM
KYNAR FINISH - DARK GRAY



GARAGE - WEST ELEVATION

SCALE: 1/16" =1'-0"

ARCHITECTURAL DIMENSIONS

801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

⚠1 RESPONSE TO CITY COMMENTS 9/4/2023.
ADDED EXISTING AND FINISH GRADES.

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

GARAGE ELEVATIONS

JOB NO. **AWH04**

DATE. **10/02/2023**

DRAWING NO. **DR8.0**

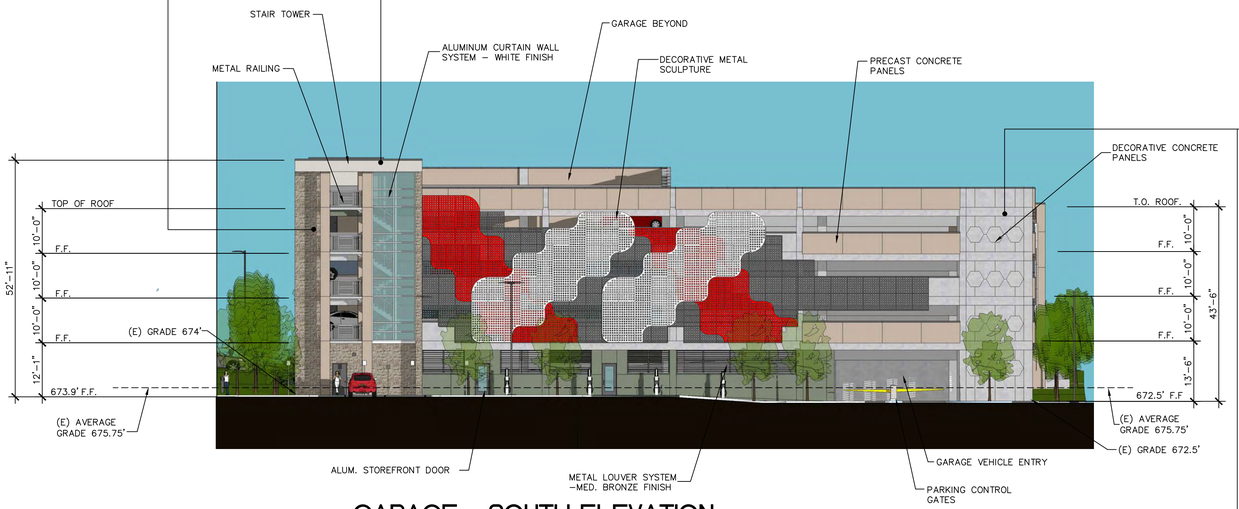
ALUMINUM COPING TYP.
DARK GRAY

CULTURED STONE VENEER
BIRCH LEDGE CUT - ELDORADO STONE

PERFORATED METAL PANEL SYSTEM
KYNAR FINISH - RED

PERFORATED METAL PANEL SYSTEM
KYNAR FINISH - WHITE

PERFORATED METAL PANEL SYSTEM
KYNAR FINISH - DARK GRAY



GARAGE - SOUTH ELEVATION

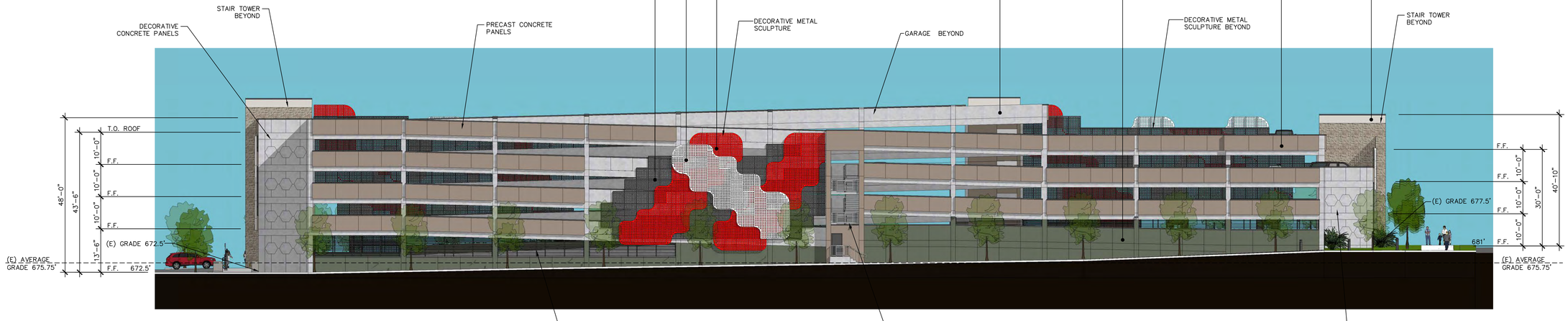
SCALE: 1/16" =1'-0"

SMOOTH FINISHED CONCRETE
PAINT FINISH - LIGHT GRAY

SMOOTH FINISHED CONCRETE
PANIT FINISH - ROSEMARY

SMOOTH FINISHED CONCRETE PANEL SYSTEM
PAINT FINISHED - HAMMERED SILVER

ALUMINUM COMPOSITE PANEL SYSTEM
TWILIGHT SILVER - TEXTURED



GARAGE - EAST ELEVATION

SCALE: 1/16" =1'-0"

ARCHITECTURAL DIMENSIONS

801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

⚠ RESPONSE TO CITY COMMENTS 9/4/2023.
ADDED EXISTING AND FINISH GRADES.
ADD DECORATIVE METAL TO SOUTH ELEV.

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

GARAGE ELEVATIONS

JOB NO. **AWH04**

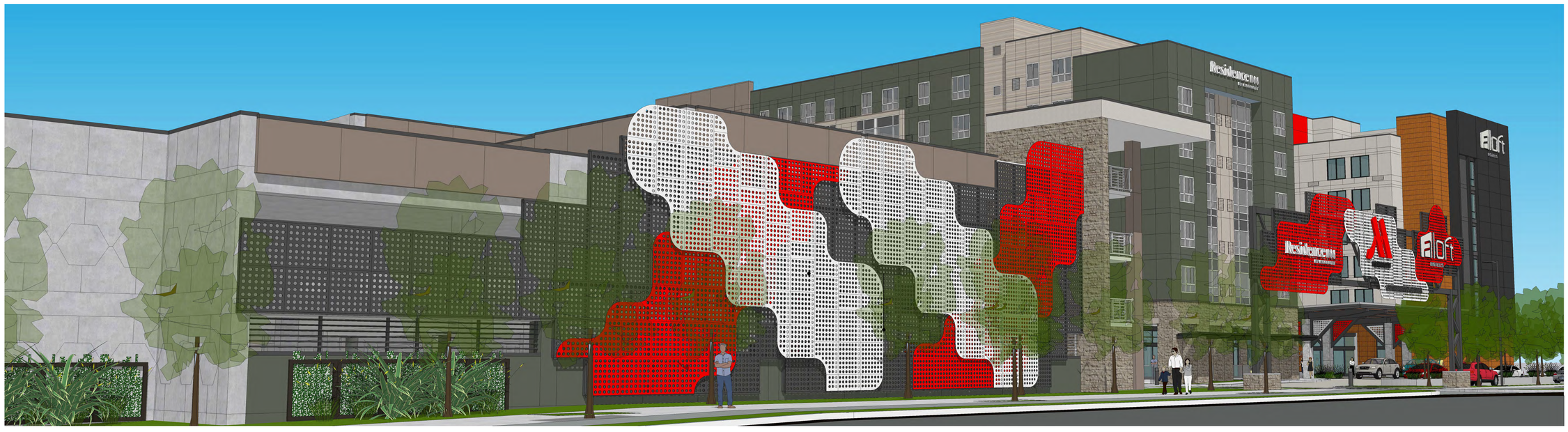
DATE. **10/02/2023**

DRAWING NO. **DR8.1**



THORNTON AVENUE - STREET VIEW - LOOKING SOUTHEAST

SCALE: N.T.S.



THORNTON AVENUE - STREET VIEW - LOOKING SOUTHWEST

SCALE: N.T.S.

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

2 REVISED HOTEL DROP OFF AREA

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

THORNTON AVENUE VIEWS

JOB NO. **AWH04**

DATE. **02/29/2024**

DRAWING NO. **DR9.0**



PARKING GARAGE GATEWAY ENTRANCE HOTEL

THORTON AVENUE - VIEW LOOKING SOUTH

SCALE: N.T.S.



HOTEL PARKING GARAGE

MARRIOTT DRIVE - VIEW LOOKING NORTH

SCALE: N.T.S.

ARCHITECTURAL DIMENSIONS

801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023. REVISED SOUTH ELEV. OF GARAGE

2 REVISED HOTEL DROP OFF AREA

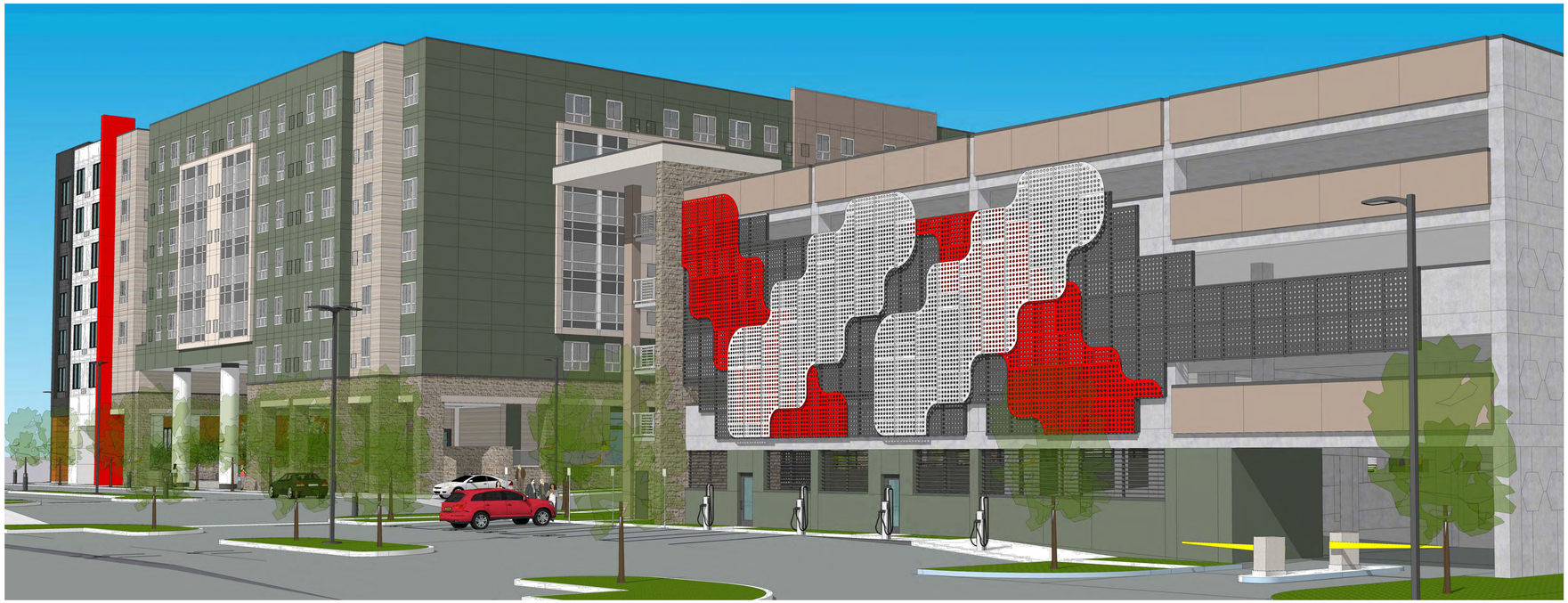
MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

THORNTON AVE. AND MARRIOTT DRIVE VIEWS

JOB NO. **AWH04**

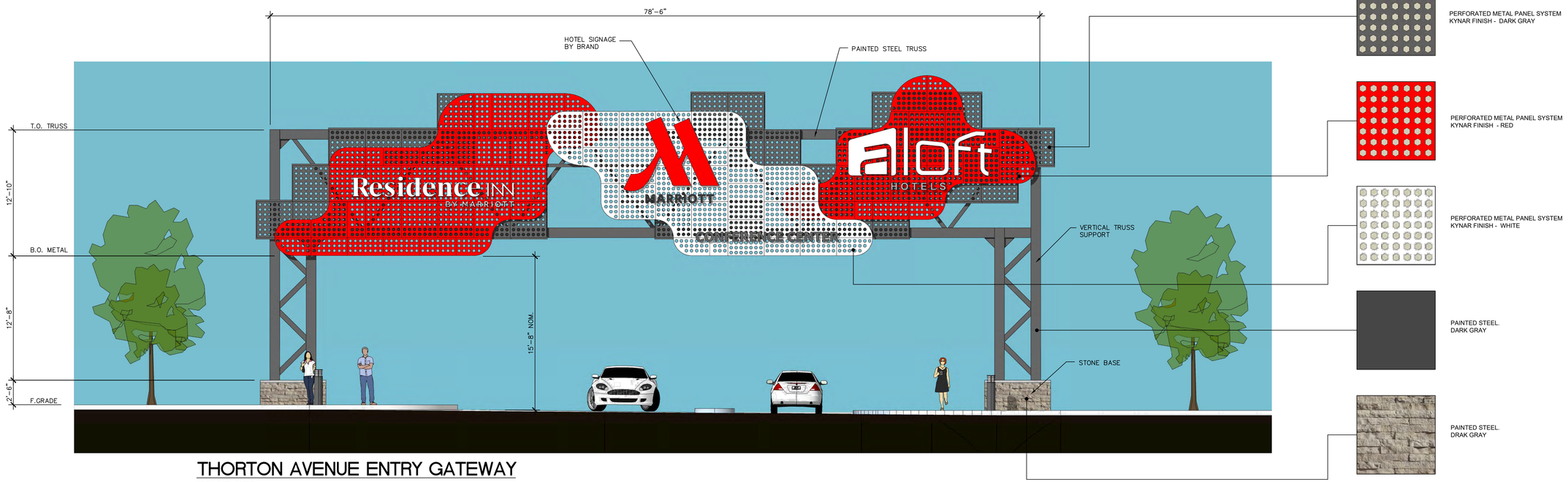
DATE. **02/29/2024**

DRAWING NO. **DR9.1**



MARRIOTT DRIVE - VIEW LOOKING NORTH WEST

SCALE: N.T.S.



THORTON AVENUE ENTRY GATEWAY

SCALE: N.T.S.

ARCHITECTURAL DIMENSIONS

801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023.
REVISED GARAGE SOUTH ELEVATION

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

MARRIOTT DRIVE AND GATE WAY VIEWS

JOB NO. **AWH04**

DATE. **10/02/2023**

DRAWING NO. **DR9.2**



MARRIOTT DRIVE - VIEW LOOKING NORTH WEST

SCALE: N.T.S.



MARRIOTT DRIVE - VIEW LOOKING AT COURTYARD ENTRY

SCALE: N.T.S.



PORTE COCHERE - VIEW LOOKING EAST

SCALE: N.T.S.



WATER FEATURE AT COURTYARD

SCALE: N.T.S.

ARCHITECTURAL DIMENSIONS

801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

2 REVISED HOTEL DROP OFF AREA

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

MARRIOTT DRIVE, PORTE COCHERE AND WATER FEATURE

JOB NO. **AWH04**

DATE. **02/29/2024**

DRAWING NO. **DR9.3**

POOL ENCLOSURE WALL

SOUTH ENTRY TO ALOFT

CIRCULATION RAMP

RAISED PLANTERS

TWO STORY COLUMNS



POOL

SOUTH ENTRY TO RESIDENCE INN

CIRCULATION RAMP

RAISED PLANTERS

WATER FEATURE
PUBLIC ART ELEMENT

COURTYARD VIEW

SCALE: N.T.S.

ARCHITECTURAL DIMENSIONS

801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

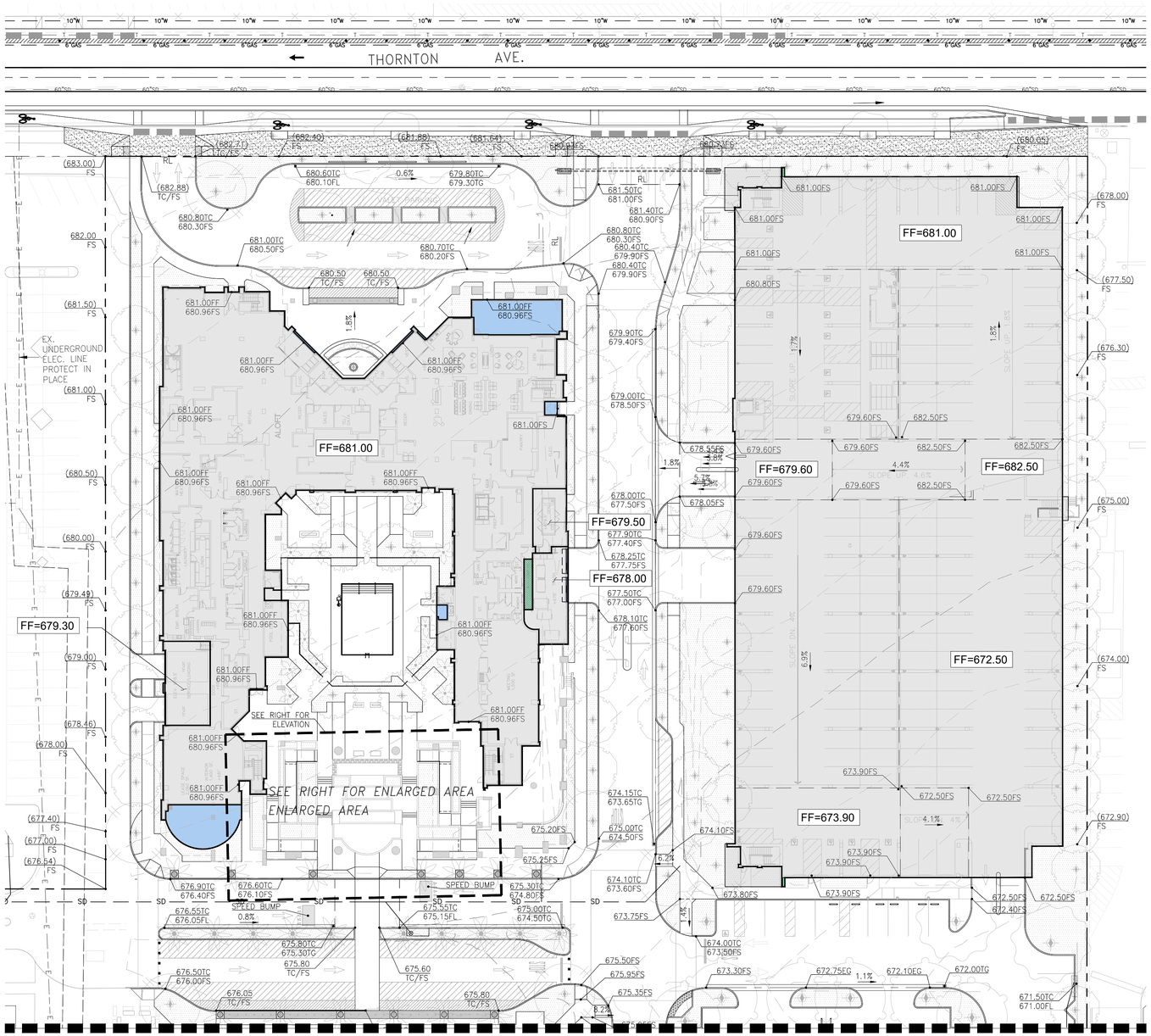
MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

COURTYARD AND WATER FEATURE VIEWS

JOB NO. **AWH04**

DATE. **10/02/2023**

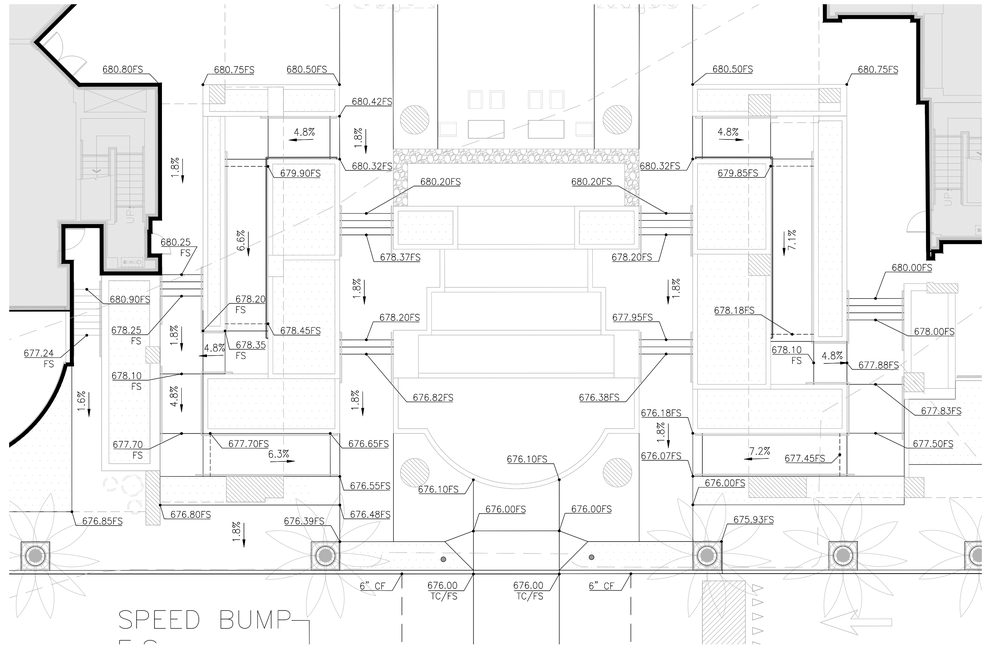
DRAWING NO. **DR9.4**



MATCHLINE - SEE SHEET C2.0

LEGEND

PROPERTY LINE/ RIGHT-OF-WAY	CB	CATCH BASIN	ROW	RIGHT-OF-WAY
LIMIT OF GRADING	CL	CENTERLINE	TC	TOP OF CURB
PROPOSED STORM DRAIN	FF	FINISHED FLOOR	TG	TOP OF GRATE
EXISTING STORM DRAIN	FL	FLOWLINE	TW	TOP OF WALL
WALL	FS	FINISHED SURFACE	TYP	TYPICAL
X.X% SLOPE PERCENTAGE	HP	HIGHPOINT	UNO	UNLESS NOTED OTHERWISE
SURFACE SHEET FLOW	INV	INVERT		PROPOSED CURB RAMP
PLANTER	P.L.	PROPERTY LINE		24" WIDE CURB SLOT



ENLARGED AREA

SCALE 1" = 10'

CONCEPTUAL SITE PRECISE GRADING PLAN

SCALE: 1" = 30'

ARCHITECTURAL DIMENSIONS

801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

1. RESPONSE TO CITY COMMENTS 9/4/2023, UPDATED GRADING PLAN
2. RESPONSE TO CITY COMMENTS 03/06/2024, UPDATED GRADING PLAN
3. RESPONSE TO CITY COMMENTS 05/31/2024, UPDATED OFFSITE PLANS

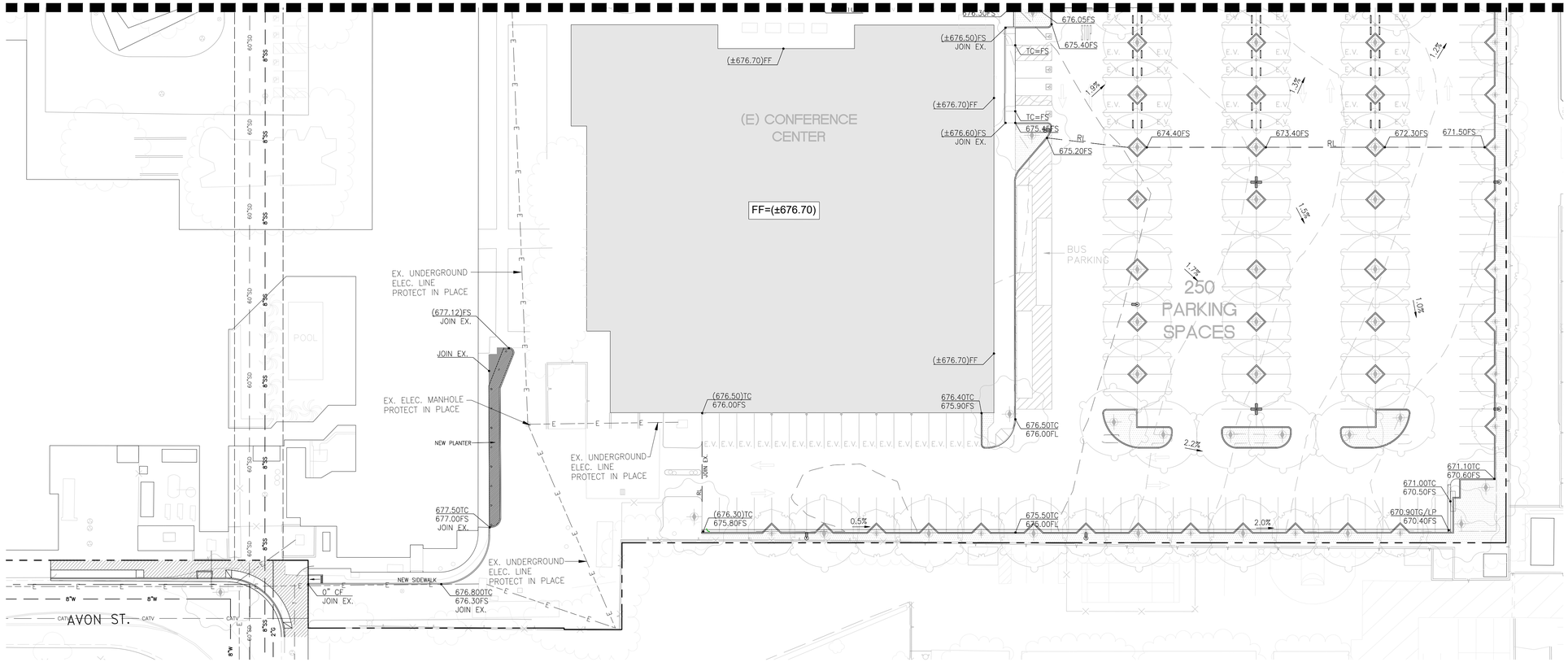
MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

FUSCOE ENGINEERING
full circle thinking

JOB NO. **AWH04**

DATE. **09/09/2024**

DRAWING NO. C1.0



LEGEND

PROPERTY LINE/ RIGHT-OF-WAY	CB	CATCH BASIN	ROW	RIGHT-OF-WAY
LIMIT OF GRADING	CL	CENTERLINE	TC	TOP OF CURB
PROPOSED STORM DRAIN	FF	FINISHED FLOOR	TG	TOP OF GRATE
EXISTING STORM DRAIN	FL	FLOWLINE	TW	TOP OF WALL
WALL	FS	FINISHED SURFACE	TYP	TYPICAL
X.X% SLOPE PERCENTAGE	HP	HIGHPOINT	UNO	UNLESS NOTED OTHERWISE
SURFACE SHEET FLOW	INV	INVERT		PROPOSED CURB RAMP
PLANTER	PL	PROPERTY LINE		24" WIDE CURB SLOT

30' 0' 15' 30'
SCALE: 1" = 30'

CONCEPTUAL SITE PRECISE GRADING PLAN

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

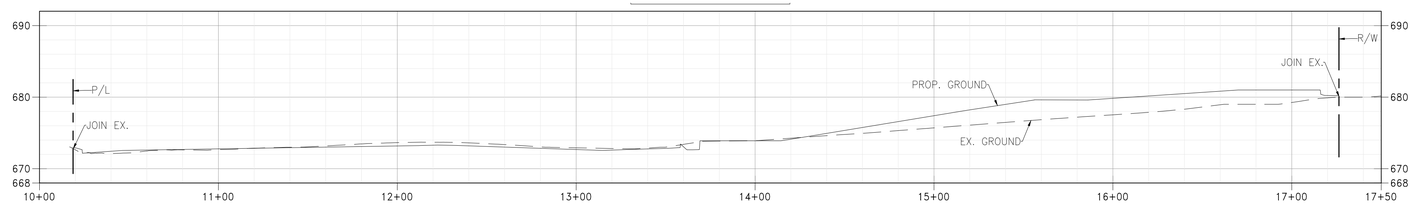
PROJECT INFO.
1 RESPONSE TO CITY COMMENTS 9/4/2023, UPDATED GRADING PLAN
2 RESPONSE TO CITY COMMENTS 03/06/2024, UPDATED GRADING PLAN
3 RESPONSE TO CITY COMMENTS 05/31/2024, UPDATE STREET IMPROVEMENT PLANS

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

FUSCOE ENGINEERING full circle thinking

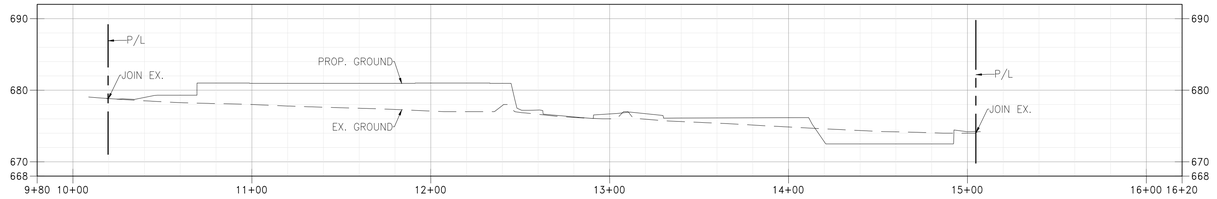
JOB NO. **AWH04**
DATE. **09/09/2024**
DRAWING NO. C1.1





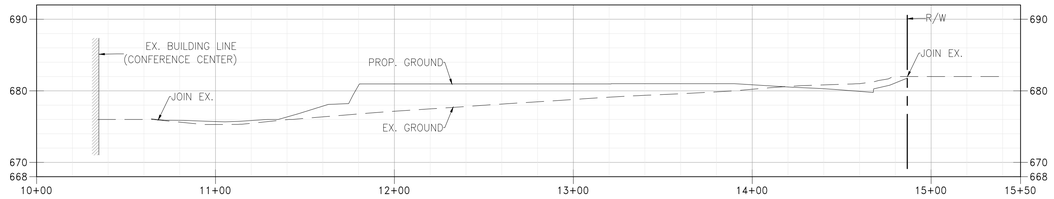
SECTION "A"

SCALE: H 1" = 40'
V 1" = 10'



SECTION "B"

SCALE: H 1" = 40'
V 1" = 10'



SECTION "C"

SCALE: H 1" = 40'
V 1" = 10'

LEGEND

	CUT
	FILL
	NATURAL TERRAIN/NON-DISTURBED AREA
	STREET
	BUILDING PAD
	UNDERGROUND DETENTION BASIN
EX.	EXISTING
P/L	PROPERTY LINE
PROP.	PROPOSED
ROW	RIGHT-OF-WAY

EARTHWORK

DESCRIPTION	CUT (CY)	FILL (CY)
MASS EXCAVATION	1,825	10,565
UNDERGROUND DETENTION BASIN (20'X200'X5')	740	0
TOTAL	2,565	10,565
IMPORT	8,000	

N

50' 0' 25' 50'
SCALE: 1" = 50'

CONCEPTUAL SITE EARTHWORK STUDY

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

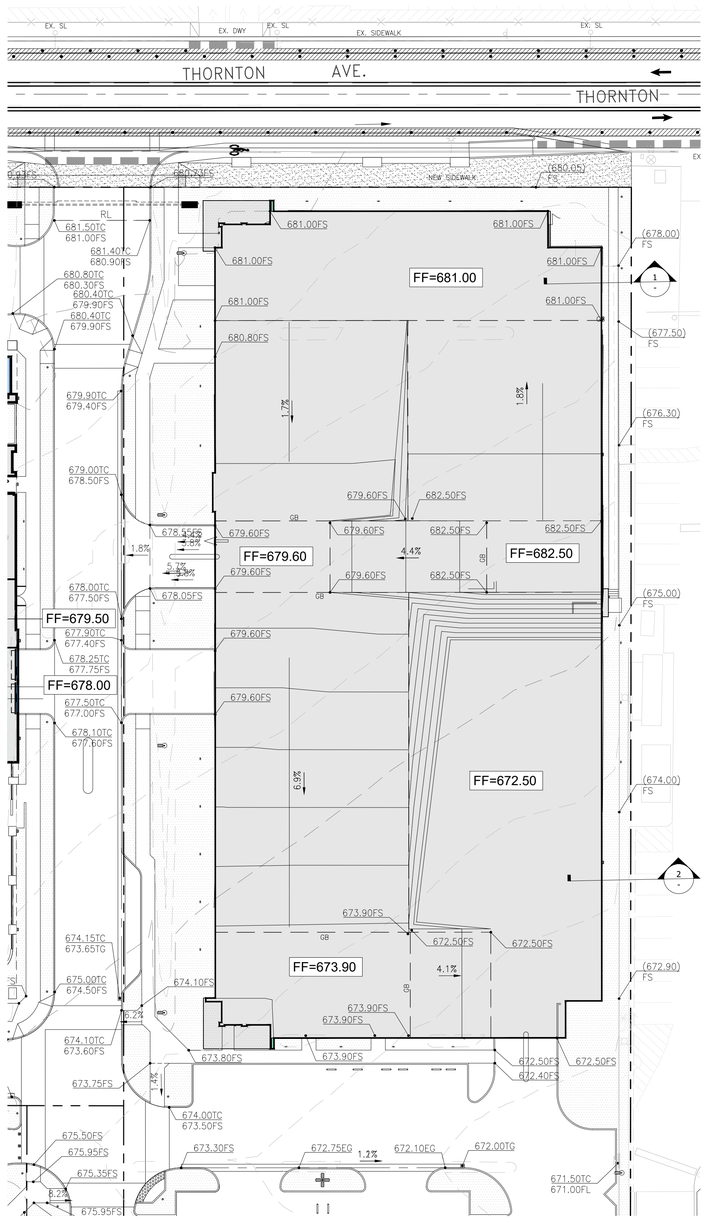
PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023
ADDED NEW SHEET FOR CONCEPTUAL SITE EARTHWORK STUDY AND CROSSE SECTIONS

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

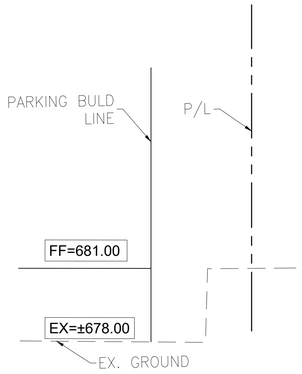
FUSCOE ENGINEERING
full circle thinking

JOB NO. **AWH04**
DATE. **09/09/2024**
DRAWING NO. C2.0

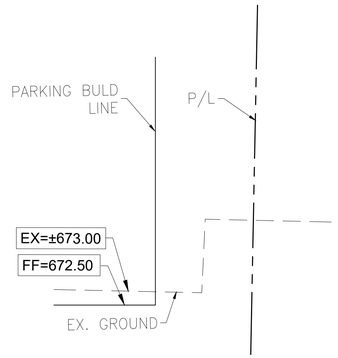


LEGEND

	PROPERTY LINE/ RIGHT-OF-WAY	CB	CATCH BASIN	ROW	RIGHT-OF-WAY
	LIMIT OF GRADING	CL	CENTERLINE	TC	TOP OF CURB
SD	PROPOSED STORM DRAIN	FF	FINISHED FLOOR	TG	TOP OF GRATE
SD	EXISTING STORM DRAIN	FL	FLOWLINE	TW	TOP OF WALL
	WALL	FS	FINISHED SURFACE	TYP	TYPICAL
X.X%	SLOPE PERCENTAGE	HP	HIGHPOINT	UNO	UNLESS NOTED OTHERWISE
	SURFACE SHEET FLOW	INV	INVERT		PROPOSED CURB RAMP
	PLANTER	P	PROPERTY LINE	▷	24" WIDE CURB SLOT



SECTION "1"
N.T.S.



SECTION "2"
N.T.S.

N

30' 0' 15' 30'
SCALE: 1" = 30'

CONCEPTUAL GARAGE STRUCTURAL EXCAVATION PLAN

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

FUSCOE ENGINEERING
full circle thinking

JOB NO. **AWH04**
DATE. **09/09/2024**
DRAWING NO. C3.0

LID AREA SUMMARY

	TOTAL AREA (ACRES)	PERVIOUS AREA (ACRES)	PERCENT IMPERVIOUS
EXISTING CONDITIONS	6.16	0.48	92.18%
PROPOSED CONDITIONS	6.16	0.85	86.26%

Peak Flow Hydrologic Analysis

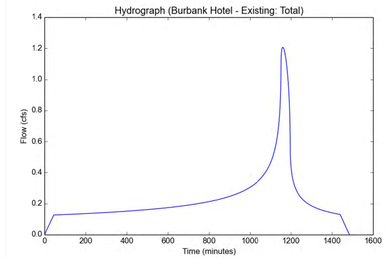
File location: F:/Projects/4147/001/Sandbox/Varand/230515 - LID Study/HydroCalc/Burbank Hotel - Existing - Total (85th Percentile).pdf
Version: HydroCalc 1.0.2

Input Parameters

Project Name	Burbank Hotel - Existing
Subarea ID	Total
Area (ac)	6.165
Flow Path Length (ft)	1600.0
Flow Path Slope (vft/hft)	0.015
85th Percentile Rainfall Depth (in)	1.1
Percent Impervious	0.9218
Soil Type	15
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.1
Peak Intensity (in/hr)	0.2337
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.8374
Time of Concentration (min)	45.0
Clear Peak Flow Rate (cfs)	1.2064
Burned Peak Flow Rate (cfs)	1.2064
24-Hr Clear Runoff Volume (ac-ft)	0.4694
24-Hr Clear Runoff Volume (cu-ft)	20445.2911



Peak Flow Hydrologic Analysis

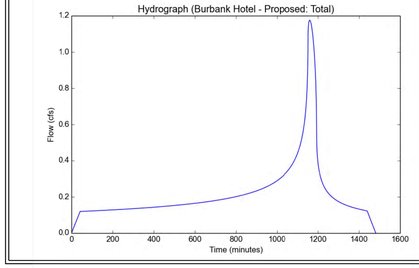
File location: F:/Projects/4147/001/_Support Files/Reports/SUSUMP/HydroCalc/Burbank Hotel - Proposed - Total.pdf
Version: HydroCalc 1.0.2

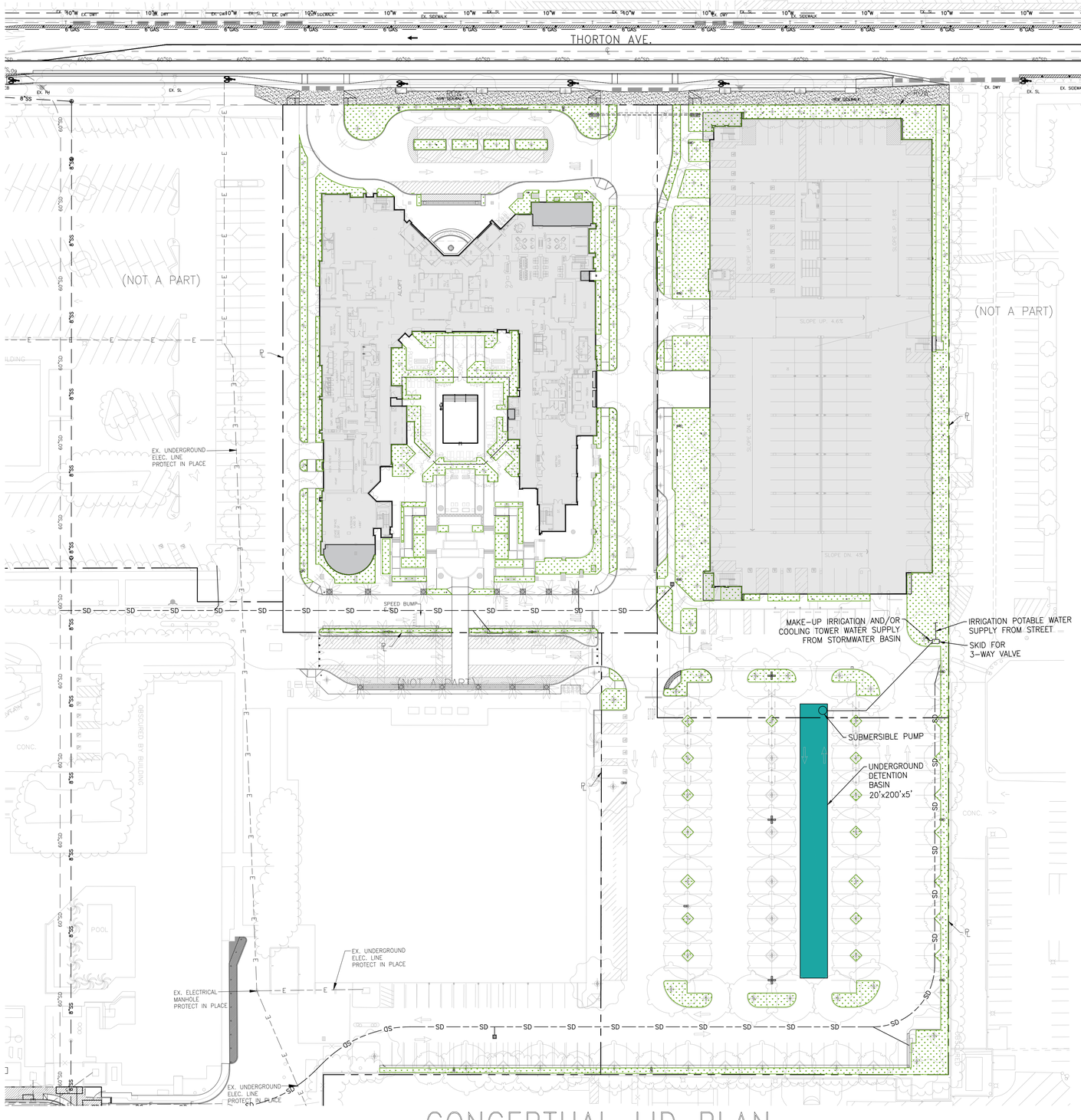
Input Parameters

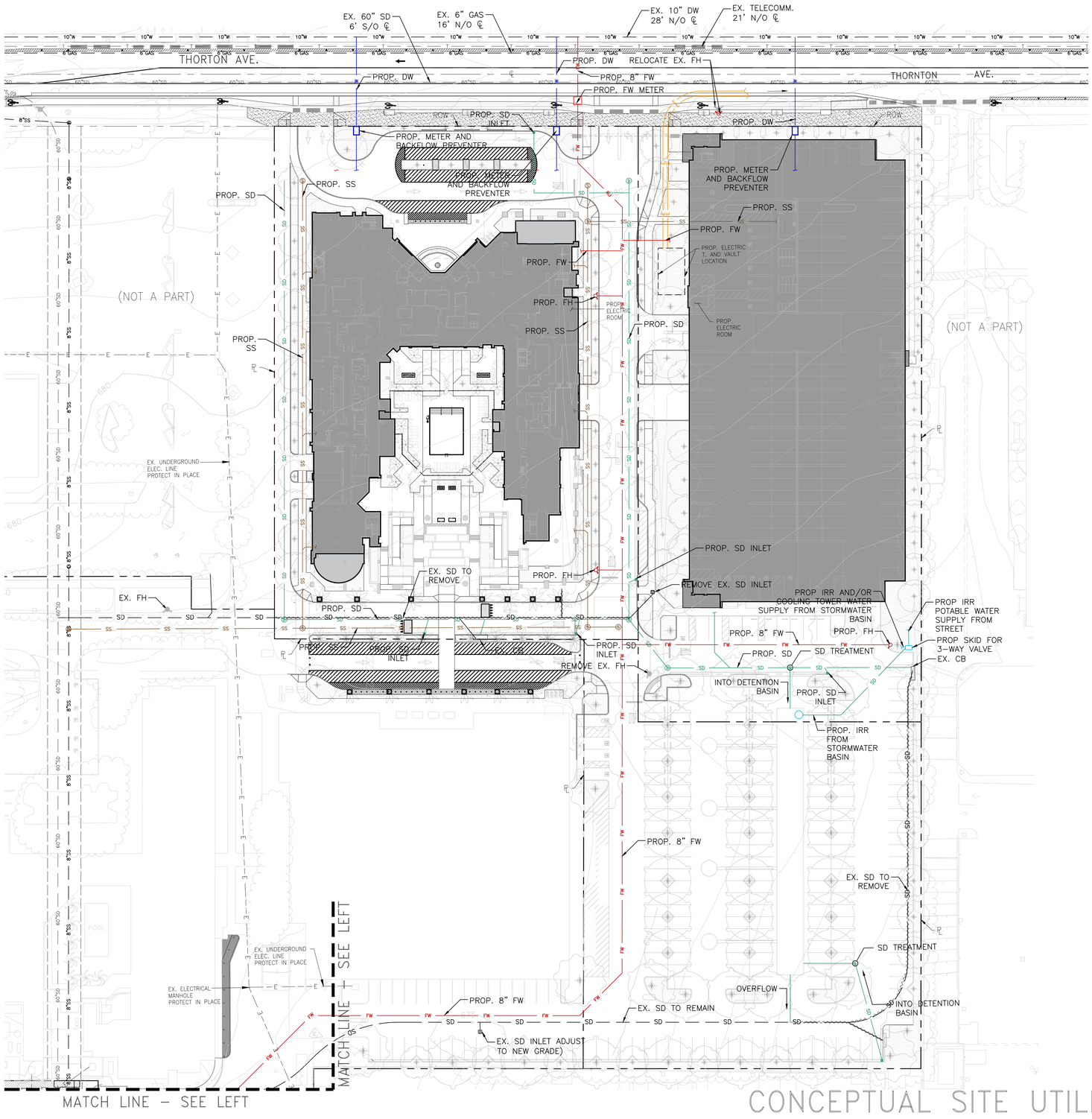
Project Name	Burbank Hotel - Proposed
Subarea ID	Total
Area (ac)	6.165
Flow Path Length (ft)	1200.0
Flow Path Slope (vft/hft)	0.01
85th Percentile Rainfall Depth (in)	1.1
Percent Impervious	0.8626
Soil Type	15
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.1
Peak Intensity (in/hr)	0.2414
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.7901
Time of Concentration (min)	42.0
Clear Peak Flow Rate (cfs)	1.1757
Burned Peak Flow Rate (cfs)	1.1757
24-Hr Clear Runoff Volume (ac-ft)	0.4428
24-Hr Clear Runoff Volume (cu-ft)	19288.9766




THORTON AVE.
(NOT A PART)
(NOT A PART)
(NOT A PART)
EX. UNDERGROUND ELEC. LINE PROTECT IN PLACE
EX. ELECTRICAL MANHOLE PROTECT IN PLACE
EX. UNDERGROUND ELEC. LINE PROTECT IN PLACE
EX. UNDERGROUND ELEC. LINE PROTECT IN PLACE
SPEED BUMP
MAKE-UP IRRIGATION AND/OR COOLING TOWER WATER SUPPLY FROM STORMWATER BASIN
IRRIGATION POTABLE WATER SUPPLY FROM STREET
SKID FOR 3-WAY VALVE
SUBMERSIBLE PUMP
UNDERGROUND DETENTION BASIN 20'x200'x5'
ALOFT
POOL
SLOPE UP: 4.6%
SLOPE DN: 4%
SLOPE UP: 4.6%
SLOPE DN: 4%
NEW SIDEWALK
NEW SIDEWALK
EX. SIDEWALK
EX. SIDEWALK
EX.



LEGEND

— · —	CENTERLINE
— — —	PROPERTY LINE / RIGHT-OF-WAY
SD	PROPOSED STORM DRAIN
SS	PROPOSED SANITARY SEWER
DW	PROPOSED DOMESTIC WATER
FW	PROPOSED FIRE WATER
RW	PROPOSED RECYCLED WATER
E	PROPOSED ELECTRICAL LINE
—SD—	EXISTING STORM DRAIN
—SS—	EXISTING SANITARY SEWER
—E—	EXISTING ELECTRICAL LINE
Ⓢ	SEWER MANHOLE
Ⓓ	STORM DRAIN MANHOLE
℄	CENTERLINE
P	PROPERTY LINE
ROW	RIGHT OF WAY
N/O	NORTH OF
S/O	SOUTH OF
CB	CATCH BASIN
SS	SANITARY SEWER
SD	STORM DRAIN
RW	RECLAIMED WATER
DW	DOMESTIC WATER
FW	FIRE WATER

NOTE:
1. EXTENT OF AND PIPE INVERTS OF EXISTING ON-SITE STORM DRAIN SYSTEM TO BE VERIFIED IN THE FIELD POST ENTITLEMENT APPROVAL.

N

40' 0' 20' 40'
SCALE: 1" = 40'

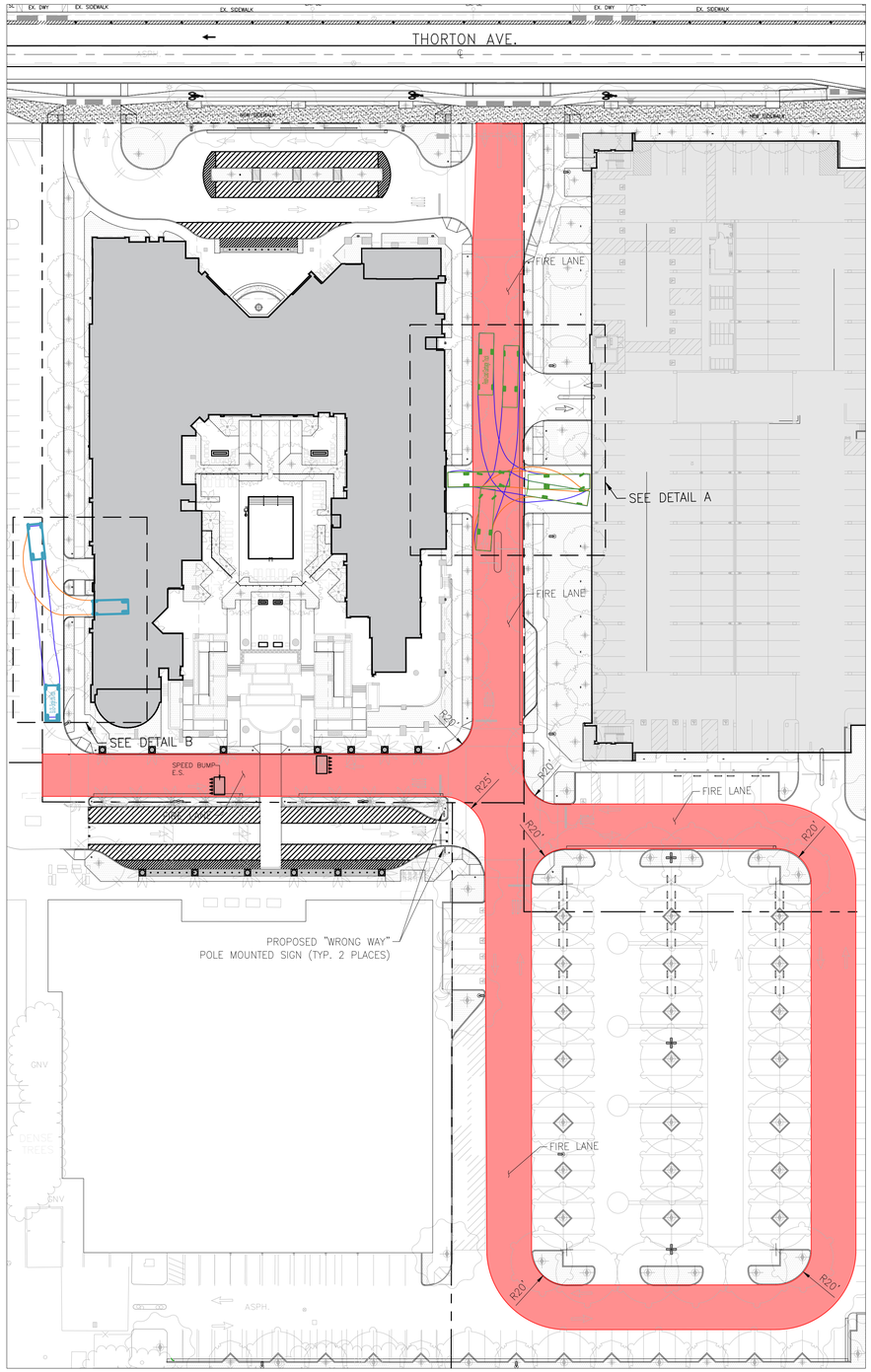
CONCEPTUAL SITE UTILITY PLAN

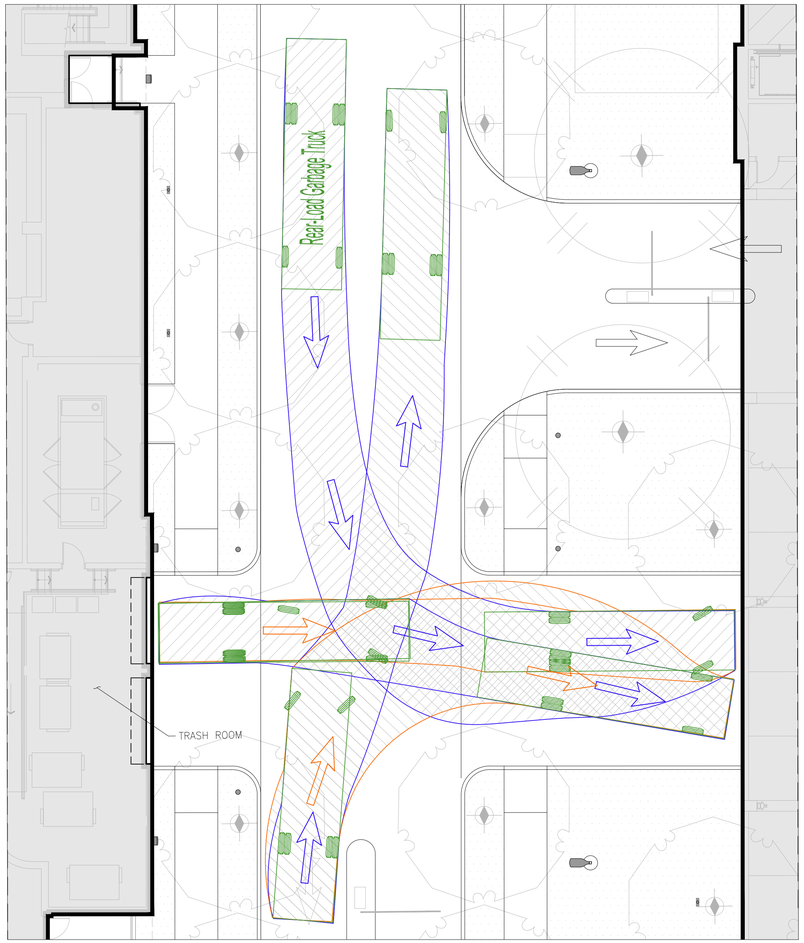
ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.
1 RESPONSE TO CITY COMMENTS 9/4/2023, UPDATED GRADING PLAN
2 RESPONSE TO CITY COMMENTS 03/06/2024
UPDATED UTILITY PLAN – REMOVED PROPOSED RECLAIMED WATER LINE, ADDED FIRE WATER LINE AND FIRE HYDRANT
3 RESPONSE TO CITY COMMENTS 05/31/2024, ADDED ELEC. INFORMATION TO THE PLAN

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

JOB NO. **AWH04**
DATE. **09/09/2024**
DRAWING NO. C5.0

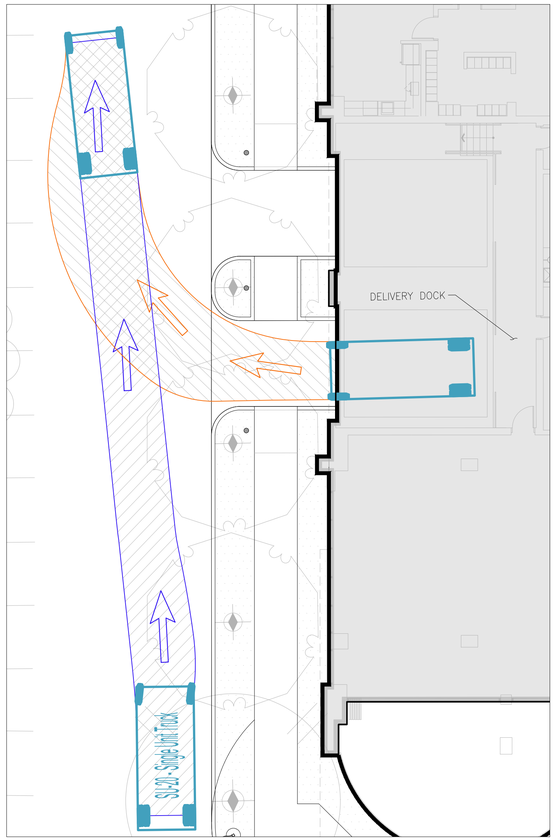




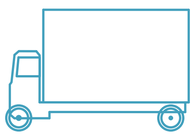
GARBAGE TRUCK TURNING RADIUS (A)
1"=10'



REAR LOAD GARBAGE TRUCK:
OVERALL LENGTH: 35 ft
WHEELBASE: 20 ft
OVERALL WIDTH: 8.38 ft
OVERALL BODY HEIGHT: 10.55 ft
MIN BODY GROUND CLEARANCE: 1 ft
TRACK WIDTH: 8.38 ft



DELIVERY TRUCK TURNING RADIUS (B)
1"=10'



DELIVERY TRUCK:
OVERALL LENGTH: 20.4 ft
WHEELBASE: 17 ft
OVERALL WIDTH: 8 ft
OVERALL BODY HEIGHT: 13.5 ft
MIN BODY GROUND CLEARANCE: 1.37 ft
TRACK WIDTH: 8 ft

CONCEPTUAL FIRE APPARATUS & SERVICE TRUCK CIRCULATION PLAN

LEGEND
- FORWARD DRIVE PATH
- REVERSE DRIVE PATH
- FIRE LANE

N
40' 0' 20' 40'
SCALE: 1" = 40'

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
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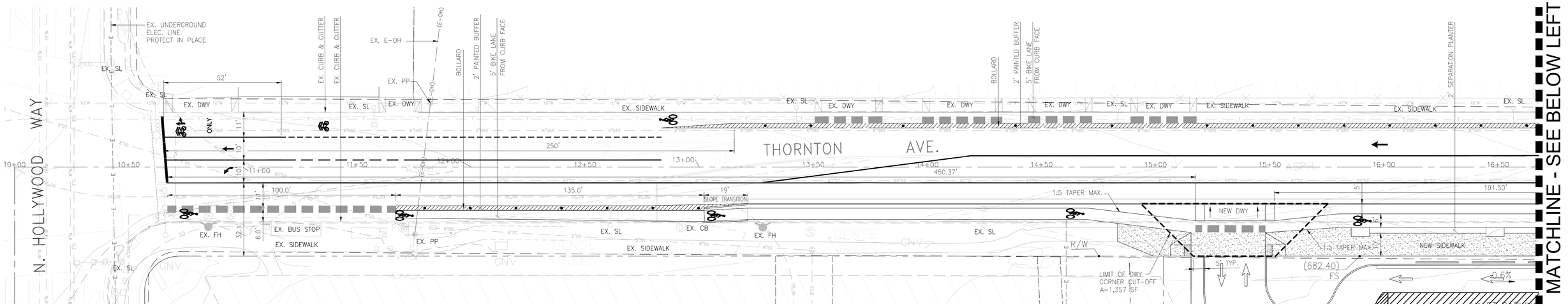
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

JOB NO. **AWH04**
DATE. **09/09/2024**
DRAWING NO. C6.0



LEGEND

	PROPERTY LINE/ RIGHT-OF-WAY
	GREEN BIKE BOXES
CB	CATCH BASIN
CL	CENTERLINE
FF	FINISHED FLOOR
FL	FLOWLINE
FS	FINISHED SURFACE
HP	HIGHPOINT
INV	INVERT
PL	PROPERTY LINE
ROW	RIGHT-OF-WAY
TC	TOP OF CURB
TG	TOP OF GRATE
TW	TOP OF WALL
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE
FH	FIRE HYDRANT
PP	POLE-POWER
SL	STREET LIGHT
SDMH	STORM DRAIN MAN HOLE

30' 0' 15' 30'
SCALE: 1" = 30'

CONCEPTUAL OFFSITE IMPROVEMENT PLAN – THORNTON

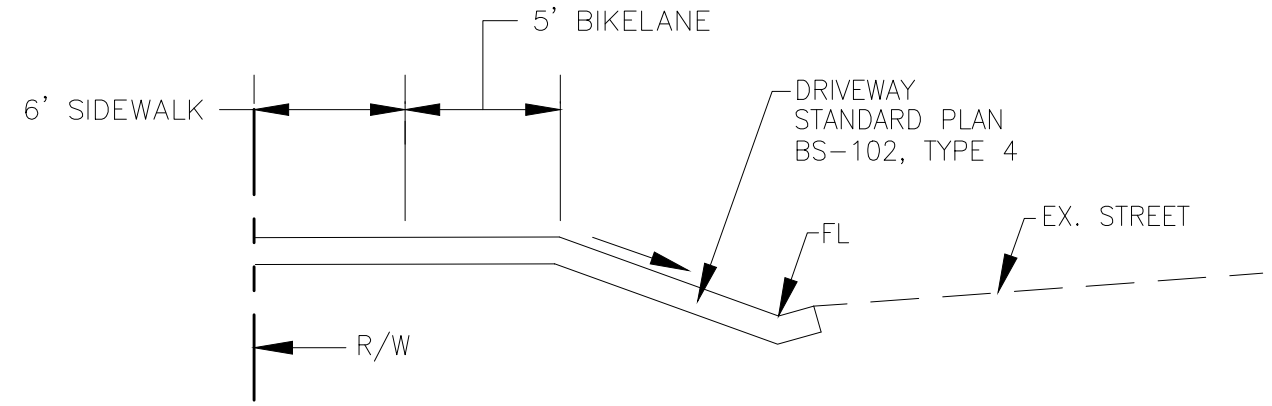
ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.
1 RESPONSE TO CITY COMMENTS 9/4/2023, UPDATE STREET IMPROVEMENT PLANS
2 RESPONSE TO CITY COMMENTS 03/06/2024, UPDATE STREET IMPROVEMENT PLANS
3 RESPONSE TO CITY COMMENTS 05/31/2024, UPDATE STREET IMPROVEMENT PLANS

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

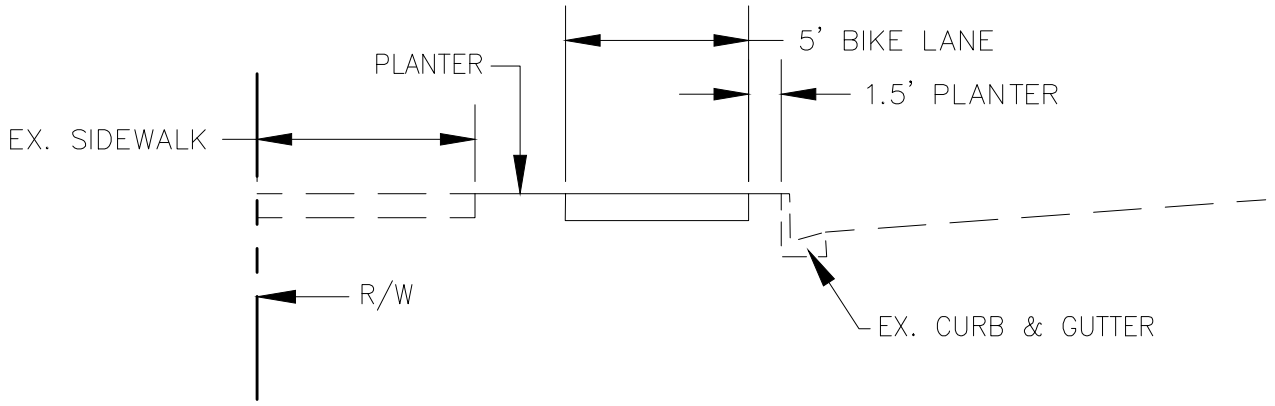
FUSCOE ENGINEERING
full circle thinking

JOB NO. **AWH04**
DATE. **09/09/2024**
DRAWING NO. **C7.0**



SECTION AT DRIVEWAY

NOT TO SCALE



SECTION AT SIDEWALK

NOT TO SCALE

FUSCOE ENGINEERING
FULL CIRCLE THINKING®

06/17/2024

F:\PROJECTS\4147\001\PLANS\ENTITLEMENTS\CONCEPTUAL GRADING PLAN\4147-001 - CONCEPTUAL STREET IMPROVEMENT-C7.DWG (06-17-2024 1:03:57PM) Plotted by: ghormoz

LEGEND

— — —	PROPERTY LINE/ RIGHT-OF-WAY
CB	CATCH BASIN
CL	CENTERLINE
FF	FINISHED FLOOR
FL	FLOWLINE
FS	FINISHED SURFACE
HP	HIGHPOINT
INV	INVERT
PL	PROPERTY LINE
ROW	RIGHT-OF-WAY
TC	TOP OF CURB
TG	TOP OF GRATE
TW	TOP OF WALL
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE
FH	FIRE HYDRANT
PP	POLE-POWER
SL	STREET LIGHT
SDMH	STORM DRAIN MAN HOLE

CONCEPTUAL OFFSITE IMPROVEMENT PLAN – AVON

30' 0' 15' 30'
SCALE: 1" = 30'

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
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Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.
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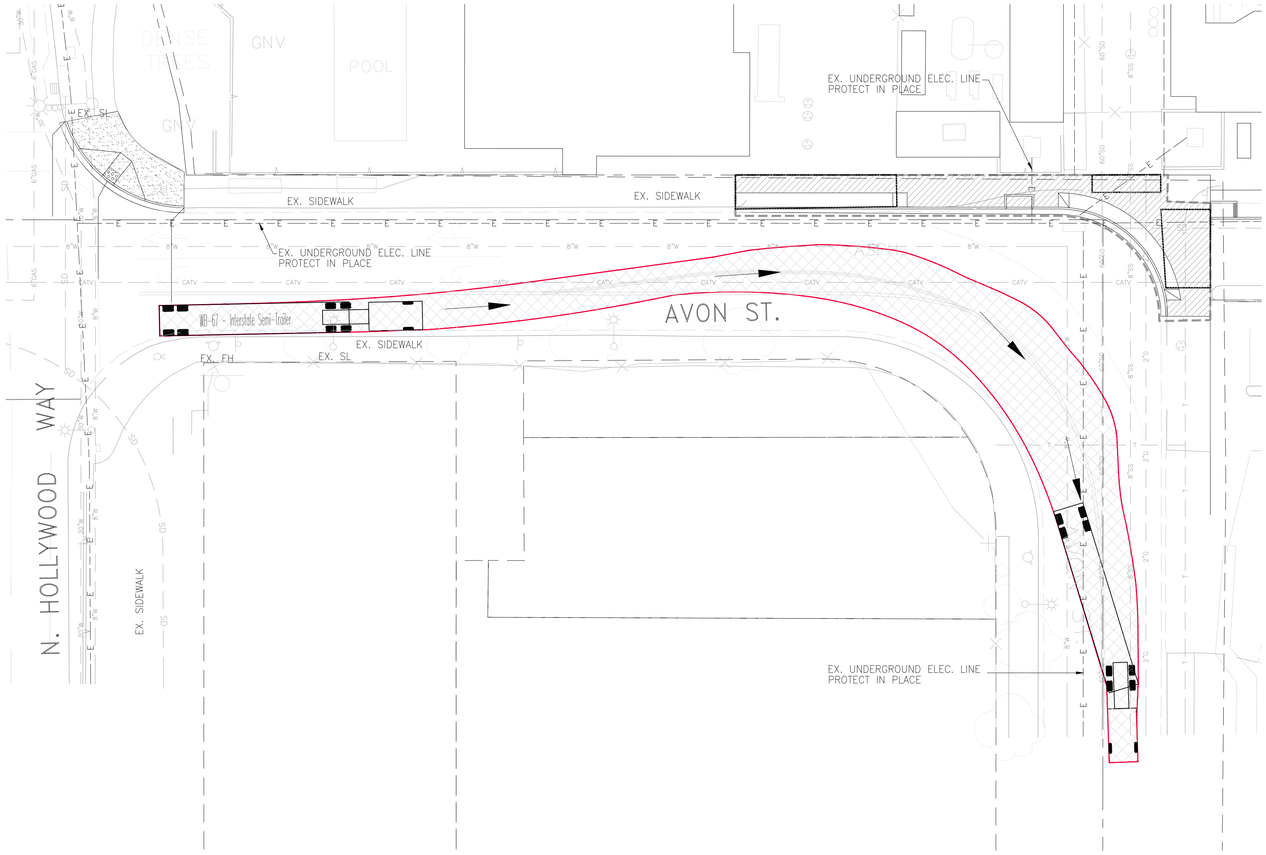
3 RESPONSE TO CITY COMMENTS 05/31/2024, UPDATE STREET IMPROVEMENT PLANS

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

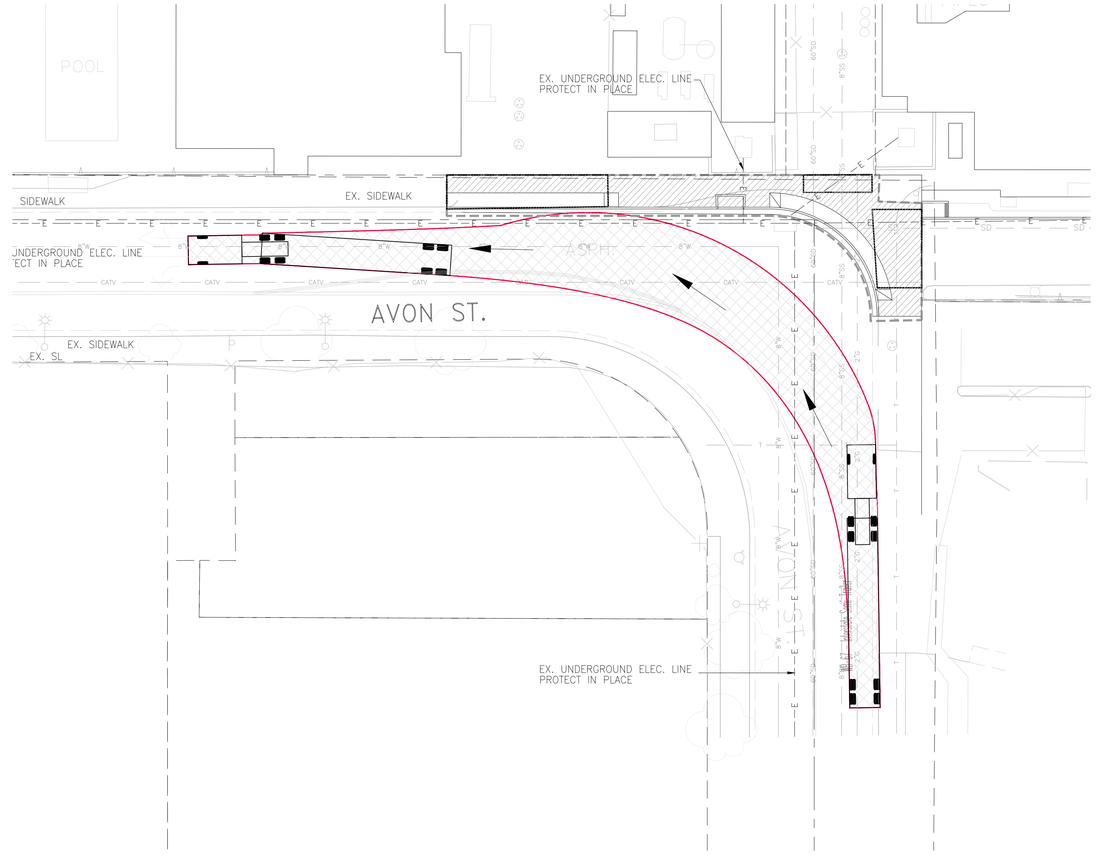
FUSCOE ENGINEERING full circle thinking

JOB NO. **AWH04**
DATE. **09/09/2024**
DRAWING NO. C7.1



TRUCK TURNING – AASHTO WB–67

FROM WEST AVON ST TO SOUTH AVON ST.



TRUCK TURNING – AASHTO WB–67

FROM SOUTH AVON ST TO WEST AVON ST.

N

30' 0' 15' 30'

SCALE: 1" = 30'

ARCHITECTURAL DIMENSIONS

801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

1. RESPONSE TO CITY COMMENTS 9/4/2023, UPDATE STREET IMPROVEMENT PLANS
2. RESPONSE TO CITY COMMENTS 03/06/2024, UPDATE STREET IMPROVEMENT PLANS
3. RESPONSE TO CITY COMMENTS 05/31/2024, UPDATE STREET IMPROVEMENT PLANS

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

FUSCOE ENGINEERING
full circle thinking

JOB NO. **AWH04**

DATE. **09/09/2024**

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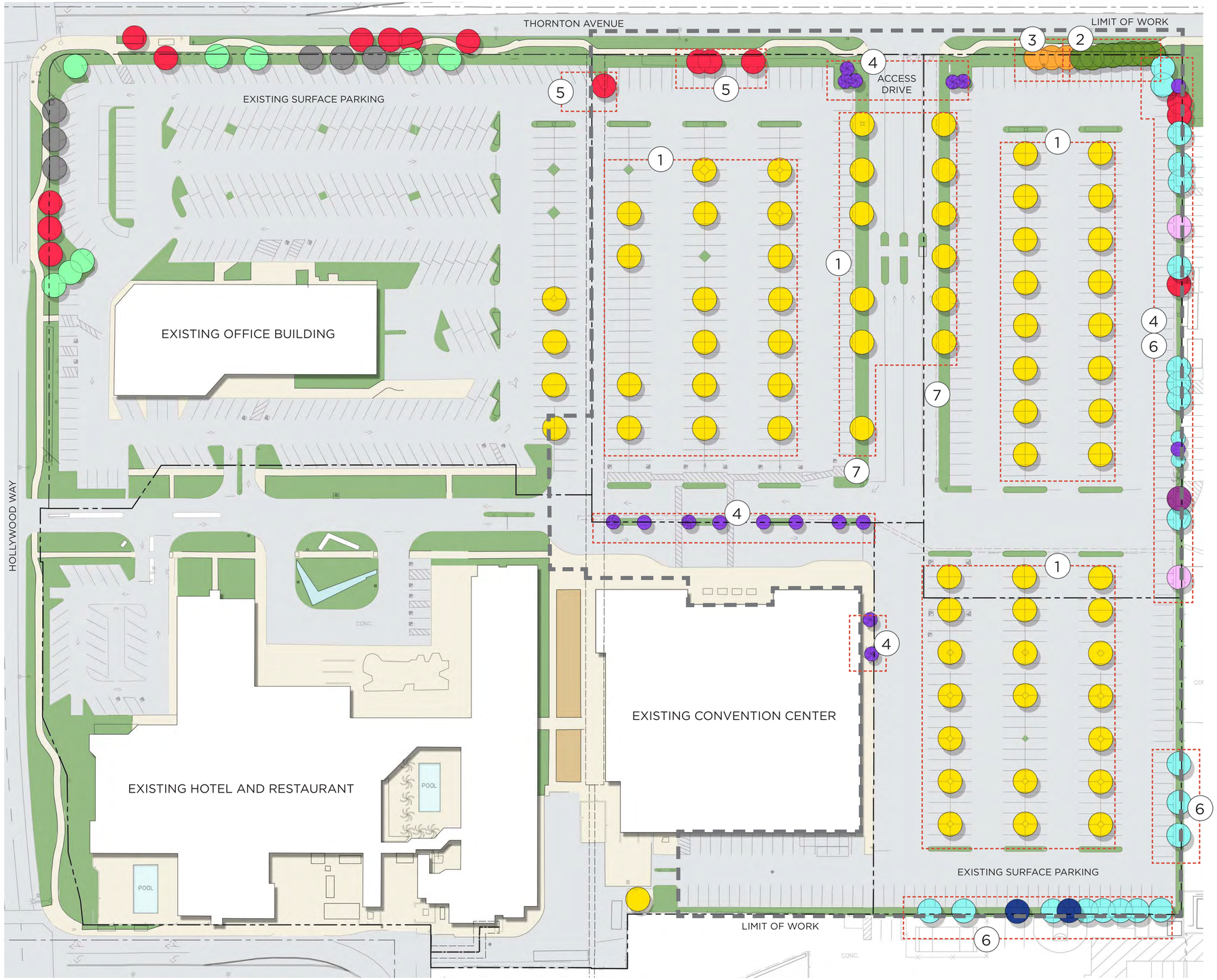


EXISTING TREES

- BAMBUSA SPP. (BAMBOO)
- BRISBANE BOX (LOPHOSTEMON CONFERTUS)
- CAMPHORA CINNAMOMUM (CAMPHOR)
- CUPANIOPSIS ANACARDIOIDES (CARROTWOOD)
- FICUS CARICA (COMMON FIG)
- FICUS NITIDA (INDIAN LAUREL FIG)
- LIQUIDAMBAR STYRACIFLUA (LIQUIDAMBAR)
- PINUS CANARIENSIS (CANARY ISLAND PINE)
- ULMUS PARVIFLORA (CHINESE ELM)
- WASHINGTONIA ROBUSTA (MEXICAN FAN PALM)

LANDSCAPE TO BE REMOVED

1. ULMUS PARVIFOLIA/EVERGREEN ELM (65)
2. FICUS MICROCARPA/INDIAN LAUREL FIG (8)
3. CUPANIOPSIS ANACARDIOIDES/CAROTWOOD TREE (3)
4. WASHINGTONIA ROBUSTA/MEXICAN FAN PALM (17)
5. LIQUIDAMBAR STYRACIFLUA/SWEET GUM (4)
6. LOPHOSTEMON CONFERTUS/BRISBANE BOX & MISC. NON-NATIVE TREES (13)
7. TURF

N

0' 40' 80' 120'

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 FAX. 510.463.8395

BrightView Design Group

PROJECT INFO.

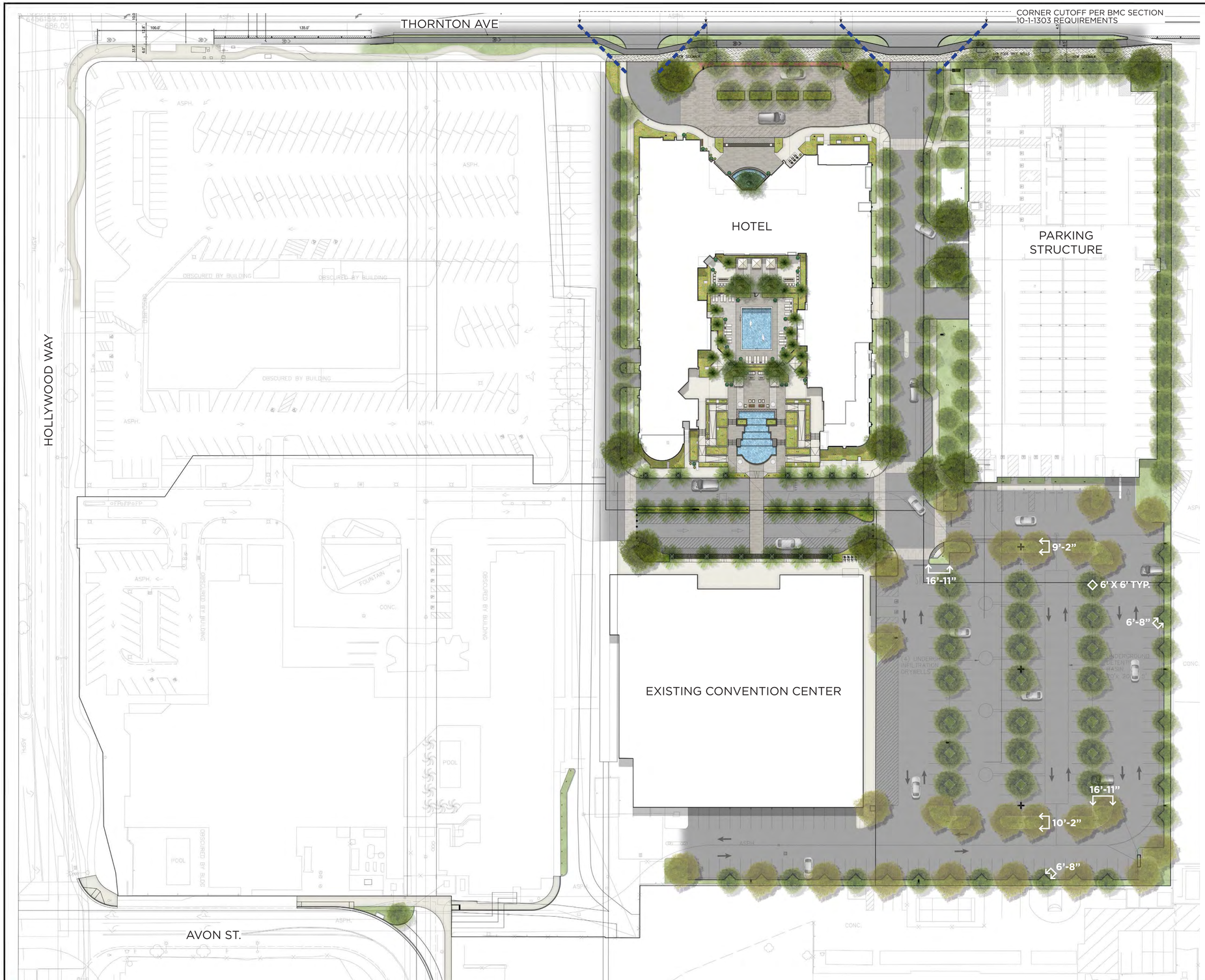
1 RESPONSE TO CITY COMMENTS 9/4/2023 VARIOUS SITE PLAN ADJUSTMENTS

2 REVISED LANDSCAPE LAYOUT FOR NEW HOTEL DROP OFF AREA

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

JOB NO. AWH04 1731090
DATE. 02/29/2024

L1.101
SCHEMATIC SITE LANDSCAPE CONTEXT PLAN



NEW LANDSCAPED AREA:	40,408 SF
NEW IRRIGATION AREA:	40,408 SF
TOTAL LOT AREA:	512,265 SF

SITE TABULATIONS:

TOTAL LOT AREA:	512,265 SF
EXISTING LANDSCAPE AREA:	27, 275 SF
NEW LANDSCAPE AREA:	40,408 SF
TOTAL LANDSCAPE AREA:	67,683 SF
LANDSCAPE % OF TOTAL LOT:	13%

LANDSCAPE NOTES:

1. ALL AREAS REQUIRING LANDSCAPE SHALL INCLUDE THE INSTALLATION. TURF AND SHRUB IRRIGATION SYSTEMS SHALL BE IRRIGATED SEPARATELY.
2. PLANTS SHALL BE GROUPED ACCORDING TO WATER USE FACTORS PER WUCOLS ZONES
3. 3" MINIMUM DEPTH OF SHREDDED MULCH IN ALL PLANTER AREAS.
4. PLANTERS WITHIN PARKING LOT MEETS MINIMUM DIMENSION REQUIREMENTS PER MUNICIPAL CODE.

N

0' 40' 80' 120'

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 FAX. 510.463.8395

BrightView Design Group

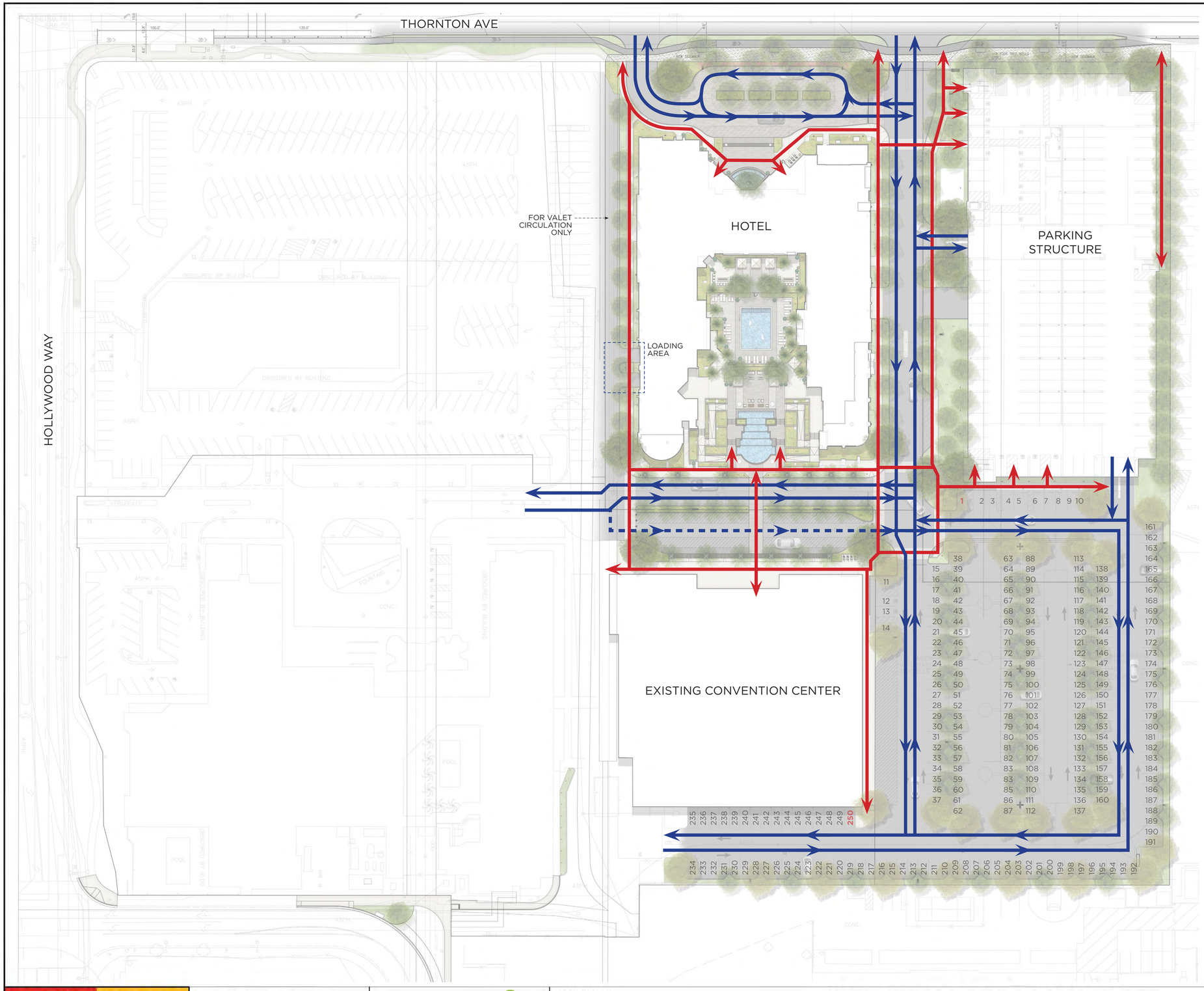
PROJECT INFO.

1. RESPONSE TO CITY COMMENTS 9/4/2025 VARIOUS SITE PLAN ADJUSTMENTS
2. REVISED LANDSCAPE LAYOUT FOR NEW HOTEL DROP OFF AREA

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

JOB NO. AWH04 1731090
DATE. 02/29/2024

L2.101
OVERALL SITE LANDSCAPE PLAN



LEGEND

- VEHICULAR CIRCULATION
- EVENT-ONLY VEHICULAR CIRCULATION
- PEDESTRIAN CIRCULATION

SURFACE PARKING: 250

LANDSCAPE NOTES:

1. ALL AREAS REQUIRING LANDSCAPE SHALL INCLUDE THE INSTALLATION. TURF AND SHRUB IRRIGATION SYSTEMS SHALL BE IRRIGATED SEPARATELY.
2. PLANTS SHALL BE GROUPED ACCORDING TO WATER USE FACTORS PER WUCOLS ZONES
3. 3" MINIMUM DEPTH OF SHREDDED MULCH IN ALL PLANTER AREAS.
4. PLANTERS WITHIN PARKING LOT MEETS MINIMUM DIMENSION REQUIREMENTS PER MUNICIPAL CODE.

N

0' 40' 80' 120'

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
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Walnut Creek, CA 94549
TEL. 510.463.8300 FAX. 510.463.8395

BrightView Design Group

PROJECT INFO.

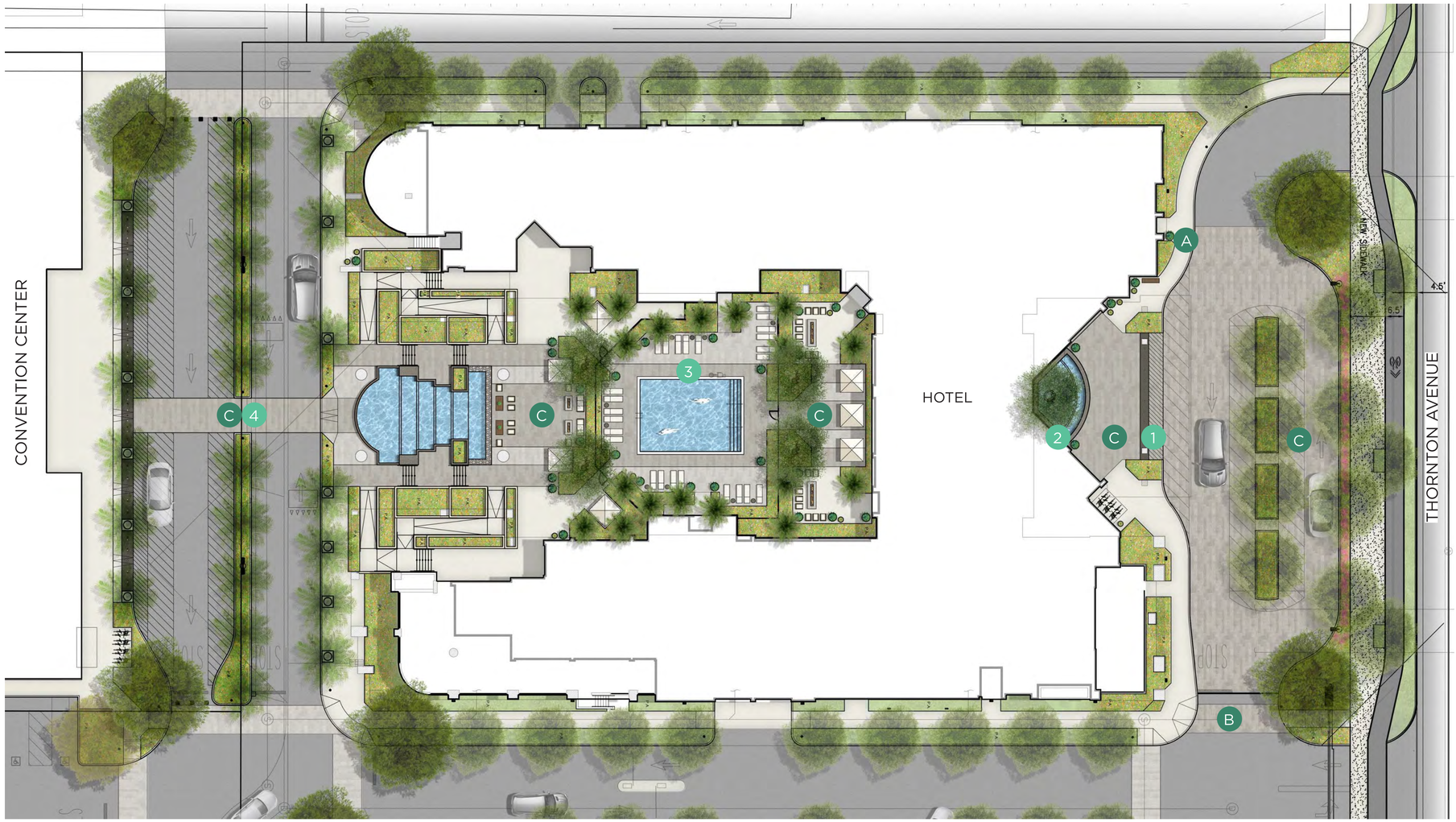
1 RESPONSE TO CITY COMMENTS 9/4/2023 VARIOUS SITE PLAN ADJUSTMENTS

2 REVISED LANDSCAPE LAYOUT FOR NEW HOTEL DROP OFF AREA

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

JOB NO. AWH04 1731090
DATE. 02/29/2024

L2.102 PARKING AND CIRCULATION PLAN



▼ PARKING STRUCTURE

N

0' 20' 40' 60'

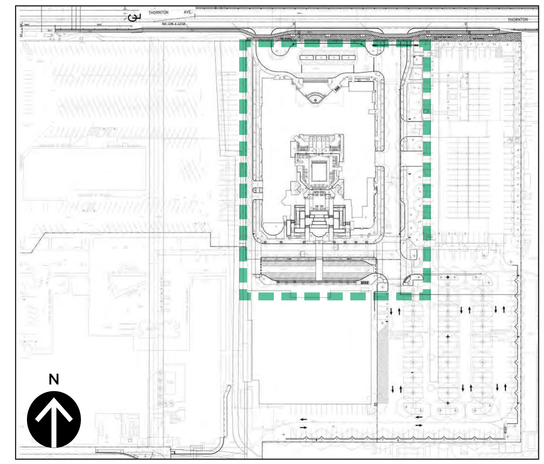
LEGEND

- 1 HOTEL DROP-OFF
- 2 WATER FEATURE
- 3 POOL DECK
- 4 WALK TOWARDS CONVENTION CENTER
- A ACCENT/NATURAL GRAY CONCRETE
- B CROSSWALK
- C ACCENT PAVING
- LANDSCAPE AREAS
- SITE HARDSCAPE AREAS
- VEHICULAR ACCESS PAVING PER CIVIL

LANDSCAPE NOTES:

1. ALL AREAS REQUIRING LANDSCAPE SHALL INCLUDE THE INSTALLATION. TURF AND SHRUB IRRIGATION SYSTEMS SHALL BE IRRIGATED SEPARATELY.
2. PLANTS SHALL BE GROUPED ACCORDING TO WATER USE FACTORS PER WUCOLS ZONES
3. 3" MINIMUM DEPTH OF SHREDDED MULCH IN ALL PLANTER AREAS.

KEY MAP



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801 Ygnacio Valley Road
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BrightView Design Group

PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2025 VARIOUS SITE PLAN ADJUSTMENTS

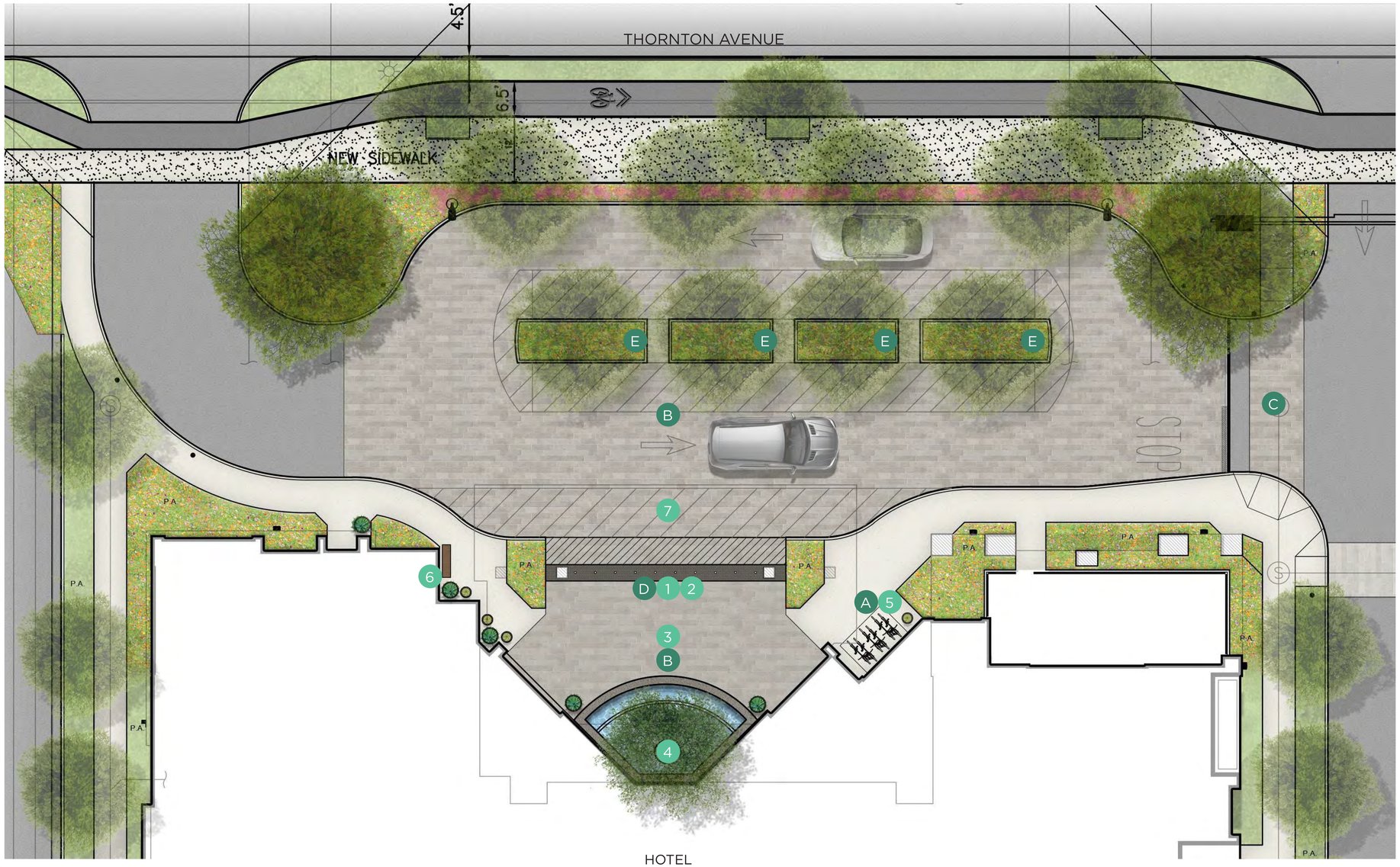
2 REVISED LANDSCAPE LAYOUT FOR NEW HOTEL DROP OFF AREA

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

JOB NO. **AWH04** 1731090

DATE. 02/29/2024

L3.101
SITE PLAN ENLARGEMENTS



LEGEND

- 1 BOLLARDS
- 2 RAMP UP
- 3 ARRIVAL PLAZA
- 4 FLOATING TREE WATER FEATURE
- 5 BIKE RACKS (3)
- 6 BENCH SEATING
- 7 DROP-OFF
- A ACCENT/NATURAL GRAY CONCRETE
- B ACCENT PAVING
- C CROSSWALK
- D TRUNCATED DOME PAVERS
- E 18" H. PLANTER
- LANDSCAPE AREAS
- SITE HARDSCAPE AREAS
- VEHICULAR ACCESS PAVING PER CIVIL

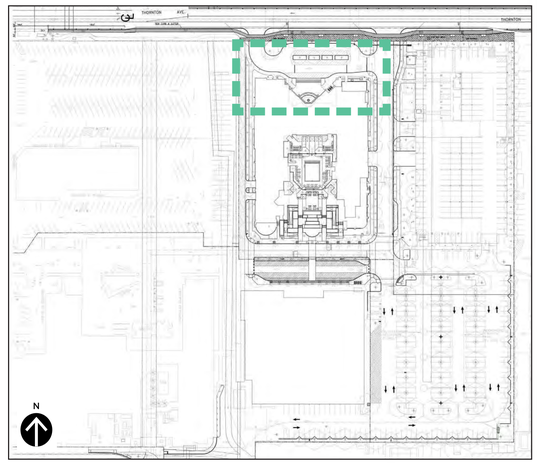
LANDSCAPE NOTES:

1. ALL AREAS REQUIRING LANDSCAPE SHALL INCLUDE THE INSTALLATION. TURF AND SHRUB IRRIGATION SYSTEMS SHALL BE IRRIGATED SEPARATELY.
2. PLANTS SHALL BE GROUPED ACCORDING TO WATER USE FACTORS PER WUCOLS ZONES
3. 3" MINIMUM DEPTH OF SHREDDED MULCH IN ALL PLANTER AREAS.

N

0' 10' 20' 30'

KEY MAP



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Walnut Creek, CA 94549
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BrightView Design Group

PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023 VARIOUS SITE PLAN ADJUSTMENTS

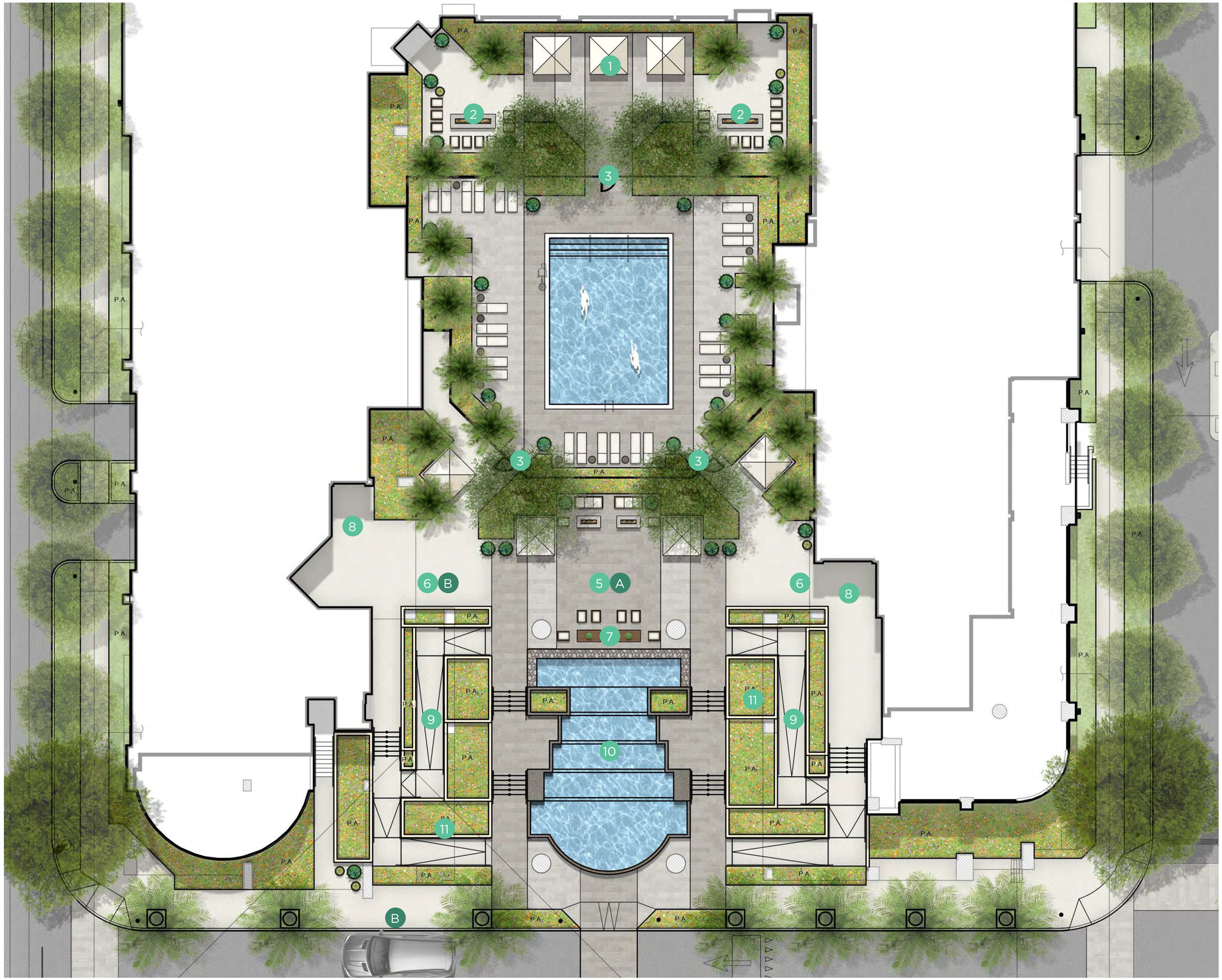
2 REVISED LANDSCAPE LAYOUT FOR NEW HOTEL DROP OFF AREA

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

JOB NO. AWH04 1731090

DATE. 02/29/2024

L3.102
SITE PLAN ENLARGEMENTS



LEGEND

1. UMBRELLA SEATING
2. FIRE PIT LOUNGE
3. POOL ENTRANCE
4. POOL SCREEN
5. ARRIVAL PLAZA
6. ENTRY PLAZA
7. POTENTIAL ART/LOUNGE
8. HOTEL ENTRANCE
9. ACCESS RAMP
10. WATER FEATURE
11. PLANTER WALLS

A. ACCENT PAVERS

B. ACCENT/NATURAL GRAY CONCRETE

LANDSCAPE AREAS

SITE HARDSCAPE AREAS

VEHICULAR ACCESS PAVING PER CIVIL

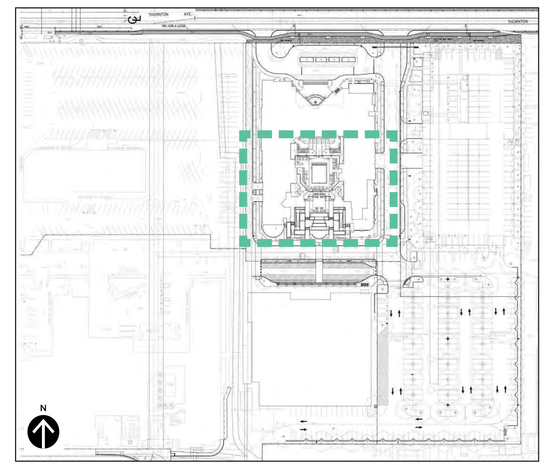
LANDSCAPE NOTES:

1. ALL AREAS REQUIRING LANDSCAPE SHALL INCLUDE THE INSTALLATION. TURF AND SHRUB IRRIGATION SYSTEMS SHALL BE IRRIGATED SEPARATELY.
2. PLANTS SHALL BE GROUPED ACCORDING TO WATER USE FACTORS PER WUCOLS ZONES
3. 3" MINIMUM DEPTH OF SHREDDED MULCH IN ALL PLANTER AREAS.

N

0' 10' 20' 30'

KEY MAP



ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 FAX. 510.463.8395

BrightView Design Group

PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023 VARIOUS SITE PLAN ADJUSTMENTS

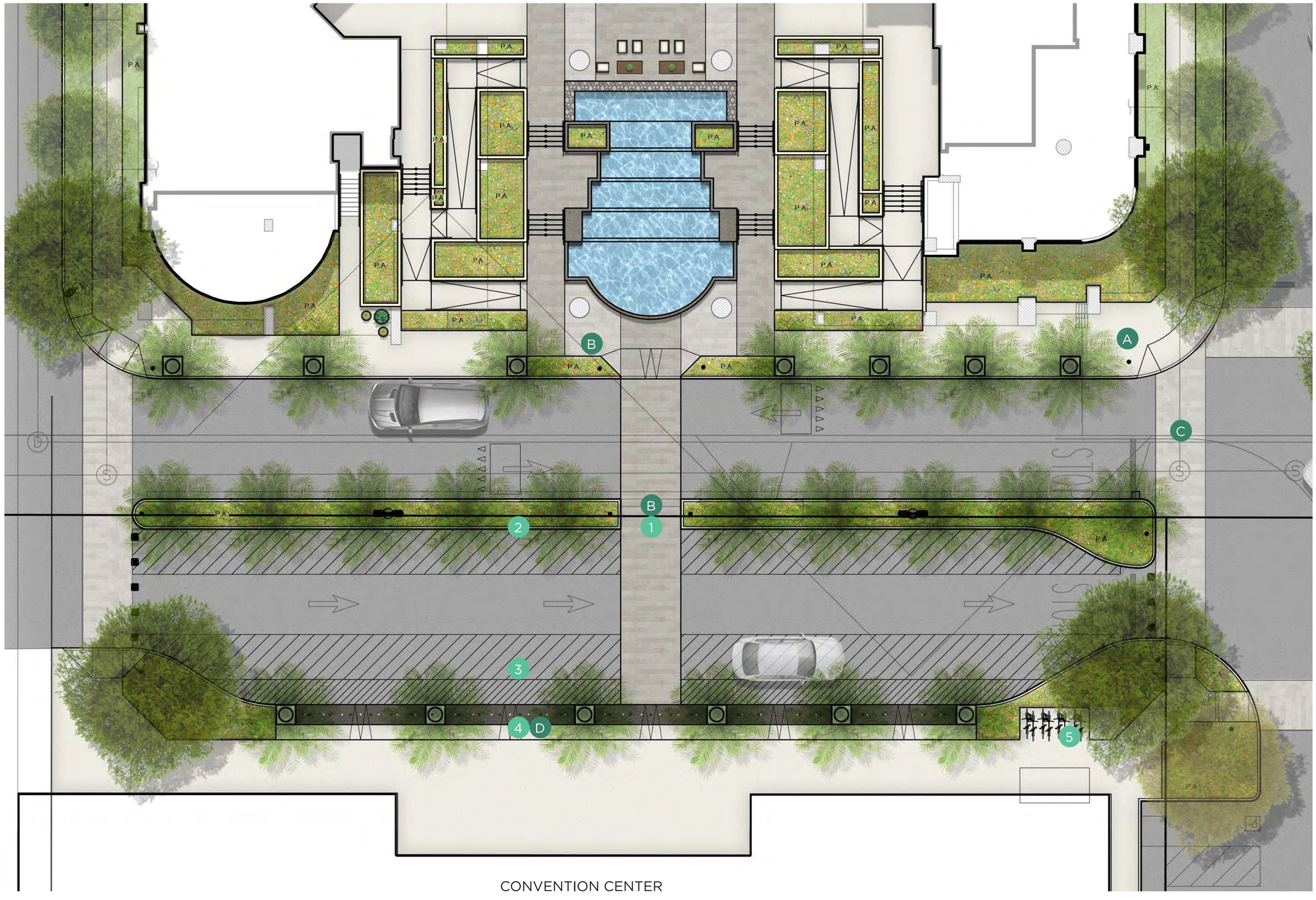
2 REVISED LANDSCAPE LAYOUT FOR NEW HOTEL DROP OFF AREA

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

JOB NO. **AWH04** 1731090

DATE. 02/29/2024

L3.103
SITE PLAN ENLARGEMENTS



LEGEND

- 1 CROSSWALK
- 2 MEDIAN PLANTING
- 3 LOADING/UNLOADING
- 4 BOLLARDS
- 5 BIKE RACKS (6)
- A ACCENT/NATURAL GRAY CONCRETE
- B ACCENT PAVERS
- C CROSSWALK PAVERS
- D TRUNCATED DOME PAVERS

LANDSCAPE AREAS

SITE HARDSCAPE AREAS

VEHICULAR ACCESS PAVING PER CIVIL

LANDSCAPE NOTES:

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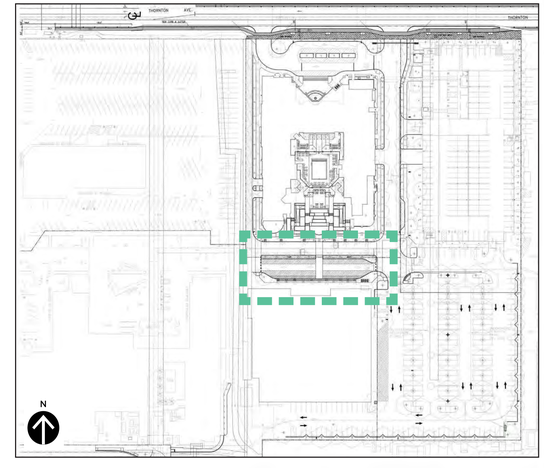

N

0' 10' 20' 30'

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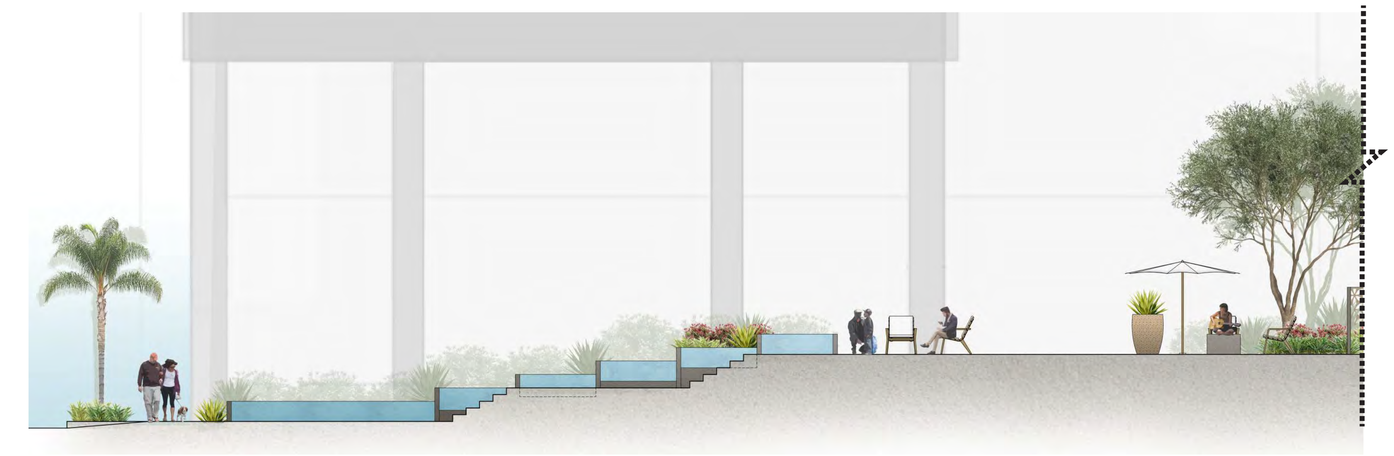
L3.104
SITE PLAN ENLARGEMENTS



COURTYARD SECTION

SCALE: 1/8” = 1’-0”





COURTYARD SECTION - ENLARGEMENT

SCALE: 3/16” = 1’-0”

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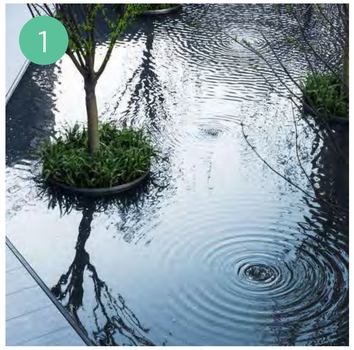
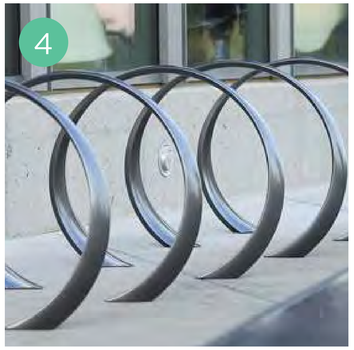
L3.105
SECTION

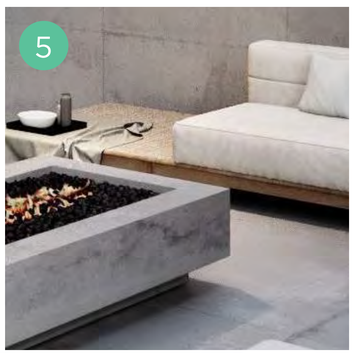


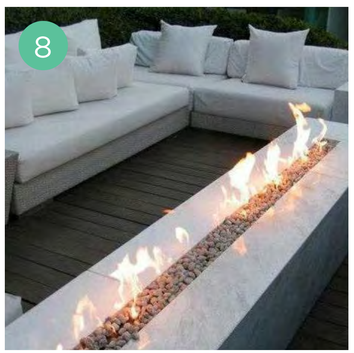


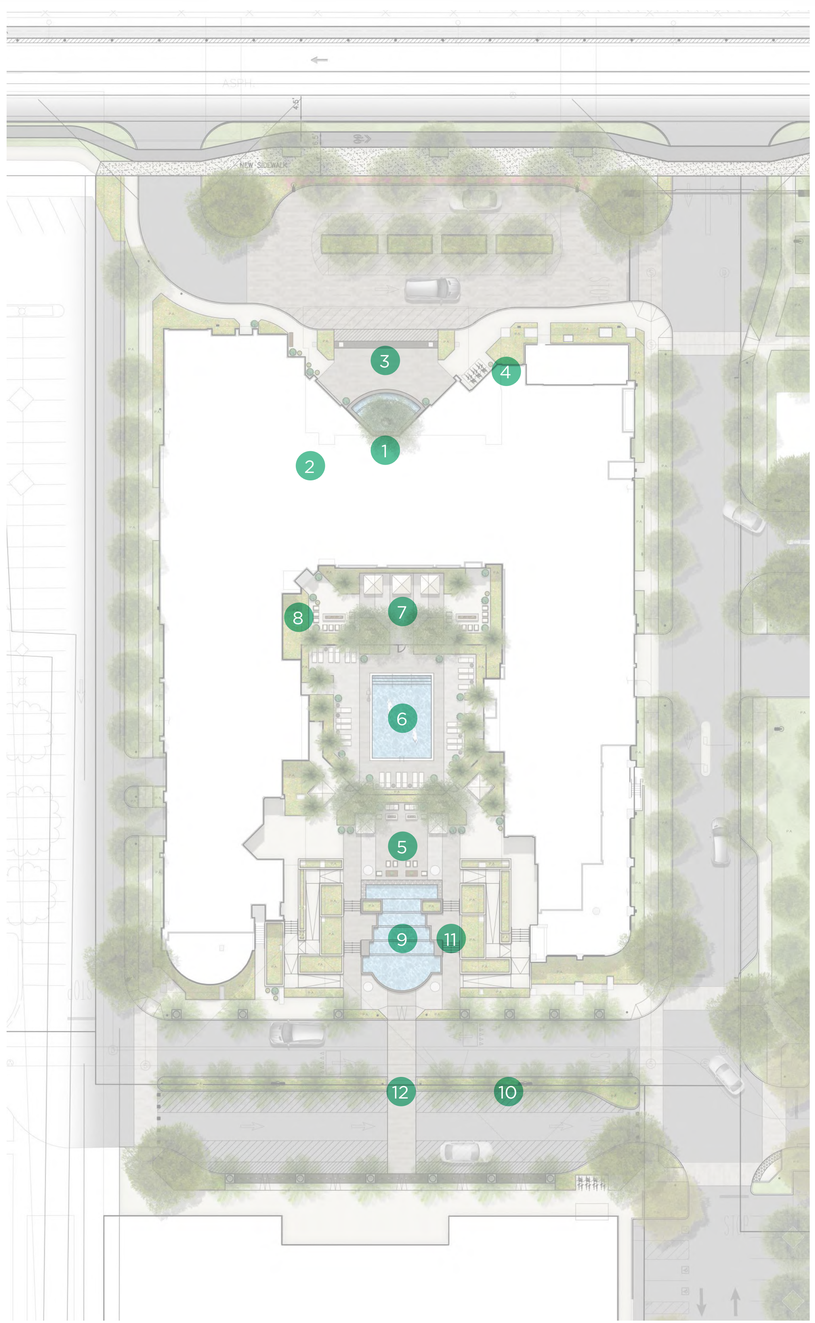








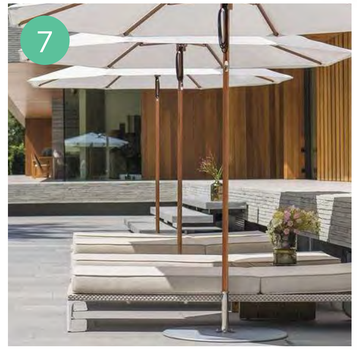




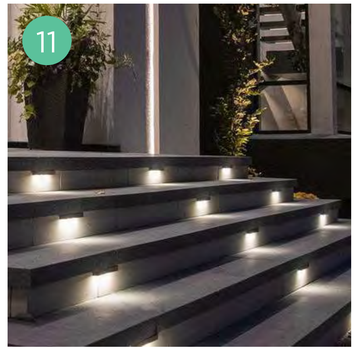
N

0’ 30’ 60’ 90’











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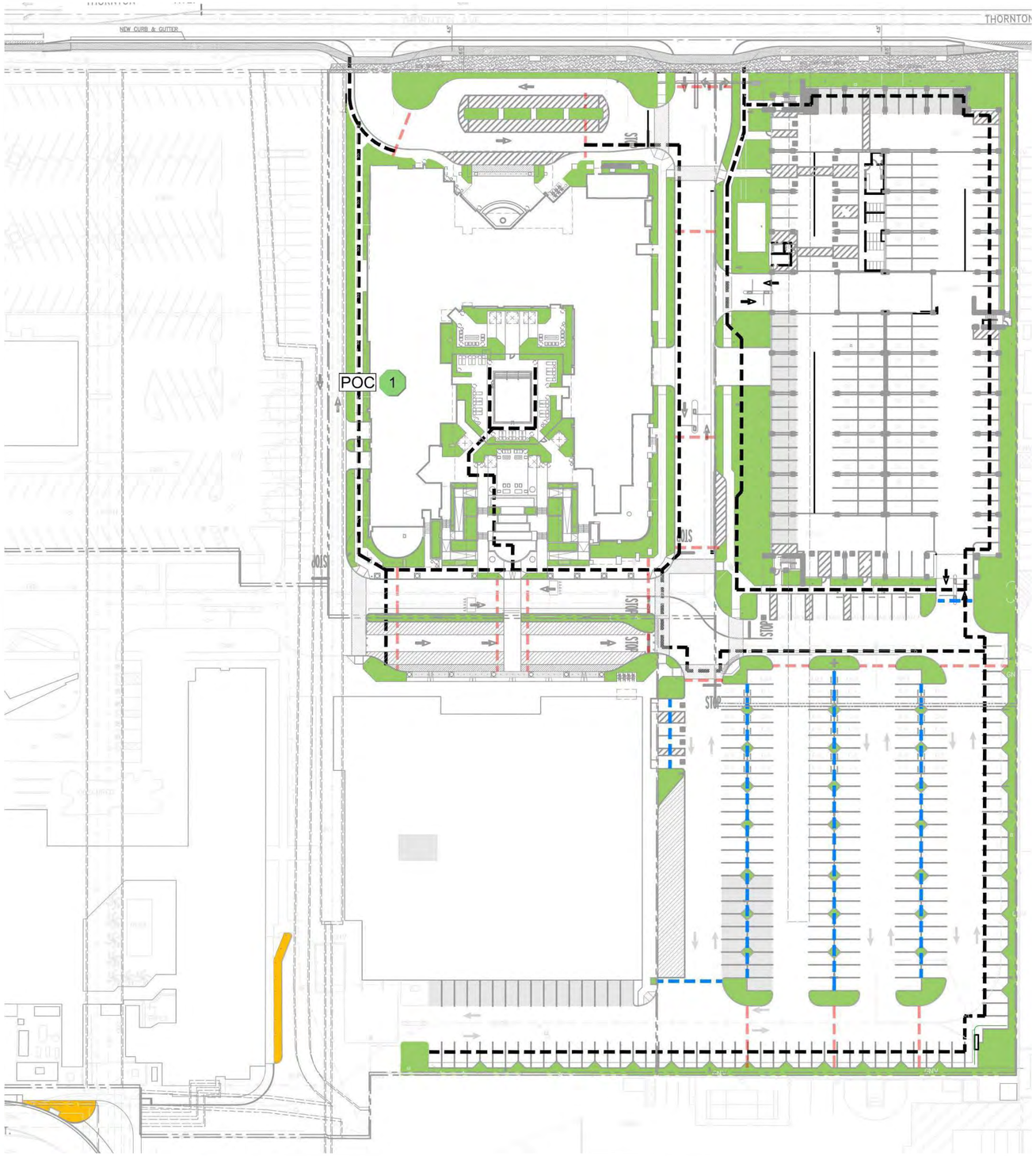
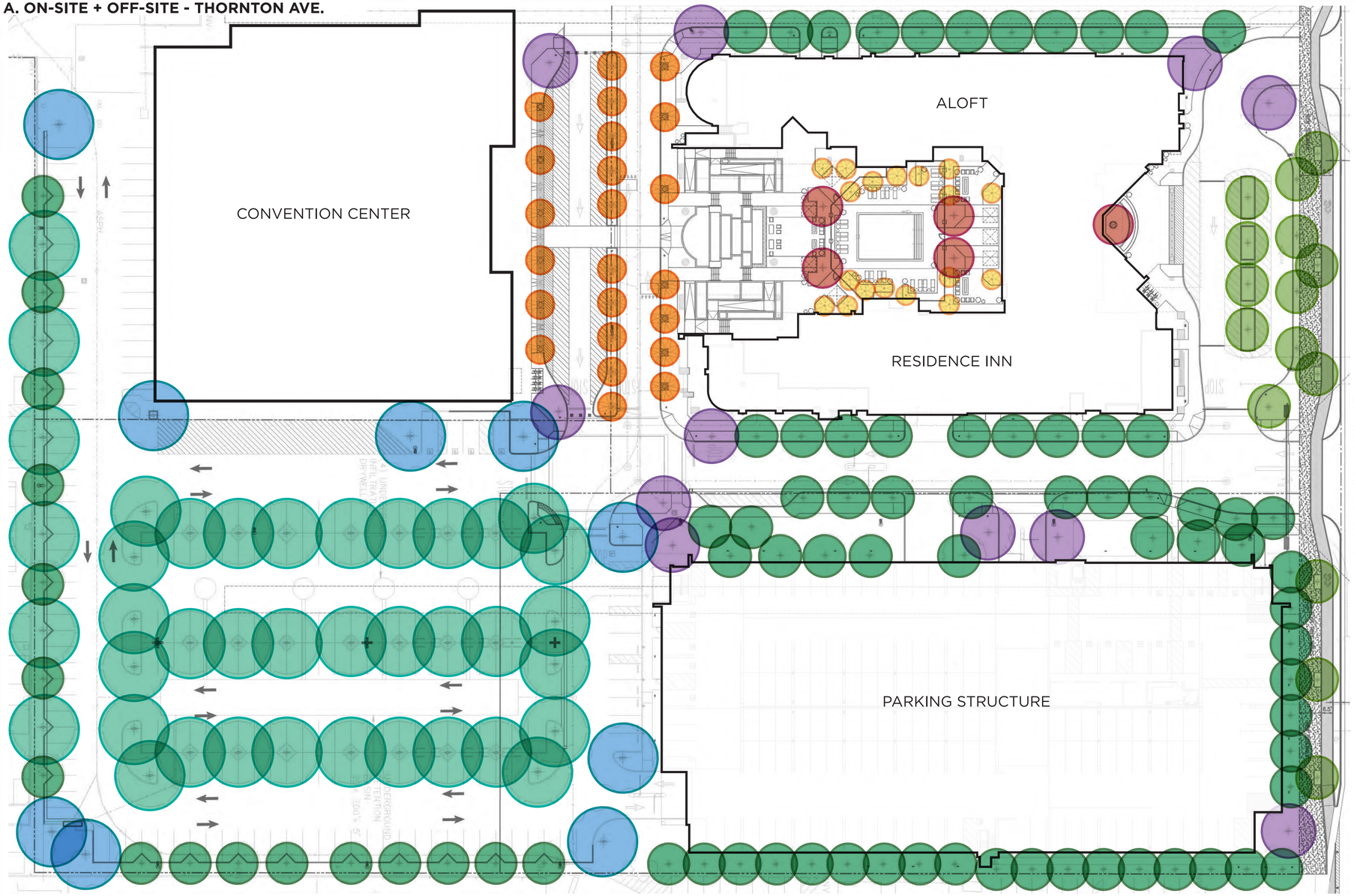
DATE: 02/29/2024

L3.106 REFERENCE IMAGERY


NEW CURB & GUTTER
THORNTON
POC 1
STUB
STUB
STUB

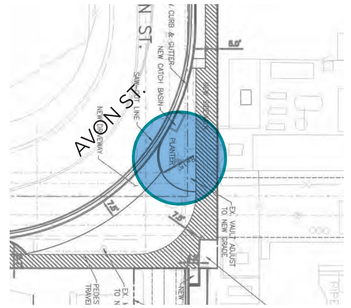
A. ON-SITE + OFF-SITE - THORNTON AVE.



TREE LEGEND

SYMBOL	TREE SPECIES	SIZE	WUCOLS
	ARCHONTOPHOENIX CUNNINGHAMIANA KING PALM	36" BOX	MEDIUM
	KOELREUTERIA PANICULATA GOLDEN RAIN TREE	48" BOX	LOW
	LOPHOSTEMON CONFERTUS BRISBANE BOX	48" BOX	MEDIUM
	OLEA EUROPAEA 'SWAN HILL' SWAN HILL FRUITLESS OLIVE	48" BOX	LOW
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	48" BOX	MEDIUM
	QUERCUS AGRIFOLIA COAST LIVE OAK	48" BOX	LOW
	SYAGRUS ROMANZOFFIANA QUEEN PALM	36" BOX	MEDIUM
	ULMUS PARVIFOLIA LACEBARK ELM	48" BOX	MEDIUM

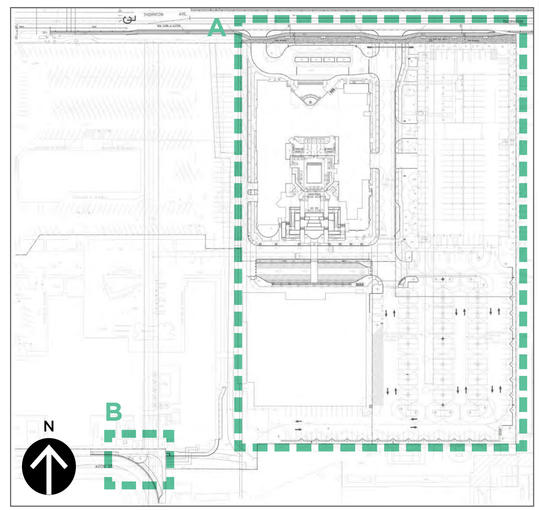
B. OFF-SITE - AVON ST.

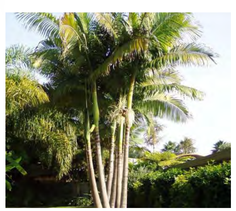


N

0' 30' 60' 90'

KEY MAP





ARCHONTOPHOENIX CUNNINGHAMIANA
KING PALM



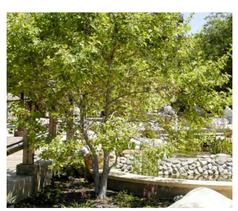
KOELREUTERIA PANICULATA
GOLDEN RAIN TREE



LOPHOSTEMON CONFERTUS
BRISBANE BOX



OLEA EUROPAEA 'SWAN HILL'
SWAN HILL FRUITLESS OLIVE



PLATANUS RACEMOSA
CALIFORNIA SYCAMORE



QUERCUS AGRIFOLIA
COAST LIVE OAK



SYAGRUS ROMANZOFFIANA
QUEEN PALM



ULMUS PARVIFOLIA
LACEBARK ELM

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L6.101
SCHEMATIC TREE PLAN



BOUGAINVILLEA 'ORANGE KING'
ORANGE KING BOUGAINVILLEA



CAREX DIVULSA
EUROPEAN GREY SEDGE



SALVIA GREGGII
AUTUMN SAGE



FRANGULA CALIFORNICA
COFFEEBERRY



LOMANDRA 'PLATINUM BEAUTY'
PLATINUM BEAUTY LOMANDRA



ELAEAGNUS X EBBINGEI
EBBING'S SILVERBERRY



CISTUS X PULVERULENTUS 'SUNSET'
SUNSET ROCKROSE



CRASSULA ARBORESCENS SUBP. UNDULATIFOLIA
RIPPLE JADE



ALOE ARBORESCENS
TORCH ALOE



MUHLENBERGIA CAPILLARIS 'REGAL MIST'
PINK MUHLY



CISTANTHE GRANDIFLORA
ROCK PURSLANE



AGAVE ATTENUATA
FOXTAIL AGAVE



WESTRINGIA 'BLUE GEM'
BLUE GEM COAST ROSEMARY



ECHEVERIA SPP.
ECHVERIA VARIETIES



SALVIA LEUCANTHA
MEXICAN BUSH SAGE



SESLERIA AUTUMNALIS
AUTUMN MOOR GRASS



DIETIES BICOLOR
FORTNIGHT LILY

SHRUB PALETTE

CITY OF BURBANK
USDA ZONE 10A

SHRUBS	SIZE	WUCOLS
AGAVE ATTENUATA FOXTAIL AGAVE	5 GAL.	LOW
ALOE ARBORESCENS TORCH ALOE	5 GAL.	LOW
ALOE ARBORESCENS 'LUTEA' GOLDEN TORCH ALOE	5 GAL.	LOW
ALOE BARBADENSIS ALOE VERA	5 GAL.	LOW
ARISTIDA PURPUREA PURPLE THREE-AWN	5 GAL.	LOW
BOUGAINVILLEA 'ORANGE KING' ORANGE BOUGAINVILLEA	15 GAL.	MEDIUM
CAREX DIVULSA EUROPEAN GREY SEDGE	5 GAL.	MEDIUM
CISTUS X PULVERENTUS 'SUNSET' SUNSET ROCKROSE	5 GAL.	LOW
CISTANTHE 'GOLLOM' GOLLOM JADE	1 GAL.	LOW
CISTANTHE GRANDIFLORA ROCK PURSLANE	1 GAL.	LOW
CRASSULA ARBORESCENS 'RIPPLE' RIPPLE JADE	1 GAL.	LOW
CRASSULA MULTICAVA FAIRY DUSTER	1 GAL.	LOW
DIANELLA CAERULEA 'CASSA BLUE' BLUE FLAX LILY	5 GAL.	LOW
DIETIES BICOLOR FORTNIGHT LILY	5 GAL.	MEDIUM
ECHEVERIA SPP. ECHEVERIA	1 GAL.	LOW
ELAEAGNUS X EBBINGEI EBBING'S SILVERBERRY	15 GAL.	MEDIUM
FESTUCA MAIREI ATLAS FESCUE	5 GAL.	L/M
FRANGULA CALIFORNICA COFFEEBERRY	15 GAL.	L/VL
HETEROMELES ARBUTIFOLIA TOYON	15 GAL.	LOW
KALANCHOE BEHARENSIS VELVET ELEPHANT EAR	24" BOX	LOW
LANTANA MONTEVIDENSIS TRAILING LANTANA	5 GAL.	LOW
LANTANA MONTEVIDENSIS 'ALBA' WHITE TRAILING LANTANA	5 GAL.	LOW
LOMANDRA 'PLATINUM BEAUTY' PLATINUM BEAUTY LOMANDRA	5 GAL.	LOW
MUHLENBERGIA CAPILLARIS 'REGAL MIST' PINK MUHLY	5 GAL.	LOW
NANDINA 'GULFSTREAM' DWARF HEAVENLY BAMBOO	5 GAL.	LOW
PACHIRA AQUATICA MONEY PLANT	5 GAL.	MEDIUM
SALVIA GREGGI AUTUMN SAGE	5 GAL.	LOW
SALVIA LEUCANTHA MEXICAN BUSH SAGE	5 GAL.	LOW
SANSEVIERA SPP. SNAKE PLANT	5 GAL.	LOW
SANSEVIERA 'MOONSHINE' MOONSHINE SNAKE PLANT	5 GAL.	LOW
SCHEFFLERA ARBORICOLA UMBRELLA PLANT	5 GAL.	MEDIUM
SESLERIA AUTUMNALIS AUTUMN MOOR GRASS	5 GAL.	LOW
WESTRINGIA 'BLUE GEM' BLUE GEM COAST ROSEMARY	15 GAL.	LOW

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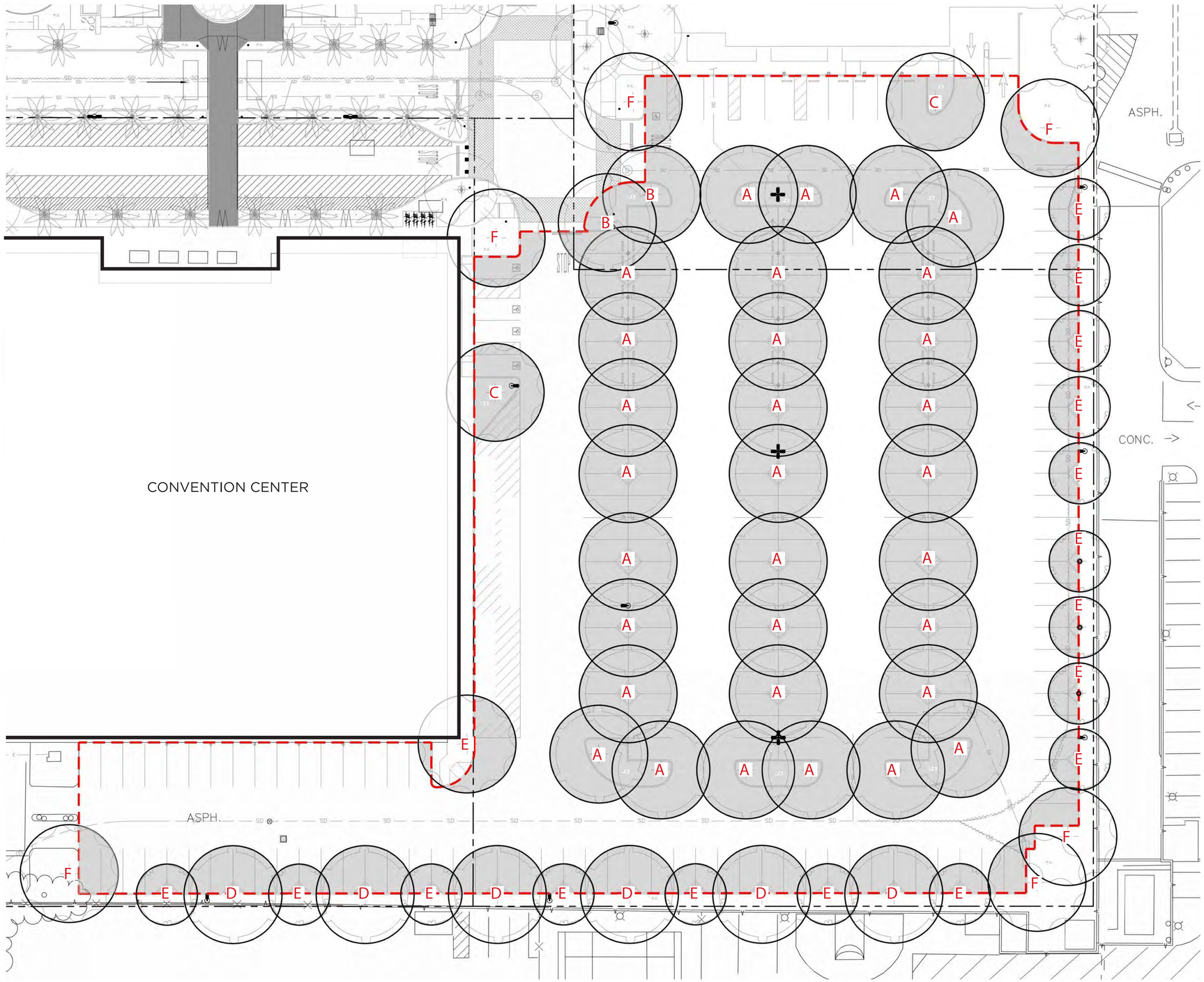
L6.102
SHRUB PALETTE



SURFACE PARKING CALCULATIONS

Symbol/Type	*Plant Name*	*Count*	*% Shade*
A	*Ulmus parviflora* Laceback Elm	31	100%
B	*Ulmus parviflora* Laceback Elm	2	75%
C	*Ulmus parviflora* Laceback Elm	6	50%
D	*Platanus racemosa* California Sycamore	2	75%
E	*Platanus racemosa* California Sycamore	1	50%
F	*Platanus racemosa* California Sycamore	6	25%
G	*Lophosthemon confertus* Brisbane Box	16	50%

TOTAL SHADED TREE AREA PROVIDED: 45,012 SF

(TOTAL UNSHADED PARKING AREA: 41,753 SF)

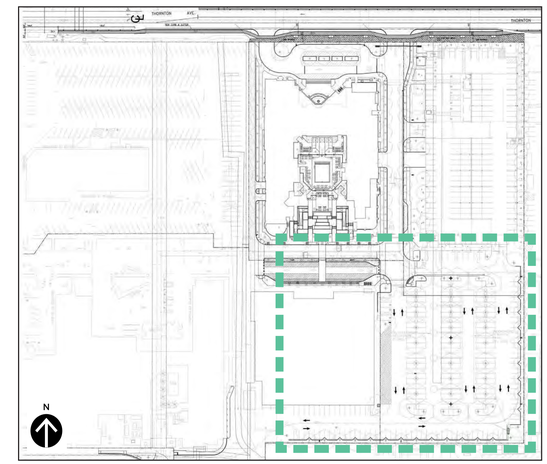
TOTAL PARKING SPACE AREA: 86,765 SF

TOTAL SHADE TREE AREA REQUIRED: **52%**

N

0' 20' 40' 60'

KEY MAP



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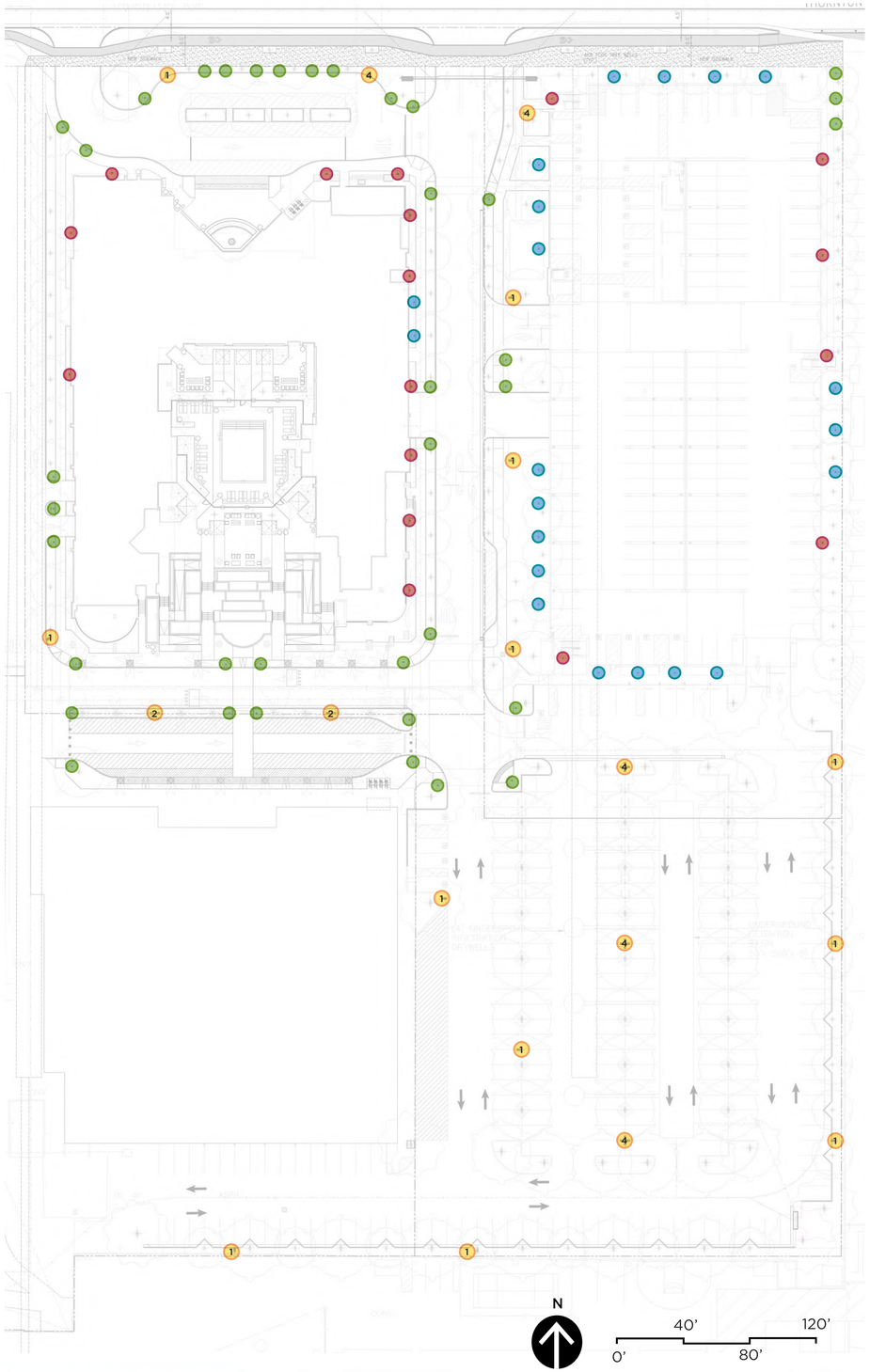
L7.101 SURFACE PARKING CALCULATIONS



LIGHTING FIXTURE LEGEND

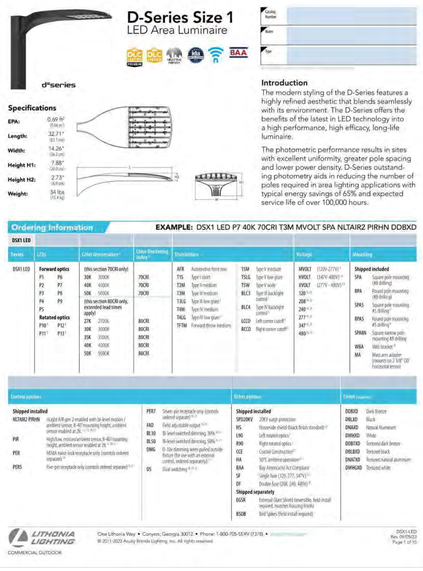
- (1) POLE-TOP (SINGLE)
- (2) POLE-TOP (TWIN)
- (4) POLE-TOP (4X)
- BOLLARD
- FLOOD LIGHT
- WALL LIGHT

LIGHTING NOTES:

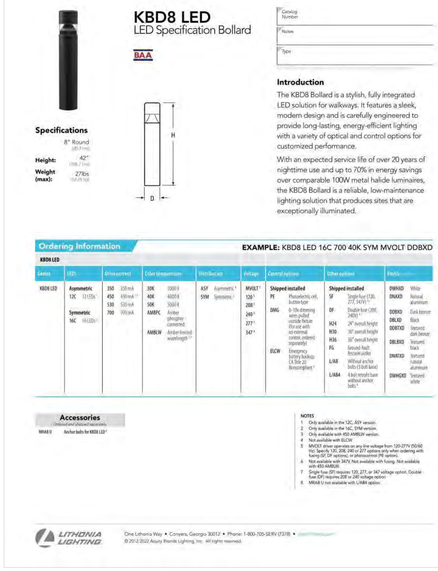
1. LIGHTING SHALL CONFORM TO STANDARDS PRESCRIBED BY THE PUBLIC WORKS DIRECTOR AND SHALL BE INSTALLED IN ALL NIGHTTIME PARKING LOTS USED FOR PUBLIC PARKING OR FOR COMMERCIAL PURPOSES.
2. ALL LIGHTING SHALL BE ARRANGED TO PREVENT GLARE OR DIRECT ILLUMINATION ON ADJOINING PROPERTIES AND STREETS.

FIXTURE CUTSHEETS

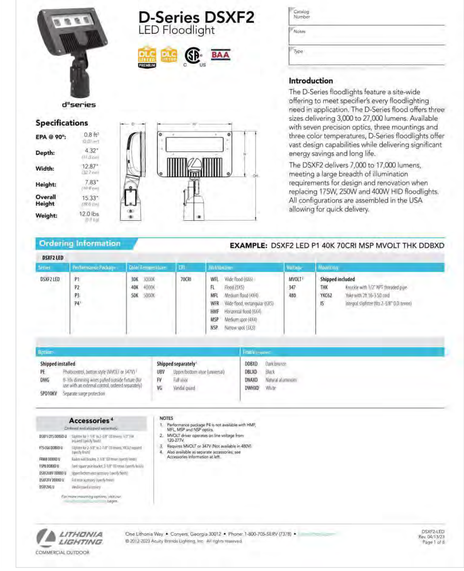
POLE-TOP



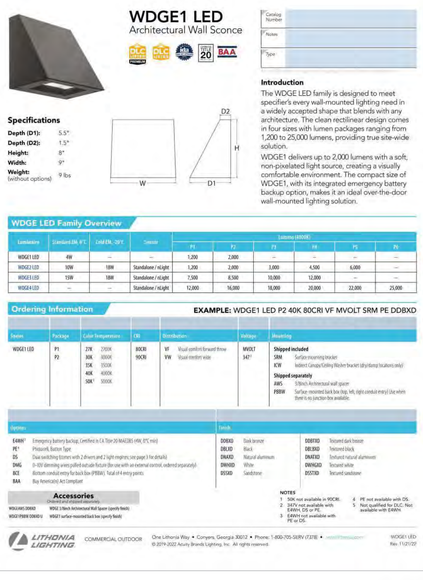
BOLLARD

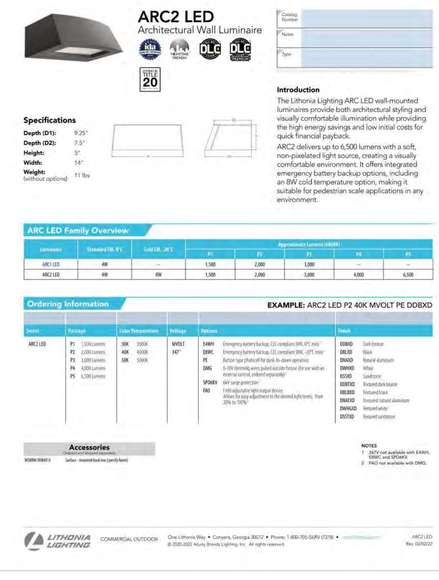


FLOOD LIGHT

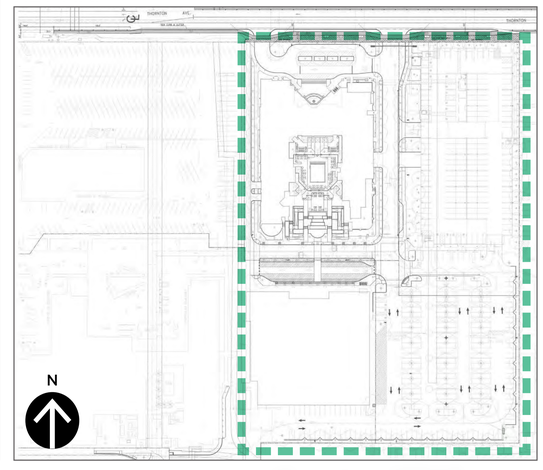


WALL LIGHT





KEY MAP



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L8.101
CONCEPTUAL LIGHTING PLAN

WALKER CONSULTANTS

Los Angeles Office:
606 South Olive Street, Suite 1100
Los Angeles, CA 90014
213.488.4911

Orange County Office:
16441 Scientific #100
Irvine, CA 92618
949.234.6031

walkerconsultants.com

April 13, 2021

City of Burbank
150 N. Third Street
Burbank, CA 91502
ATTENTION: Daniel Villa

Re: 2500 North Hollywood Way
Parking Study
Walker Project No. 37-8910.00

Dear Mr. Villa:

Walker is pleased to submit the following report summarizing Walker's parking research and analysis for 2500 North Hollywood Way.

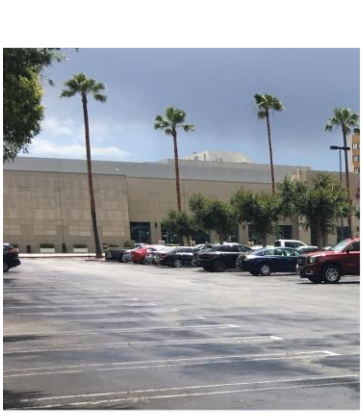
We appreciate the opportunity to be of service to you on this project.

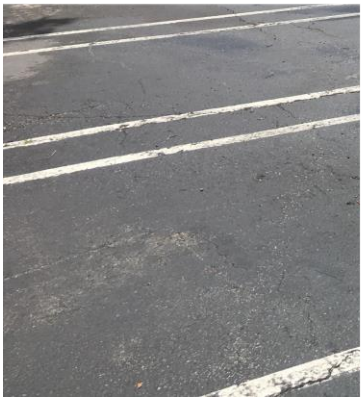
Sincerely,

WALKER CONSULTANTS

Tania Schleck
Consultant

Steffen Turoff
Director of Studies, Principal




PARKING STUDY

2500 North Hollywood Way

Burbank, CA

April 13, 2021

Prepared for:
The City of Burbank

WALKER CONSULTANTS

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INTRODUCTION

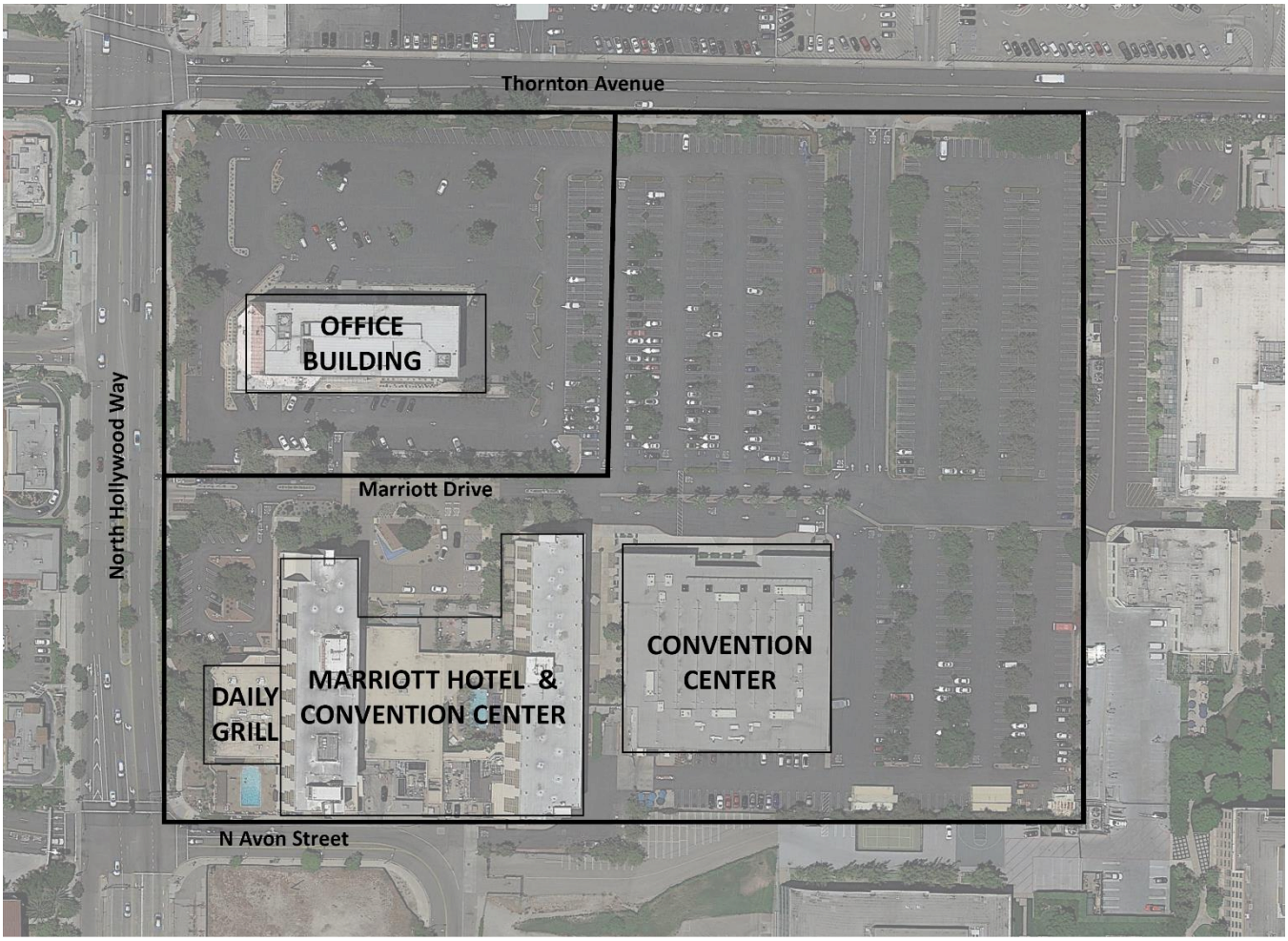
The City of Burbank has engaged Walker Consultants ("Walker") to conduct a parking study for a proposed development project to be constructed at 2500 North Hollywood Way (the "Project Site"), also referred to as the Aloft Residence Inn Dual Brand Hotel (the Project).

The Project Site is currently developed with a Marriott Hotel, Burbank Marriott Convention Center, and 745 surface parking spaces. The existing Marriott Hotel and Convention Center is comprised of 488 hotel rooms, 5,200 square feet of restaurant space, and 46,500 square feet of meeting/banquet and convention space. Approximately four times per year, the Marriott Hotel hosts larger events on the property, resulting in the expansion of the Convention Center area using event tents that are placed on the surface parking lot. The largest event (a media event that occurs annually) utilizes an event tent that is approximately 19,000 square feet. Sufficient parking capacity is provided for these events through the implementation of parking management plans, and/or the securing of off-site parking during the days of each event.

An office building and associated surface parking are located at the southeast corner of Thornton Avenue and Hollywood Way (2550 N. Hollywood Way), immediately adjacent to the Project Site. This property is not a part of the proposed Project. A reciprocal parking and access agreement exists between the Project Site and this property.

Figure 1 shows the Project Site and the abutting property at 2550 North Hollywood Way (both properties combined also referred to as the "Study Area" for this parking study). Given that a reciprocal parking and access agreement exists between the Project Site and 2550 North Hollywood Way, 2550 North Hollywood Way was included in the Study Area to ascertain how the existing parking supply on in the Study Area as a whole is being currently utilized.

Figure 1: 2500 and 2550 North Hollywood Way Study Area



Source: Base Image - Google Earth Professional, Graphics - Walker Consultants, 2020.

The Project consists of a proposed dual brand hotel. The hotel is planned to be seven (7) stories tall and will include 420 total rooms (219 hotel rooms operated by Aloft and 201 hotel rooms operated by Residence Inn). The proposed hotel will be accompanied by a detached parking structure.

The hotel will be accompanied by ancillary uses that are expected to generate demand for parking including a 2,022 SF restaurant, 3,690 SF cafe, 1,570 SF coffee shop tenant, 3,371 SF square foot bar/lounge, and 4,137 SF of covered dining space.

There are other uses proposed that are not projected to generate demand for parking. The following ancillary uses will primarily be used by hotel guests and therefore are not projected to generate additional demand for parking: 2,222 SF ground floor event terrace, 1,390 lobby terrace on the first floor, 2,945 SF covered terrace on the first floor, 1,370 SF fitness center, 5,180 SF event space on the terrace level, and 1,500 SF of Conference/Meeting space proposed on the first floor.

As proposed, the Project does not meet the minimum parking requirements of the City of Burbank Municipal Code (BMC). The applicant is requesting a reduction in parking requirements for the Project due to a number of factors

including the shared uses on the Project Site, the proximity of the hotel to Burbank Airport, and trends toward lower parking demand, particularly for hotels, due to increased usage of Transportation Network Companies (TNCs) to access hotels. This is a recognized trend in parking and transportation planning in large metropolitan areas. The purpose of the parking study is to evaluate whether the Project's proposed parking supply (1,185 parking spaces provided within the property boundaries of 2500 North Hollywood Way) can reasonably meet the needs of the Project (Aloft Residence Inn Dual Brand Hotel) and existing uses on the Project Site (Marriott Hotel & Convention Center, and the Daily Grill restaurant).

METHODOLOGY

To evaluate the parking needs for the existing and future uses Walker performed the following tasks:

1. OBSERVED AND ANAYZED CURRENT CONDITIONS
    - Observed current conditions at the Study Area including collection of field data for parking demand and length of stay for two weekdays and one Saturday.
    - Quantified and analyzed the results of the current conditions data collected.
    - Reviewed and analyzed over one year of hotel occupancy, parking occupancy and event parking data provided by Marriott Hotel management.

2. ESTABLISHED A RECOMMENDED PARKING SUPPLY
    - Conducted a shared parking analysis to determine the recommended parking supply for the Project. Data from observations and the data collected at the current hotel informed the assumptions for this analysis.
    - Combined the observed parking demand with recommended supply (per the shared parking analysis) for the Project to determine an appropriate number of parking spaces to accommodate the combined current and future land uses at the Project Site throughout the day. The purpose of this analysis is to identify the periods of peak demand, and to confirm whether appropriate parking would be provided in order to meet this demand.
    - Evaluated event parking demand based on observations during a special event and an analysis of thirteen months of event data provided by Marriott Hotel staff.

3. *IDENTIFIED RECOMMENDED PARKING AND TRANSPORTATION DEMAND MANAGEMENT STRATEGIES*
    - Evaluated and recommended potential parking management strategies to increase the efficiency (and thereby the capacity) of the proposed parking supply.
    - Evaluated and recommended potential Transportation Demand Management (TDM) strategies to help reduce the proportion of visitors and employees who access the Project Site via Single Occupancy Vehicle (SOV) to enhance parking availability and efficiency.

SUMMARY OF KEY FINDINGS

CURRENT CONDITIONS

Walker made the following key quantitative findings from the collection and analysis of current parking conditions in the Study Area:

1. EXISTING PARKING SUPPLY IN STUDY AREA (PROJECT SITE AND 2550 NORTH HOLLYWOOD WAY)
    - Walker identified 1,125 parking spaces in the Study Area, 380 spaces of which were at 2550 North Hollywood Way and 745 spaces at 2500 North Hollywood Way (Project Site).
    - Walker found that in addition to the parking supply available within the boundaries of the Project Site, the existing Marriott Hotel and Convention Center operations utilize specific parking areas on 2550 North Hollywood Way through a valet and self- parking operation. This parking is available to the Project Site through a reciprocal parking and access agreement.

2. PERIODS OF PEAK PARKING DEMAND IN STUDY AREA (PROJECT SITE AND 2550 NORTH HOLLYWOOD WAY)
    - Overall, the interval of peak parking demand was observed on Saturday, May 18, 2019 between 9:00PM-10:00PM. At that time, Walker observed 765 parked vehicles (360 spaces were available) in the Study Area.
        - 71 vehicles were parked at 2550 North Hollywood Way: 9 vehicles were parked in sub-area A, 15 vehicles were parked in sub-area B, and 47 vehicles were parked in sub-area C (the hotel valet area). Walker did not observe event-goers parking in sub-area B.
        - 694 vehicles were parked on the Project Site at this time. The demand on this particular evening was largely generated by the Muay Thai event occurring at the Burbank Marriott Convention Center, as well as Marriott Hotel guest demand.
    - On Tuesday, May 21, 2019 the period of peak parking demand occurred between approximately 1:00PM-2:00PM during which time 469 vehicles were parked (656 spaces were available).
    - On Wednesday, May 22, 2019 the period of peak demand occurred between approximately 11:00AM-12:00PM, during which time 537 vehicles were parked (588 spaces were available).

3. TRANSIT OPTIONS AND PARKING MANAGEMENT
    - The Study Area is served well by transit including the BurbankBus System, which picks up and drops off at the hotel on Thornton Avenue, the Bob Hope Airport Metrolink Rail Station located within a ten-minute walking distance of the hotel, and four Metro bus lines.
    - The existing Marriott Hotel has implemented a variety of parking management strategies to help manage parking supply both on a daily basis and during special events. Some of the management practices include:
        - An incremental parking fee of $4.00 every thirty minutes with a daily maximum fee of $24.00, plus tax, for hotel guests and event attendees.
        - Communication prior to special events between the organization hosting the event, Marriott Hotel management and the operations departments in the form of regular meetings.
        - Parking Event Checklist Guidelines for the Marriott Hotel and Convention Center. The checklist summarizes event staffing, pre-event tasks, traffic flow plans, communication, and safety.
        - The Marriott Hotel has a designated, on-site parking area for employee parking.
        - When needed, the Marriott Hotel secures employee parking at off-site locations across the street from hotel. The Marriott Hotel also utilizes off-site parking and a shuttle service

during large special events occurring at the Convention Center to ensure that parking demand is adequately accommodated.

- The existing Marriott Hotel has an informal Transportation Network Company (TNC) drop off located just before the parking entrance off Thornton Avenue.

RECOMMENDED PARKING SUPPLY

Based on the land uses of the proposed development project, the findings of the analysis and the broader study goals, Walker sought to analyze and provide responses to the following:

1. **Recommended number of required parking spaces for the new hotel (420 room Aloft/Residence Inn Dual Brand Hotel):**
   - **271 parking spaces for the projected period of peak demand.** Walker recommends this number of spaces to park the proposed development during the projected (weekday evening) peak demand, based on the methodology outlined in our analysis, using our Shared Parking Model, calibrated with data collected in the Study Area. As a hotel use, the need for parking peaks when all guests have arrived for the evening. The period of peak demand for the Project hotel and ancillary uses is projected at approximately 9:00PM, given the time of day presence factors recommended in the Shared Parking Model.

2. **Recommended number of required parking spaces to accommodate for the new hotel and existing uses at the Project Site – during observed peak parking demand (this assumes a special event at the existing Convention Center in the evening, when hotel parking demand is high):**
   - **1,021 parking spaces for the projected period of peak demand. This results in a 46-space surplus compared to the Effective Parking Supply for the proposed Project (1,067 spaces).**[1] Walker recommends this number of spaces based on observed parking demand during a special event (Muay Thai), the attendance at which was higher than the 85th percentile level of event parking demand at the Convention Center.[2]

3. **Recommended number of required parking spaces to accommodate for the new hotel and the existing uses at the Project Site – during peak parking demand for the office building located at 2550 North Hollywood Way (this assumes a special event at the existing Convention Center in the weekday daytime, when office building parking demand is high):**
   - **925 parking spaces for the projected period of peak demand. This results in a 142-space surplus compared to the effective parking supply for the proposed Project (1,067 parking spaces).** Walker recommends this number of spaces as appropriate to park 85th percentile event parking demand at the existing Convention Center, during peak demand for the office building located at

[1] To account for the need for an extra "cushion" of spaces due to factors such as circulation within the parking area, pedestrians crossing, or mis-parking, Walker applied an 0.90 Effective Supply Factor (ESF) to the proposed Project's parking inventory (1,185 spaces). Methodology for determine the ESF is described further in the Future Conditions section of this report.

[2] For most land uses, shared parking is based on the 85th percentile of peak-hour observations, a standard espoused by the ITE, the NPA's Parking Consultants Council, and renowned parking planners. This 85th percentile is a significant and high threshold to meet in terms of supplying parking capacity in that it is provides a parking supply that will not be needed by a majority of developments. The 85th percentile recommendation is informed by field data counts in the fifth edition of ITE's *Parking Generation* and this threshold represents the 85th percentile of peak-hour observations supplied during the study.

2550 North Hollywood Way.[3] The weekday at approximately 11:00AM peak for office building parking observed during field data collection is consistent with the peaks projected in the Shared Parking Model. Given that a surplus of parking spaces is projected for the Project Site during the weekday daytime, when the adjacent office uses has the highest demand, spillover of parking demand from the uses in the Project Site onto the office parcel is unlikely to occur the majority of the year.

4. It is important to note that the projected surplus of parking spaces assumes that all spaces on the Project Site (1,185 spaces) would be available for parking; where parking demand for different land uses peaks at different times, a material number of reserved spaces can effectively reduce the parking supply.

PARKING AND TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

The proposed parking supply is projected to be sufficient to accommodate a majority of events that occur throughout the year. Walker does not recommend sizing the parking system to accommodate the busiest events of the year, which would result in a significant number of parking spaces sitting empty for most or virtually all the year. Instead, parking management strategies should be implemented during the busiest events to accommodate demand and provide a positive customer service experience for event attendees:

1. Traffic controllers/parking ambassadors shall be provided throughout the facility to direct parkers to open parking spaces.
2. Employees shall be required to park in off-site facilities. Marriott staff indicated that off-site parking facilities are routinely leased for this purpose.
3. For the largest "tent" events that the Marriott Convention Center hosts each year in the existing surface parking lot (approximately four times annually), a majority of event attendees shall be directed to park in off-site facilities and shuttles should be provided to and from the event venue. In instances where off-site facilities are used, signage and/or parking ambassadors should direct parking patrons to these facilities.
4. Valet parking service shall be provided for event attendees. Valet cars should be parked in the planned parking structure and stacked to maximize the parking capacity on-site. Valet service is already provided within the existing parking operation, but vehicle stacking in the garage would increase space capacity.

The following additional parking management strategies shall be considered, to maximize parking capacity during all times of the year:

5. Installing an Automated Parking Guidance System (APGS) for the parking structure to improve parking system efficiency and the ability of parkers to find available spaces on busy days. APGS are dynamic signs that communicate space availability in real-time. An example of APGS signage is provided in Figure 2. As the size of a parking system increases, effective APGS systems improve the efficiency, capacity and customer service experience of a parking system.

[3] The office building was approximately 96% occupied during the times of occupancy counts. To estimate office building occupancy at the time of field work, Walker researched public listings online through online sources, including loopnet.com.

Figure 2: Example of an APGS Sign



Source: Walker Consultants.

6. Providing tandem parking spaces to maximize the on-site parking capacity and utilize valet parking.
7. Installing mechanical parking stackers in the planned parking structure to maximize the facility's capacity.

In addition to parking management strategies, the applicant should consider incentivizing those hotel guests and employees, who have reasonable travel and commute options, not to drive, by offering a comprehensive set of TDM measures to provide alternatives to driving alone and parking on the site. The specific TDM strategies recommended are provided in the Parking and Transportation Demand Management Strategies section of this report.

CURRENT CONDITIONS

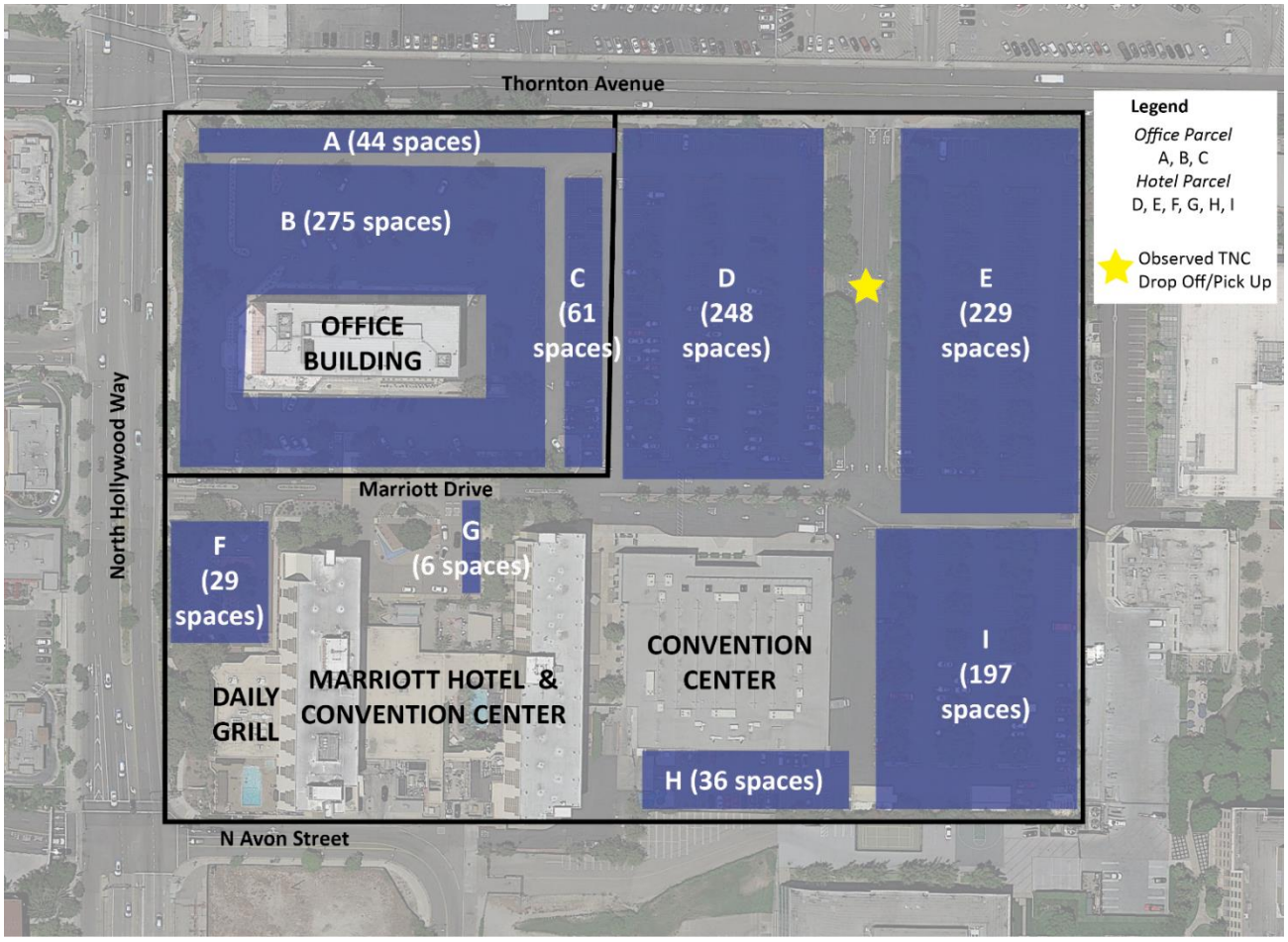
To understand the current parking conditions in the Study Area, Walker conducted three days of field data collection. The objectives of the fieldwork were:

1. To determine the current inventory of parking spaces;
2. To collect a representative sample of annual parking occupancy data for a weekend day and two weekdays; and
3. To collect a representative sample of length of stay data for a weekend day and two weekdays.

STUDY AREA

Figure 3 shows the Study Area for the data collection. The bold black lines are the approximate property lines, outlining the property at 2550 North Hollywood Way and the Project Site. Walker assigned sub-area letters to the study area to facilitate communication of the study findings.

Figure 3: 2500-2550 North Hollywood Way Study Area



Note: Bold black lines designate the approximate property boundaries. Sub-area A, B, and C are within the property boundaries of 2550 North Hollywood Way. Sub-area D, E, I, H, G, and F are within the property boundaries of the Project Site.

Source: Base Image – Google Earth Professional, Graphics - Walker Consultants, 2019.

PARKING SUPPLY

Walker quantified the parking supply (number of parking spaces) in the Study Area, by sub-area as shown in Table 1. Walker identified a total of 1,125 existing parking spaces in the study area 380 spaces of which are on 2550 North Hollywood Way, and 745 spaces of which are on the Project Site. Parking on 2550 North Hollywood Way was quantified due to the reciprocal access/parking agreement that exists between the two properties.

Table 1: Study Area Existing Parking Supply

	A	B	C	Total Office Parcel Supply	D	E	F	G*	H	I	Total Hotel Parcel Supply	Total Supply (Office and Hotel Parcel)
Supply	44	275	61	380	248	229	29	6	36	197	745	**1,125**

*Six striped ADA parking spaces in sub-area G.
Note: In sub-areas E and I the parking supply does not include the portion of the supply that was obstructed by trailer parking. The stripes were not visible in these spaces; therefore, were not quantifiable.

Source: Walker Consultants, 2019.

Below are additional notes regarding the parking sub-areas and designated user groups:

- Parking spaces striped “white” are designated for Marriott Hotel parking spaces and spaces striped “green” are designated for the existing office building parking spaces.
- The parking spaces in sub-area B are designated for the existing office use, only, and are striped green.
- While sub-areas C and A are within the property boundaries of 2550 North Hollywood Way, they were observed to be used for Marriott Hotel parking due to the reciprocal parking agreement that exists between the two properties. Sub-area A was observed to be used for Marriott Hotel self-parking.
- Sub-area F is a separate gated parking facility, serving the Daily Grill (an existing restaurant on the Project Site).
- Per Walker’s observations and conversations with Marriott Hotel staff, sub-areas I and H are primarily used by Marriott Hotel employees.

PARKING DEMAND

Walker conducted occupancy counts the following days in the Study Area:

- Saturday May 18, 2019
- Tuesday May 21, 2019
- Wednesday May 22, 2019

These days were selected to quantify both weekend and weekday parking demand at the Study Area. Per the request of the City, the days were selected while Burbank schools were still in session. For all days that parking occupancy data was collected, the existing Marriott Hotel was at least 94 percent occupied.

During each day of field data collection, occupancy counts were conducted every two hours from 9:00AM to 10:00PM, with the last count beginning at 9:00PM. The field work was designed to understand parking demand patterns throughout the day, with an eye toward quantifying peak demand on the site, which was projected to occur with the overlap of event and hotel guest parking demand. Based on presence factors from the Urban Land Institute (ULI) Shared Parking Model (industry standards) we collected peak hotel demand 9:00-10:00PM, a 95% presence interval. As is often done based on a review of our models, we then increased hotel demand numbers

further by an additional 5 percent to project a possible higher demand. Counts during the day helped to determine the peak demand for the office use on the property at 2550 North Hollywood Way – this peak demand was determined in order to identify how the office use in the Study Area overlapped with other uses during these times.

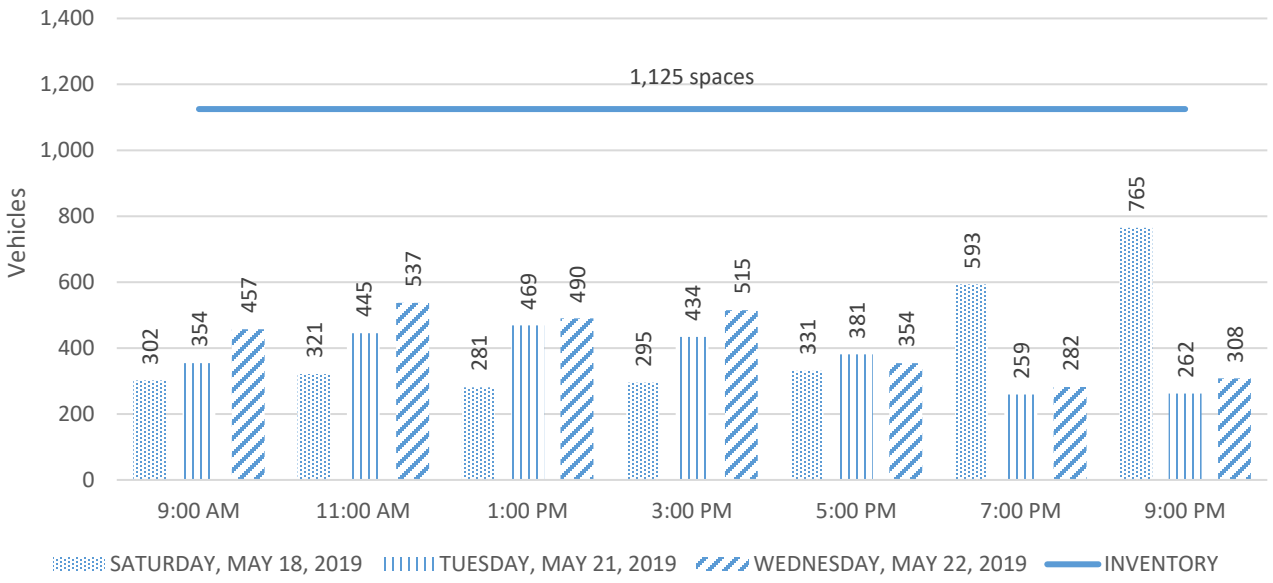
The following sections describe the parking occupancy data on a Study Area-wide basis, followed by a discussion that focuses on each separate sub-area.

Parking occupancy for each day and time collected is included as Appendix A.

STUDY AREA PARKING DEMAND

Figure 4 summarizes parking occupancy totals for May 18, 21, and 22, 2019. Overall, the interval of peak parking demand in the Study Area was observed on Saturday, May 18, 2019, between 9:00PM and 10:00PM. At that time, Walker observed 765 parked vehicles (360 spaces were available). The demand was largely generated by the Muay Thai event occurring at the Burbank Marriott Convention Center.

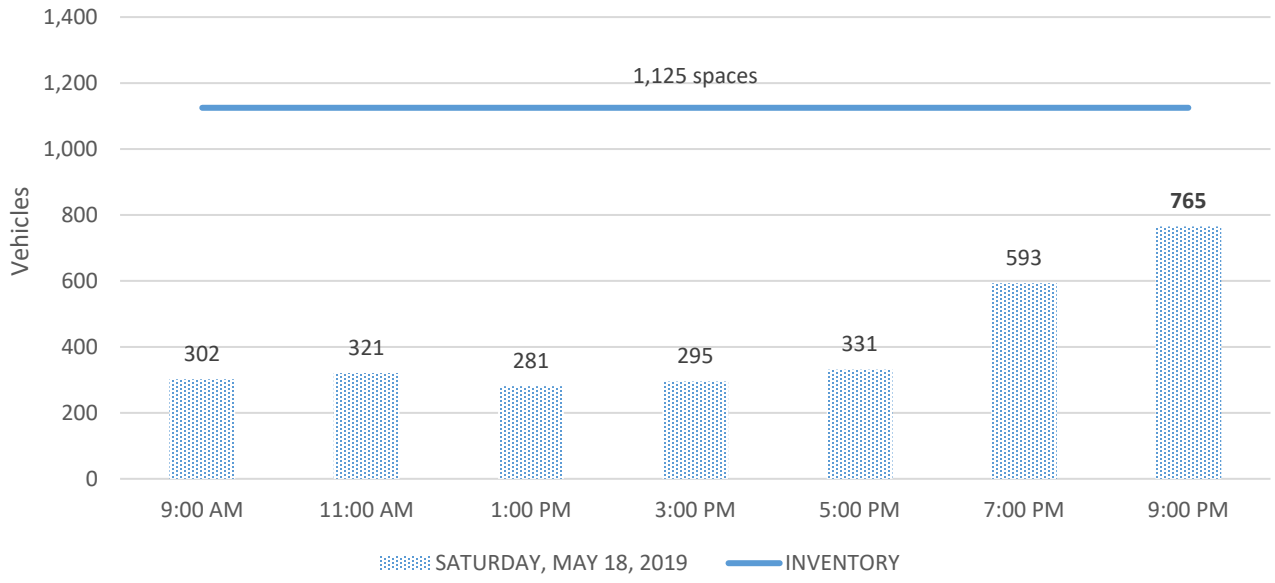
Figure 4: Study Area Occupancy Counts, May 18, 21, and 22, 2019



Source: *Walker Consultants*, 2019.

Figure 5 summarizes the occupancy counts conducted on Saturday, May 18, 2019. As shown in the figure, occupancy was the highest during the 7:00PM and 9:00PM counts, largely due to the Muay Thai event occurring at the Convention Center. Parking demand during Muay Thai was approximately two and a half times greater than on other nights.

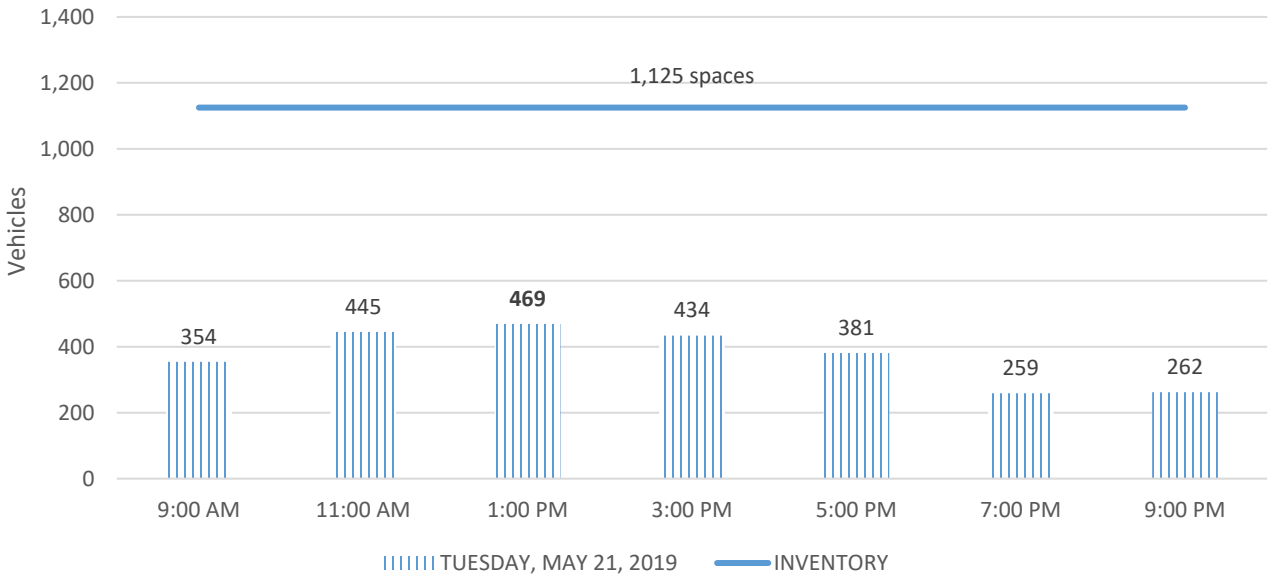
Figure 5: Study Area Occupancy Counts, Saturday, May 18, 2019



Source: *Walker Consultants*, 2019.

Figure 6 summarizes the occupancy counts conducted on Tuesday, May 21, 2019. The period of peak demand occurred at approximately 1:00PM during which time 469 vehicles were parked (656 spaces were available) in the Study Area.

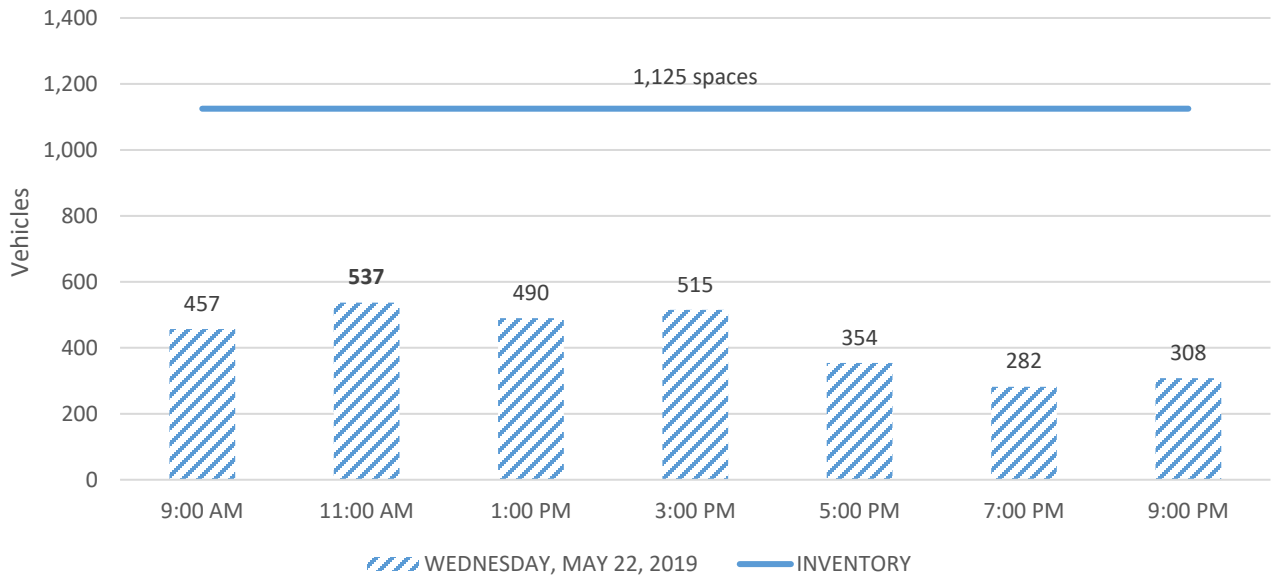
Figure 6: Study Area Occupancy Counts, Tuesday May 21, 2019



Source: *Walker Consultants*, 2019.

Figure 7 summarizes the occupancy counts conducted on Wednesday, May 22, 2019. The interval of peak demand occurred at approximately 11:00AM, during which time 537 vehicles were parked (588 spaces were available) in the Study Area.

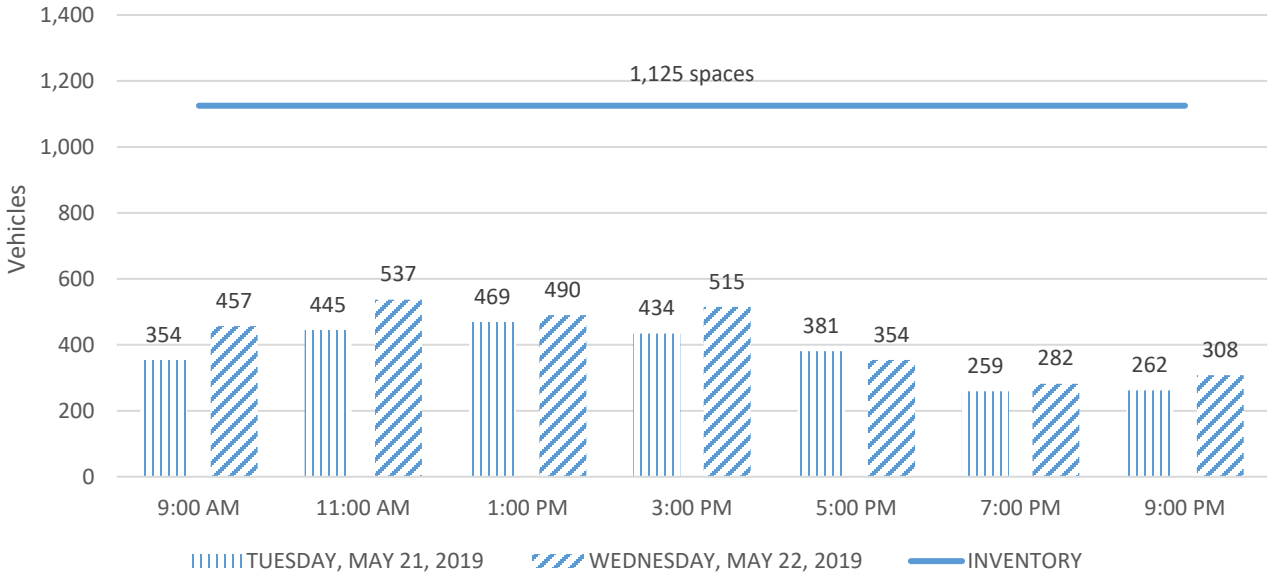
Figure 7: Study Area Occupancy Counts, Wednesday, May 22, 2019



Source: *Walker Consultants*, 2019.

Figure 8 compares the weekday occupancy counts for May 21 and May 22, 2019. Overall, occupancy was higher on Wednesday than on Tuesday (with the exception of at 5:00PM).

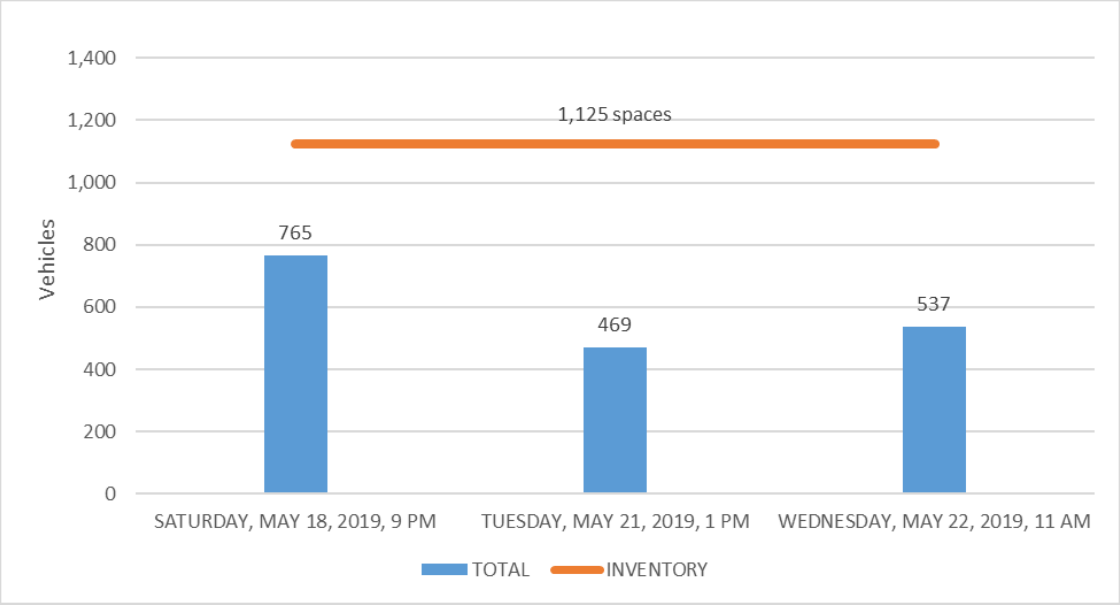
Figure 8: Comparison of Weekday Study Area Occupancy, Tuesday, May 21, 2019 and Wednesday, May 22, 2019



Source: *Walker Consultants*, 2019.

The late morning or early afternoon is typically the period of highest parking demand for office uses.[4] The observed weekday peak demand is likely a reflection of this phenomenon, created by the overlap of high office parking demand coupled with hotel parking demand, even though the overlap of peak office parking demand and hotel parking demand is typically lowest in the early afternoon. Figure 9 compares the intervals of peak demand for May 18, 21, and 22, 2019.

Figure 9: Comparison of Study Area Peak Demand, May 18, 21, and 22, 2019



Source: *Walker Consultants*, 2019.

[4] The office building was approximately 96% occupied during the times of occupancy counts. To estimate office building occupancy at the time of field work, Walker researched public listings online through online sources, including loopnet.com.

PARKING DEMAND BY SUB-AREA

This section discusses the observed parking demand for each sub-area. Table 2 summarizes the parking occupancy by sub-area during period of peak demand each day occupancy counts were conducted.

Table 2: Parking Demand by Sub-area – Peak Parking Demand

Period of Peak Demand	A			B			C		
	Occupancy %	Occupied Spaces	Spaces Available	Occupancy %	Occupied Spaces	Spaces Available	Occupancy %	Occupied Spaces	Spaces Available
Sat (9:00PM)	20%	9	35	5%	15	260	77%	47	14
Tues (1:00PM)	25%	11	33	83%	228	47	31%	19	42
Wed (11:00AM)	41%	18	26	85%	233	42	20%	12	49
Period of Peak Demand	**D**			**E**			**F**		
	Occupancy %	Occupied Spaces	Spaces Available	Occupancy %	Occupied Spaces	Spaces Available	Occupancy %	Occupied Spaces	Spaces Available
Sat (9:00PM)	94%	232	16	98%	224	5	62%	18	11
Tues (1:00PM)	32%	80	168	1%	3	226	48%	14	15
Wed (11:00AM)	56%	140	108	2%	4	225	24%	7	22
Period of Peak Demand	**G**			**H**			**I**		
	Occupancy %	Occupied Spaces	Spaces Available	Occupancy %	Occupied Spaces	Spaces Available	Occupancy %	Occupied Spaces	Spaces Available
Sat (9:00PM)	100%	6	0	72%	26	10	95%	188	9
Tues (1:00PM)	17%	1	5	78%	28	8	43%	85	112
Wed (11:00AM)	67%	4	2	86%	31	5	45%	88	109

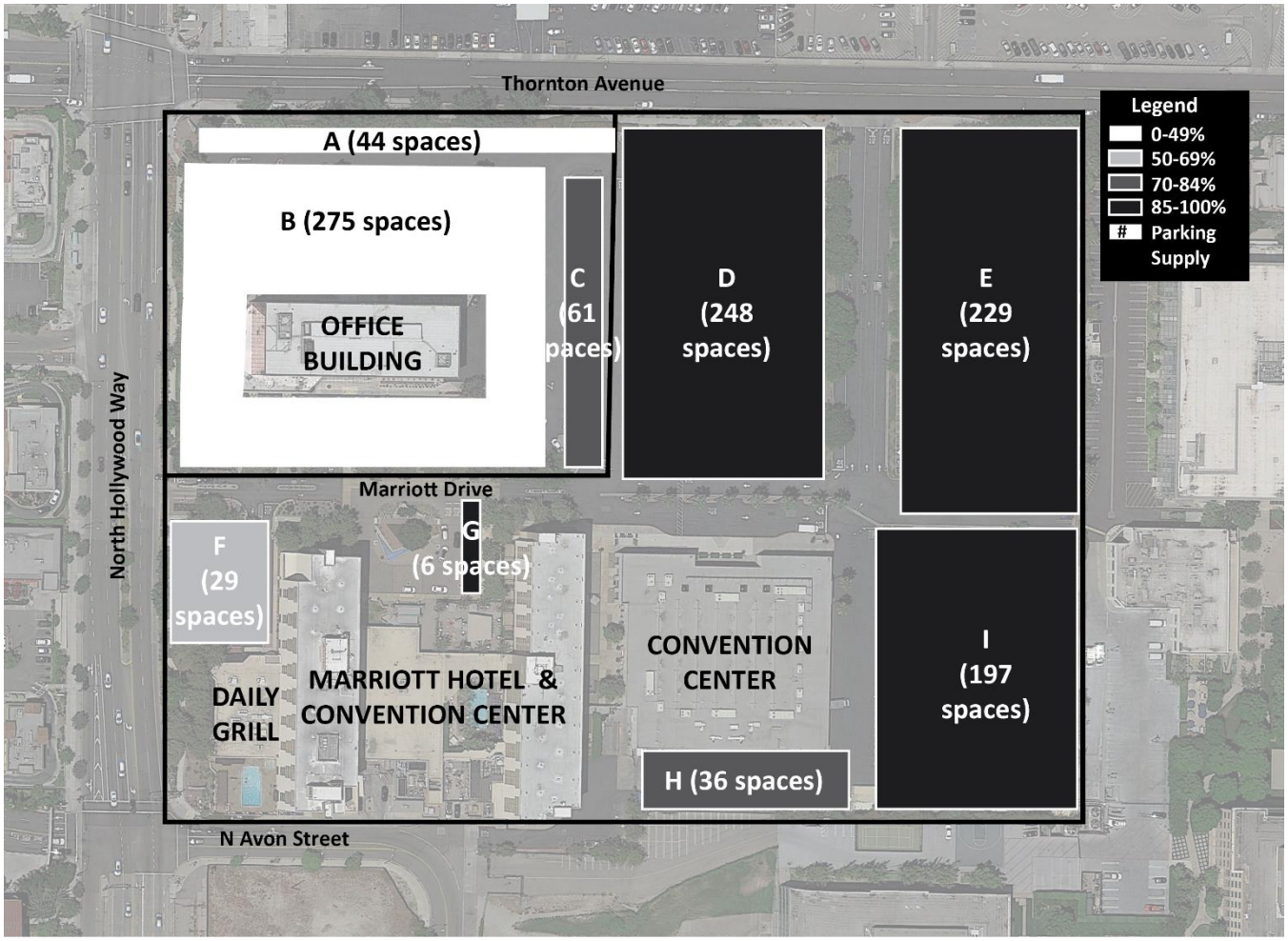
Note: Times display start times for each parking occupancy count.

Source: *Walker Consultants*, 2019.

The maps on the following pages demonstrate the parking demand, by sub-area on a map.

Figure 10 shows the parking utilization observed in the study area during the Saturday peak (9:00PM-10:00PM). As shown in the figure, sub-areas D, E, and I were busy (at least 85% utilized) largely due to parkers accessing the Convention Center for the Muay Thai event.

Figure 10: Parking Utilization – Saturday Peak (9:00PM-10:00PM)

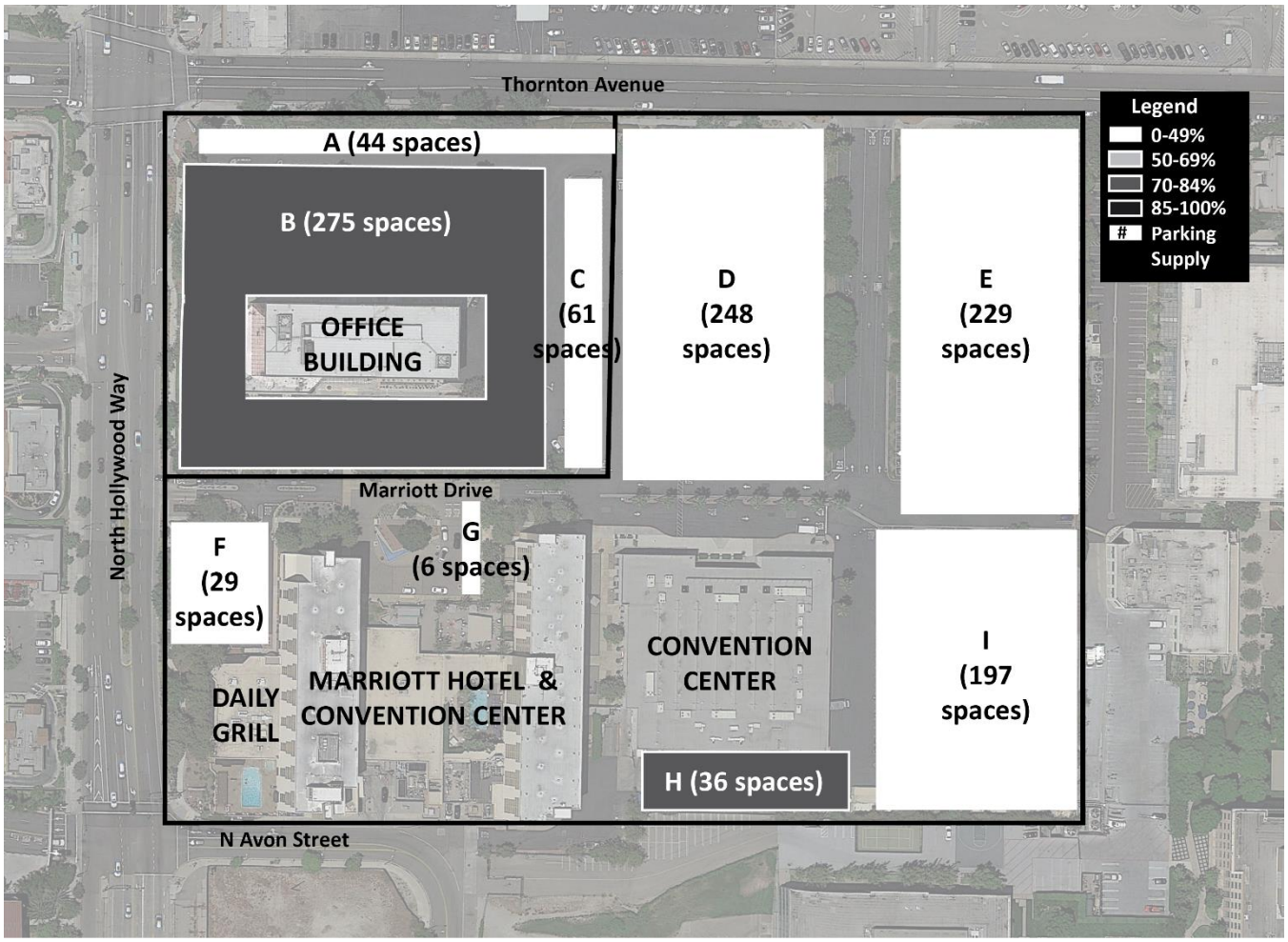


Note: Numbers in each sub-area indicated the total parking inventory of each sub-area.

Source: Base Image – Google Earth Professional, Graphics - Walker Consultants, 2019.

Figure 11 displays the parking utilization during the Tuesday peak (1:00PM-2:00PM). As shown in the figure, all sub-areas were less than 50 percent utilized with the exception of sub-area B (primarily office employees) and H (primarily Marriott Hotel employees) were between 70 percent -84 percent utilized.

Figure 11: Parking Utilization – Tuesday Peak (1:00PM-2:00PM)

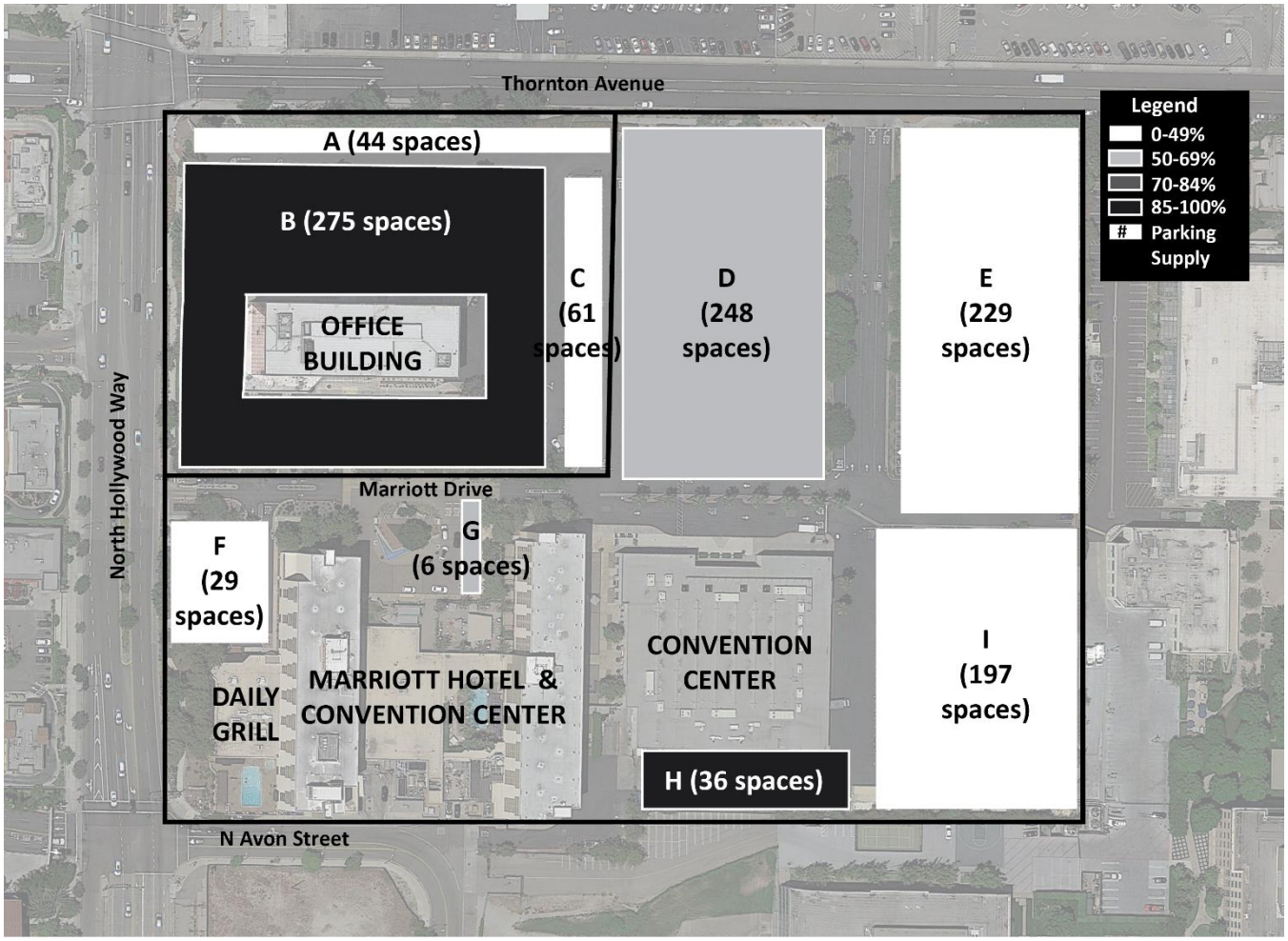


Note: Numbers in each sub-area indicated the total parking inventory of each sub-area.

Source: Base Image – Google Earth Professional, Graphics - Walker Consultants, 2019.

Figure 12 shows the parking utilization in the Study Area during the Wednesday peak (11:00AM-12:00PM). As shown in the figure, areas B (primarily office employees) and H (primarily Marriott Hotel employees) were at least 85 percent utilized, while areas A, C, E, I, and F were under 50 percent utilized.

Figure 12: Parking Utilization – Wednesday Peak (11:00AM-12:00PM)



Note: Numbers in each sub-area indicated the total parking inventory of each sub-area.

Source: Base Image – Google Earth Professional, Graphics - Walker Consultants, 2019.

Table 3 summarizes the parking occupancy by sub-area during period of peak Marriott Hotel demand each day occupancy counts were conducted.

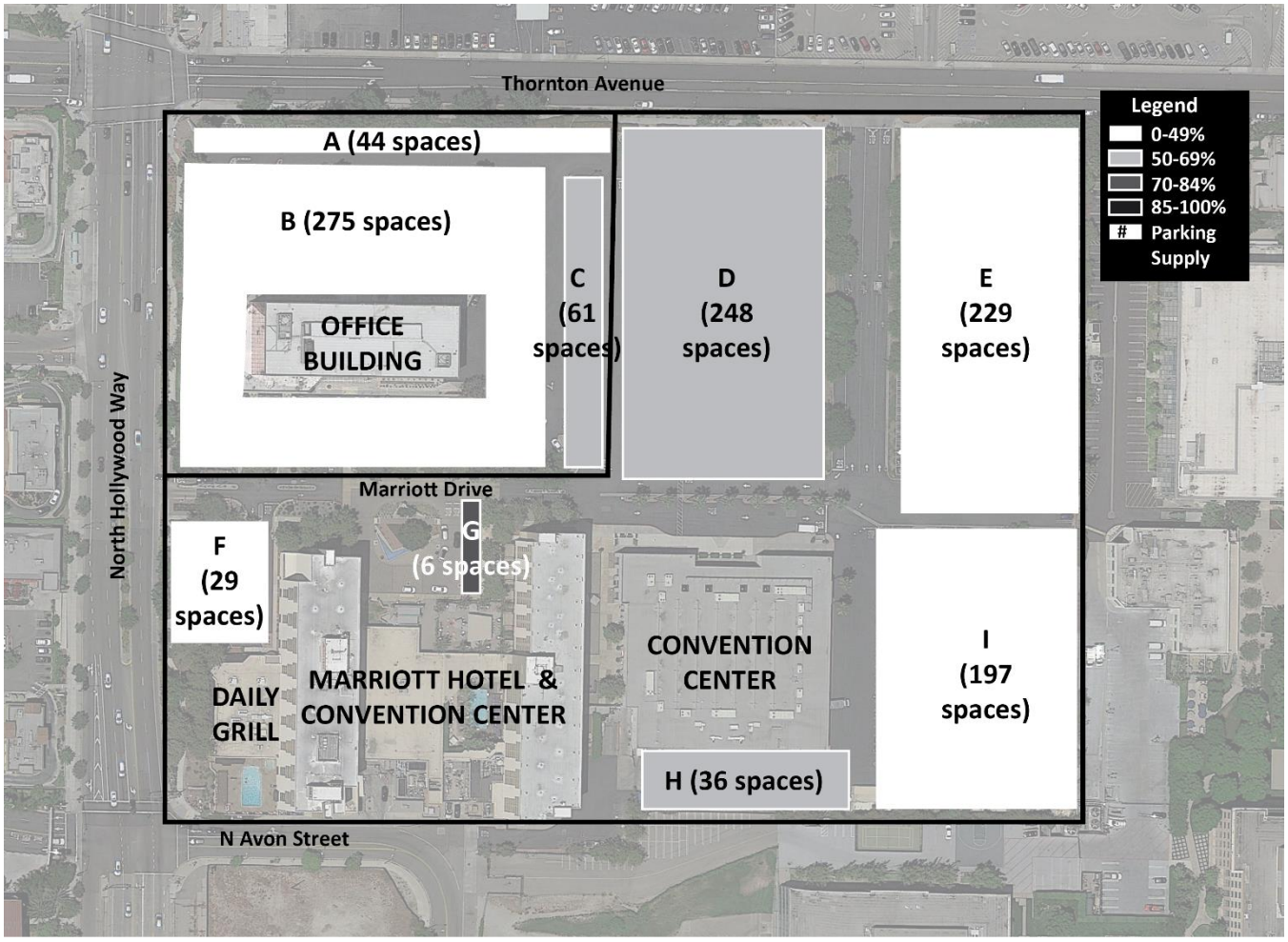
Table 3: Parking Demand by Sub-Area – Peak Hotel Demand – 9:00PM-10:00PM

Period of Peak Demand	A			B			C		
	Occupancy %	Occupied Spaces	Spaces Available	Occupancy %	Occupied Spaces	Spaces Available	Occupancy %	Occupied Spaces	Spaces Available
Tues (9:00PM)	16%	7	37	12%	32	243	56%	34	27
Wed (9:00PM)	14%	6	38	17%	46	229	67%	41	20
Period of Peak Demand	**D**			**E**			**F**		
	Occupancy %	Occupied Spaces	Spaces Available	Occupancy %	Occupied Spaces	Spaces Available	Occupancy %	Occupied Spaces	Spaces Available
Tues (9:00PM)	51%	127	121	1%	2	227	31%	9	20
Wed (9:00PM)	56%	139	109	1%	3	226	24%	7	22
Period of Peak Demand	**G**			**H**			**I**		
	Occupancy %	Occupied Spaces	Spaces Available	Occupancy %	Occupied Spaces	Spaces Available	Occupancy %	Occupied Spaces	Spaces Available
Tues (9:00PM)	83%	5	1	61%	22	14	12%	24	173
Wed (9:00PM)	33%	2	4	75%	27	9	19%	37	160

Source: Base Image – Google Earth Professional, Graphics - Walker Consultants, 2019.

Figure 13 displays the parking utilization Tuesday late in the evening (9:00PM-10:00PM) occupancy count, when Marriott Hotel parking demand tends to be the highest. Parking occupancy within all of the sub-areas was less than 70 percent.

Figure 13: Parking Utilization – Tuesday 9:00PM-10:00PM

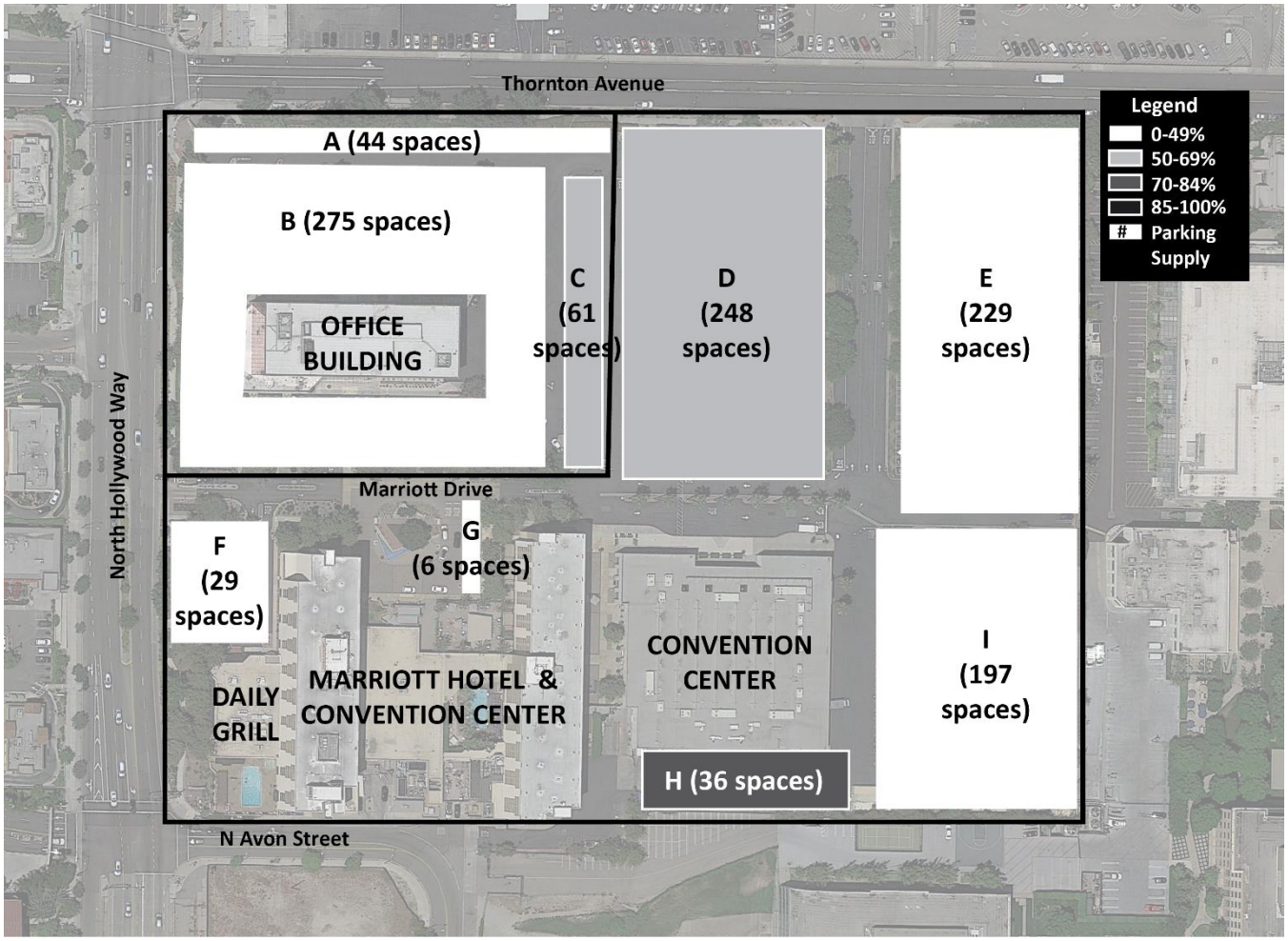


Note: Numbers in each sub-area indicated the total parking inventory of each sub-area.

Source: Base Image – Google Earth Professional, Graphics - Walker Consultants, 2019.

Figure 13 displays the parking utilization at Wednesday late in the evening (9:00PM-10:00PM) occupancy count, when Marriott Hotel parking demand tends to be the highest. Parking occupancy for all of the sub-areas, with the exception of sub-area H was less than 70 percent occupied.

Figure 14: Parking Utilization – Wednesday 9:00PM-10:00PM



Note: Numbers in each sub-area indicated the total parking inventory of each sub-area.

Source: Base Image – Google Earth Professional, Graphics - Walker Consultants, 2019.

PARKING DEMAND DATA PROVIDED BY MARRIOTT HOTEL

Marriott Hotel staff provided Walker with 13 months (395 days) of parking occupancy data (May 2018-May 2019) for the parking supply owned by the hotel, included as Appendix B. This occupancy data represents rolling parking occupancy throughout the day, based on the following:[5]

- Daily estimates of Hotel, Restaurant and Towne Park (third-party parking operator) employee complimentary parking which fluctuates with business levels
- Complimentary sales clients and hotels vendors which fluctuates daily with business levels
- Transient paid parking including day rate, overnight stay rate and restaurant validations

Walker had the following key findings from the analysis of this data:

- Of the 395 days of data provided, the 85th percentile level of parking occupancy was approximately 61 percent
- The average parking occupancy was approximately 50 percent
- Occupancy exceeded 60 percent only on event days, except for in three cases (Friday June 15, 2018, Friday September 14, 2018, and Saturday November 3, 2018).

Overall, this data indicated that the Study area tends to have ample parking availability the majority of the year. However, because this data does not represent parking demand at a specific time of day, this data was not the core of Walker's analysis.

[5] Methodology was provided by Marriott Hotel staff.

PARKING LENGTH OF STAY

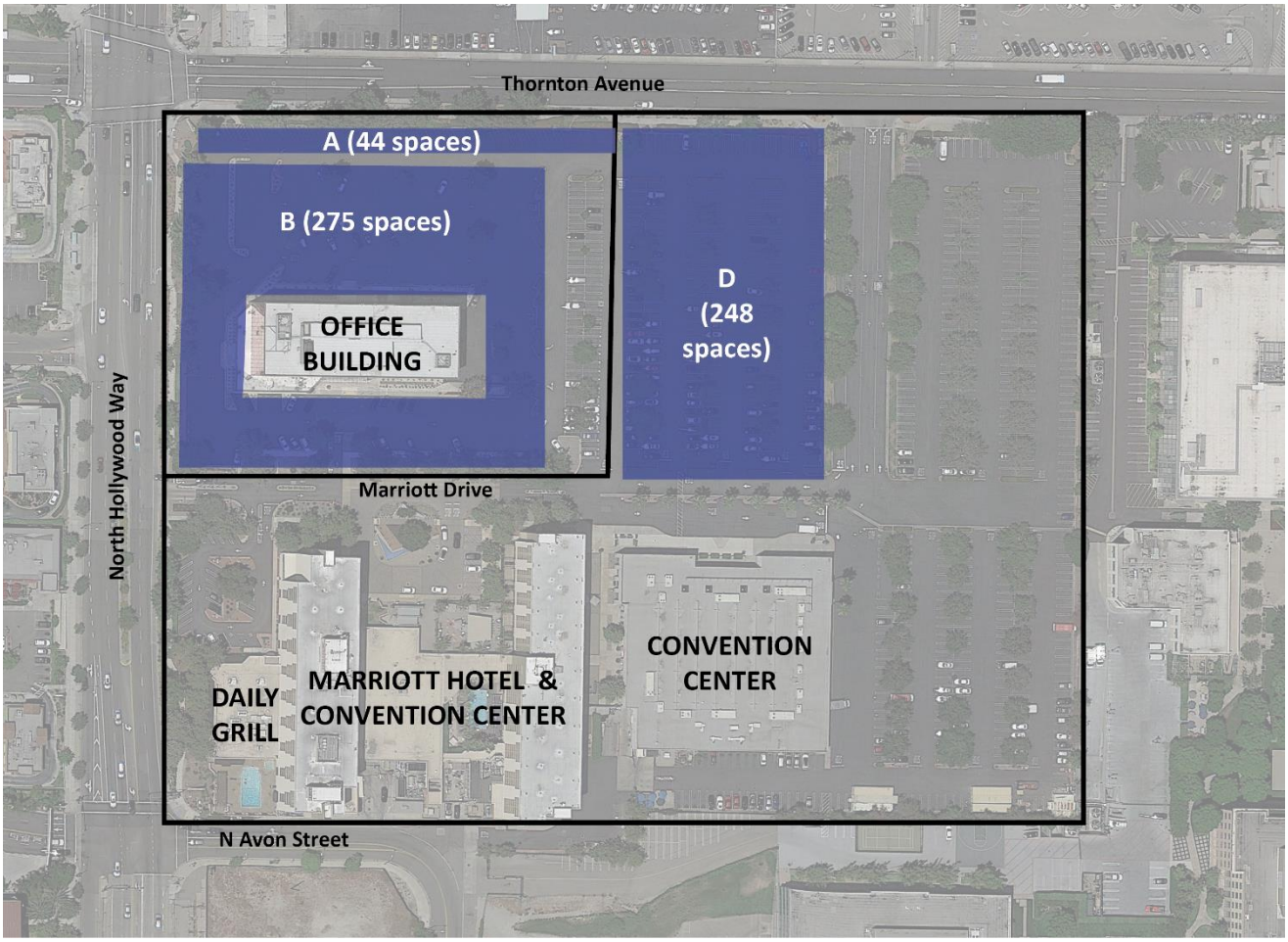
Walker collected length of stay data manually in the Study Area for the purpose of understanding how long vehicles were parked and – to the extent possible – to gain a reasonable understanding of the breakdown of hotel guest, office employee, and visitor parkers. Walker staff surveyed vehicle license plates during the same three days that occupancy was quantified (Saturday May 18, Tuesday May 21, and Wednesday May 22, 2019).

The length of stay analysis is typically performed to identify the extent to which parking users not permitted in certain locations may be encroaching on the availability of parking for different user groups. Based on their locations and preliminary observations of parking patterns in the Study Area, the different user groups did not appear to be competing for parking in sub-area C, as this area is valet-parking, F, as this area is reserved for the Daily Grill, and G, as these spaces area immediately front the hotel use. Sub-areas E, I, and H parked hotel guests and employees, and, when events occurred, event attendees.

Conversely, sub-areas A, B and D (shown in Figure 15) could be reasonable and tempting options for parking different user groups, such as office employees, office visitors, hotel guests and event attendees. Walker performed a license plate inventory of cars parked in these sub-areas during a weekday and a weekend day to assist in determining whether the hotel/event or office employee user group could be impacting parking demand for other parking user groups. To determine the extent to which vehicle length of stay demonstrates that certain parking user groups are inhibiting parking access to designated users, Walker conducted the following analysis:

- Determined approximately how long vehicles were parked in each sub-area during the period of peak parking demand for each day (Saturday May 18, Tuesday May 21, and Wednesday May 22, 2019).
- If possible, used the length of stay data to identify user groups parking in each sub-area.
- If specific user groups were identified, determined the extent to which encroachment was an issue (i.e., if event attendees were observed parking in the office area). We note that length of stay is typically only a concern where parking is in short supply. Therefore, when parking occupancy was observed to be low, encroachment was not determined to be an issue because it does not negatively impact parking availability and access to the site.

Figure 15: Location of Parking Length of Stay Data Collected



Note: Numbers in each sub-area indicated the total parking inventory of each sub-area.

Source: Base Image – Google Earth Professional, Graphics - Walker Consultants, 2019.

Length of stay data were collected by recording the last four digits of each license plate every two hours between 9:00AM and 10:00PM.[6] The list of license plate data collected is included as Appendix C.

Even though it is possible that some vehicles may leave and return to the facility, length of stay is indicated by the total number of hours that the vehicle was parked. For example, if an office worker was parked four hours went to lunch, and was parked for an additional three hours, the length of stay would be seven hours.

The following sections summarize the length of stay data during the periods of peak parking demand observed for both the weekend and weekday.

[6] On Saturday, May 18, 2019, length of stay data was shortened due to significant rain on site, limiting the visibility of the license plates. Length of stay data was collected in sub-area A and B from 9:00AM to 7:00PM and in sub-area D from 11:00AM to 7:00PM.

WEEKEND LENGTH OF STAY

Sub-Area A (Office Parcel)

Sub-area A is located on the property at 2550 North Hollywood Way, but was designated for hotel use during the time in which Walker conducted field work. Table 4 summarizes the length of stay statistics for vehicles parked in sub-area A on Saturday May 18, 2019 at approximately 7:00PM, the period in which peak parking demand was observed.[7]

The following are conclusions from the weekend length of stay analysis in sub-area A:

- Of the 8 vehicles parked at approximately 7:00PM, 5 vehicles had been parked for at least eight hours. The longer length of stay indicates that parkers were long term users, such as hotel guests or employees. It is unlikely office workers were parked in this location, given that the field work was on the weekend when most offices are closed. Additionally, sub-area B is in closer proximity to the office entrance; therefore office workers would be more likely to park in sub-area B than sub-area A. Since there was ample availability observed in sub-area B (7 percent occupancy), it is unlikely office worker would park in sub-area A.
- Given the low demand for parking in sub-area A (18 percent of spaces were occupied), encroachment of parking spaces was not determined to be an issue.

Table 4: Vehicle Length of Stay Data – Sub-area A (Saturday May 18, 2019) 7:00PM

Length of Stay	Number of Parked Vehicles	Percent of Parked Vehicles
8+ hours	5	63%
6-8 hours	2	25%
4-6 hours	0	0%
2-4 hours	1	13%
< 2 hours	0	0%
Total	**8**	100%
Parking Supply	*44*	
Parking Utilization	*18%*	

Note: The total number of vehicles may differ slightly from the occupancy data described above, as occupancy data was collected before length of stay data was collected.

Source: Walker Consultants, 2019.

Sub-Area B (Office Parcel)

Sub-area B is located on the property at 2550 North Hollywood Way, and was designated for office use. Table 5 summarizes the length of stay statistics for vehicles parked in sub-area B on Saturday May 18, 2019 at approximately 7:00PM.

The following are conclusions from the weekend length of stay analysis in sub-area B:

[7] Due to significant rain, Walker was unable to collect license plate information for the 9:00PM count as the license plates were not visible. 7:00PM was the secondary peak.

- Of the vehicles parked at approximately 7:00PM, 72 percent of vehicles (13 vehicles) remained parked for at least eight hours. Walker observed several vehicles in sub-area B that appeared to be corporate fleet vehicles that were parked for more than eight hours.
- The longer length of stay at 7:00PM suggests that most parkers in sub-area B were not likely event parkers, as the Muay Thai event was an evening event.
- Walker field staff did not observe event parkers in sub-area B.
- Given the low demand for parking in this sub-area (7 percent of spaces were occupied), encroachment of parking spaces was not determined to be an issue. [8]

Table 5: Vehicle Length of Stay Data – Sub-area B (Saturday May 18, 2019) 7:00PM

Length of Stay	Number of Parked Vehicles	Percent of Parked Vehicles
8+ hours	13	72%
6-8 hours	0	0%
4-6 hours	1	6%
2-4 hours	3	17%
< 2 hours	1	6%
Total	**18**	**100%**
Parking Supply	*275*	
Parking Utilization	*7%*	

Note: The total number of vehicles may differ slightly from the occupancy data described above, as occupancy data was collected before length of stay data was collected.

Source: Walker Consultants, 2019.

Sub Area D (Hotel Parcel)

Sub-area D is located on the Project Site and is designated for hotel use. Table 6 summarizes the length of stay statistics for vehicles parked in sub-area D on Saturday May 18, 2019 at approximately 7:00PM.

The following are conclusions from the weekend length of stay analysis in sub-area D:

- Of the vehicles parked at approximately 7:00PM, 26 percent (40 vehicles) were parked over eight hours and 28 percent (42 vehicles) were parked less than two hours.
- The length of stay results in sub-area D were inconclusive in regards to identifying specific user groups. Vehicles parked longer than eight hours may have been hotel guests who remained on the site or possibly took alternative transportation for the day or hotel employees. Vehicles parked longer than eight hours were likely not Muay Thai event goers, as the Muay Thai event was occurring in the evening. Those with shorter lengths of stay could have been Muay Thai event goers or hotel guests returning for the evening. It is unlikely office workers were parked in this location, given that the field work was on the weekend when most offices are closed. Additionally, sub-area B is in closer proximity to the office entrance; therefore, office workers would be more likely to park in sub-area B than sub-area D. Since there was ample availability observed in sub-area B (7 percent occupancy), it is unlikely office worker would park in sub-area D.

[8] Similar to 7:00PM, the parking occupancy at 9:00PM (peak for the study area) in sub-area B was 15, which is lower than the occupancy observed at 7:00pm. Since most vehicles parked for the event were parked at 9:00PM, this low occupancy suggests there were little to no event goers parked in sub-area B.

- Walker field staff did not observe evidence of specific user groups encroaching on parking spaces in sub-area D.

Table 6: Vehicle Length of Stay Data – Sub-area D (Saturday May 18, 2019) 7:00PM

Length of Stay	Number of Parked Vehicles	Percent of Parked Vehicles
8+ hours	40	26%
6-8 hours	17	11%
4-6 hours	16	11%
2-4 hours	36	24%
< 2 hours	42	28%
Total	**151**	**100%**
Parking Supply	*248*	
Parking Utilization	*61%*	

Note: The total number of vehicles may differ slightly from the occupancy data described above, as occupancy data was collected before length of stay data was collected.

Source: Walker Consultants, 2019.

WEEKDAY LENGTH OF STAY – PERIOD OF PEAK DEMAND

Sub-Area A (Office Parcel)

Sub-area A is located on the property at 2550 North Hollywood Way, but was designated for hotel use during the time in which Walker conducted field work. Table 7 summarizes the length of stay statistics for vehicles parked in sub-area A on Wednesday May 22, 2019 at approximately 11:00AM, the period in which peak parking demand was observed.

The following are conclusions from the weekday length of stay analysis in sub-area A:

- Vehicles parked at approximately 11:00AM had varying lengths of stay with 47 percent (9 vehicles) parked at least six hours.
- The length of stay results in sub-area A were inconclusive in regard to specific user groups parked. Vehicles parked longer than six hours may have been hotel guests who remained on the site or possibly took alternative transportation for the day or hotel employees. Vehicles parked longer than six hours may have also been office workers, as sub-area B had high utilization at 11:00AM (83 percent), and office parking may have spilled over into sub-area A. Vehicles parked for less than four hours (42 percent, 8 vehicles) could have been visitors to the hotel or office building.
- Given the low demand for parking in this sub-area (43 percent of spaces were occupied), encroachment of parking spaces was not determined to be an issue.

Table 7: Vehicle Length of Stay Data – Sub-area A (Wednesday May 22, 2019) 11:00AM

Length of Stay	Number of Parked Vehicles	Percent of Parked Vehicles
8+ hours	4	21%
6-8 hours	5	26%
4-6 hours	2	11%
2-4 hours	5	26%
< 2 hours	3	16%
Total	**19**	100%
Parking Supply	*44*	
Parking Utilization	*43%*	

Note: The total number of vehicles differs slightly from the occupancy data described above, as occupancy data was collected before length of stay data was collected.

Source: Walker Consultants, 2019.

Sub-Area B (Office Parcel)

Sub-area B is located on the property at 2550 North Hollywood Way, and was designated for office use during the time in which Walker conducted field work. Table 8 summarizes the length of stay statistics for vehicles parked in sub-area B on Wednesday May 22, 2019 at approximately 11:00AM.

The following are conclusions from the weekday length of stay analysis in sub-area B:

- Of the vehicles parked at approximately 11:00AM, 60 percent (139 vehicles) remained parked for at least six hours.
- Walker observed several vehicles in sub-area B that appeared to be fleet vehicles that were parked for more than eight hours.
- The length of stay results in sub-area B were inconclusive in regard to specific user groups parked. Most of the vehicles parked for at least six hours were likely office workers. Sub-area D had ample availability during the 11:00AM count (56 percent of spaces were occupied). Since sub-area D had available parking and is in closer proximity to the hotel than sub-area B, it is unlikely that hotel guests were parking in sub-area B to access the hotel. Walker field staff did not observe hotel guests or employees parking at sub-area B and accessing the hotel.

Table 8: Vehicle Length of Stay Data – Sub-area B (Wednesday May 22, 2019) 11:00AM

Length of Stay	Number of Parked Vehicles	Percent of Parked Vehicles
8+ hours	58	25%
6-8 hours	81	35%
4-6 hours	46	20%
2-4 hours	20	9%
< 2 hours	24	10%
Total	**229**	**100%**
Parking Supply	*275*	
Parking Utilization	*83%*	

Note: The total number of vehicles may differ slightly from the occupancy data described above, as occupancy data was collected before length of stay data was collected.

Source: Walker Consultants, 2019.

Sub-Area D (Hotel Parcel)

Sub-area D is located on the Project Site and was designated for hotel use during the time in which Walker conducted field work. Table 9 summarizes the length of stay statistics for vehicles parked in sub-area D on Wednesday May 22, 2019 at approximately 11:00AM.

The following are conclusions from the weekday length of stay analysis in sub-area D:

- Of the vehicles parked at approximately 11:00AM, 74 percent (102 vehicles) remained parked for at least six hours.
- The length of stay results in sub-area D were inconclusive in regard to specific user groups parked. It is likely that most of the vehicles parked at least six hours were hotel guests or employees rather than office employees. Office employees would be more likely to park in sub-area B, closer to the office building entry. Walker field staff did not observe office employees or office visitors parking in sub-area D.
- Given the relatively low demand for parking in this sub-area (56 percent of spaces were occupied), encroachment of parking spaces was not determined to be an issue.

Table 9 – Vehicle Length of Stay – Sub-area D (Wednesday May 22, 2019) 11:00AM

Length of Stay	Number of Parked Vehicles	Percent of Parked Vehicles
8+ hours	45	33%
6-8 hours	57	41%
4-6 hours	12	9%
2-4 hours	18	13%
< 2 hours	6	4%
Total	**138**	**100%**
Parking Supply	*248*	
Parking Utilization	*56%*	

Note: The total number of vehicles differs slightly from the occupancy data described above, as occupancy data was collected before length of stay data was collected.

Source: Walker Consultants, 2019.

LENGTH OF STAY CONCLUSIONS

The following summarizes key findings from the length of stay analysis:

- Length of stay analyses are key where parking availability is limited, because the key question is whether non-authorized parking users are limiting parking availability in the locations under study. In the case of our analysis, this was not the case.
- The length of stay analysis was overall inconclusive in regard to identifying specific parking user groups because virtually all parking sub-areas are open to long-term parkers (such as Marriott Hotel guests and site employees) and short-term parkers (office and hotel visitors).
- Parking encroachment by some users into unauthorized areas was determined not to be occurring because of the ample parking availability throughout the site; because open parking spaces were available in close proximity, for example, to the Marriott Hotel, office and Convention Center front doors, there was no reason for parkers to park anywhere but their designated locations.

- A review and analysis of the combined data and findings from the parking occupancy and length-of-stay analyses suggests that the different parking user groups are not materially impacting the availability of parking for other, unintended user groups:
    - Sub-area A
        - Sub-area A had very low occupancy (less than 45 percent during both the weekday and weekend peaks). Therefore, encroachment of parking spaces was not observed to be an issue.
    - Sub-area B
        - Sub-area B has very low occupancy (7 percent) during the weekend peak. Therefore, encroachment of parking spaces was not observed to be an issue.
        - Most of the vehicles parked in sub-area B during the weekend peak were parked more than eight hours, suggesting few event parkers were parked in sub-area B.
        - The length of stay results for sub-area B during the weekday were inconclusive in regard to identifying specific parking user groups.
        - In Walker's observations, the signage and pavement markings in sub-area B clearly designate the area as office parking, only.
        - Sub-areas D, E and I, which serve the hotel, were observed to have substantial parking availability during the weekday peak (442 combined available spaces), reducing the need for hotel users to park in sub-area B.
        - Occupancy in the Daily Grill lot was very low (approximately 24 percent) during the weekday peak, indicating that it is unlikely for Daily Grill users to park in sub-area B.
    - Sub-area D
        - The length of stay results for sub-area D during the weekend and weekday were inconclusive in regard to identifying specific parking user groups.
        - Sub-area D has relatively low occupancy during the weekday (56 percent); therefore, encroachment of parking spaces was not determined to be an issue.
        - Over the weekend, it is unlikely that encroachment from office users occurred in sub area D, as most offices are closed over the weekend and the low occupancy observed in sub-area B (7 percent), which is in closer proximity to the office building

Parking length of stay data was collected in anticipation that, if parking on the site were full, the length of stay analysis could inform whether or not parking in some locations was being poached by unauthorized users. However, because parking availability was found to always be adequate on the site, the length of stay analysis could not find evidence of some user groups encroaching in unauthorized spaces.

PARKING MANAGEMENT PRACTICES

The Marriott Hotel and Convention Center has measures in place in order to actively manage the variations in parking demand that occur and the large area of parking that serves the facility. Walker corresponded with facility staff to understand current parking management practices, particularly during special events. This section summarizes their response.

The Marriott Hotel's management is structured with various layers that support the execution of all events each day:

- Sales or Catering Managers contract event needs
- Event Managers detail the specific needs of each event and communicate said needs to operations

- Specific departments execute the event as dictated by the event needs including, Parking, Food and Beverage Outlets, Front Office, Housekeeping, Engineering, Banquets, Audio Visual, Purchasing and Receiving, Security

Verbal communication prior to special events between the client, hotel management and the operations departments takes place via:

- Pre-convention meetings with operations teams
- Pre-convention meetings with the clients
- Client tastings
- Client execution walk through
- Weekly staff meetings
- Weekly operations meetings
- Daily Banquet Event Order meetings
- Daily operation stand-up meetings
- Daily pre-shift department meetings

Written communication between the client, management and operations takes place via:

- Sales Contracts
- Group Resumes
- Banquet Event Orders
- Interdepartmental communication

Within this planning and communication, the Marriott Hotel has developed a Parking Event Checklist Guidelines for the Marriott Hotel and Convention Center specifically. The checklist summarizes event staffing, pre-event tasks, traffic flow plans, communication, and safety.

The hotel has a designated area on the Project Site for employee parking within sub-areas I and H. When needed, the hotel secures employee parking at off-site lots located across the street from hotel. The employee parking area is designed to provide employees parking in out of the way and hard to find spaces that may not ordinarily be used by guests and visitors, thereby making more convenient spaces available to these user groups. Based on Walker's observations, the employee parking areas are reasonable and effective for this purpose.

The following non-Single Occupancy Vehicle transportation options exist at the Marriott Hotel:

- BurbankBus System, which picks up and drops off at the hotel on Thornton Avenue
- Metrolink and Amtrak Rail System, the station for which is located within an approximately 10-minute walk of the hotel
- LA Metro bus lines, four of which stop within a 10-minute walk of the hotel, and which run throughout Burbank, the San Fernando Valley, and Downtown Los Angeles
- Uber and Lyft, which pick up and drop off at the hotel at the entrance off of Thornton Avenue
- Yellow Cab, which picks up and drops off at hotel
- Burbank Airport (BUR), the terminal for which is an approximately ten-minute walk to the property or a short shuttle ride when shuttles are available.

FUTURE CONDITIONS

This section discusses Walker's analysis of future parking conditions for 2500 North Hollywood Way.

CITY CODE REQUIREMENTS – PROPOSED HOTEL

The Project consists of a proposed dual brand hotel. The hotel is planned to be seven (7) stories tall and will include 420 total rooms (219 hotel rooms operated by Aloft and 201 hotel rooms operated by Residence Inn). The hotel will also include a 2,022 SF restaurant, 3,690 SF café, and a 1,570 SF coffee shop, 4,137 SF covered dining areas, and 3,371 SF bar/lounge[9]. Table 10 summarizes the currently-available program information and our understanding of the required parking for each land use, per City of Burbank Municipal Code (BMC) §10-1-1408.

Table 10: 2500 North Hollywood Way Land Use Program Proposed Development Code Requirements*

Land Use	Quantity	Metric	Burbank Municipal Code (BMC) Use Category*	BMC Code Ratio (# spaces)	BMC Code Ratio Metric	Required Parking (# spaces)
Hotel Rooms	420	rooms	Hotels and Motels	1	per 1 hotel room	420
Restaurant	2,022	SF	(i) Restaurants, cafes, cocktail lounges and bars, which are an integral part of a hotel/motel	5	per 1,000 SF GFA	10
Café (Future Tenant)	3,690	SF	(i) Restaurants, cafes, cocktail lounges and bars, which are an integral part of a hotel/motel	5	per 1,000 SF GFA	18
Coffee Shop (Future Tenant)	1,570	SF	(i) Restaurants, cafes, cocktail lounges and bars, which are an integral part of a hotel/motel	5	per 1,000 SF GFA	8
Covered Dining Areas	4,137	SF	(i) Restaurants, cafes, cocktail lounges and bars, which are an integral part of a hotel/motel	5	per 1,000 SF GFA	21
Bar/Lounge	3,371	SF	(i) Restaurants, cafes, cocktail lounges and bars, which are an integral part of a hotel/motel	5	per 1,000 SF GFA	17
Total Required Parking						**494**

Notes:

- *BMC Use Category from BMC §10-1-1408.
- The restaurant and future tenant spaces are attached to the hotel, and assumed to be integral components to the hotel.

Source: Development Review Plans dated 6/27/2019 prepared by AWH Partners, City of Burbank BMC, Walker Consultants, 2019.

As currently planned, per Walker's calculations, the proposed dual brand hotel at 2500 North Hollywood Way would have a parking requirement of 494 spaces, per the BMC.

RECOMMENDED SUPPLY – PROPOSED ALOFT RESIDENCE INN DUAL BRAND HOTEL

Walker performed a Shared Parking Analysis of the four proposed land uses included in the Aloft Residence Inn Dual Brand Hotel Project (hotel, restaurant, café, and coffee shop) to develop a recommendation for the parking supply. After briefly discussing the methodology for shared parking, which is what would take place in this case based on the

[9] The following ancillary uses will primarily be used by hotel guests and therefore are not projected to generate additional demand for parking: 2,222 SF ground floor event terrace, 1,390 lobby terrace on the first floor, 2,945 SF covered terrace on the first floor, 1,370 SF fitness center, 5,180 SF event space on the terrace level, and 1,500 SF of Conference/Meeting space is proposed on the first floor.

new hotel, auxiliary uses, convention center and existing Marriott Hotel, this section details the six steps used to develop the recommended parking supply.

Shared parking methodology was developed in the 1980s and has been a widely-accepted industry standard for rightsizing parking facilities over the past 30+ years. Adopted by cities throughout the U.S., and codified in zoning ordinances as an acceptable practice, shared parking is endorsed by the Urban Land Institute (ULI), the American Planning Association (APA), the National Parking Association (NPA), and International Council of Shopping Centers (ICSC), as an acceptable method of parking planning and management.

Shared parking allows for the sharing of parking spaces among uses in a mixed-use environment—in lieu of providing a minimum number of parking spaces for each individual use. Shared parking commonly results in a reduction of required parking spaces. This reduction, which is sometimes significant, depends on the quantities and mix of uses and local code requirements.

Shared parking is defined as the ability to use the same parking resource by multiple nearby or adjacent land uses without encroachment. Shared parking takes into account the parking demand for more than 45 different land uses; the availability and use of alternative modes of transportation; captive market effects[10]; and daily, hourly, and seasonal variations. A Shared Parking Model generates 456 parking demand computations as follows:

- 19 hours during a day, beginning at 6 a.m. and concluding at 1 a.m.
- 2 days per week, a weekday and a weekend day
- 12 months of the year
- 19 x 2 x 12 = 456 different calculations

The recommended parking capacity is derived based on the highest figure generated from these 456 computations. Therefore, the intent is to design for the busiest hour of the year, busiest day of the year, and busiest month of the year, at an 85th percentile level relative to similar properties.

A Shared Parking Analysis begins first by taking the land use quantities of the Project, e.g., number of hotel rooms, and multiplying by a base parking demand ratio and monthly and hourly adjustment factors. All base ratios and hourly and monthly adjustments are industry standards that are based on thousands of parking occupancy studies, vetted by leading parking consultants and real estate professionals, and documented within the *Third Edition* of *ULI/ICSC's Shared Parking (published in 2020).*

Walker, in accordance with standard shared-parking methodology, applies two additional adjustments to the base parking demand ratios, one to reflect an estimate of the local transportation modal split (called the driving ratio) and another to account for the best estimate of captive market effects[11] (called the non-captive ratio). These will all be described in more detail in the sections to follow.

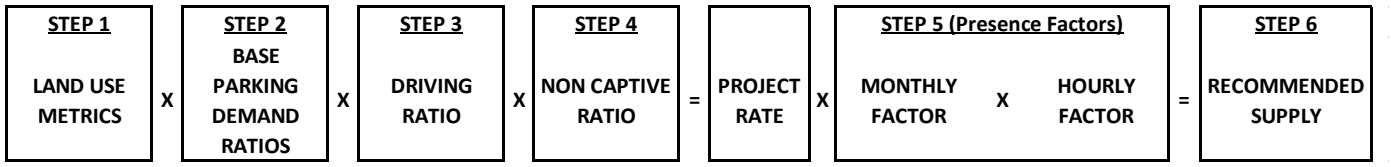
The following graphic provides an illustrative view of the steps involved in the shared parking analysis. This graphic is used within this document to help the reader understand the shared parking process and to also assist in communicating the step of the analysis that is being described within this report. The Shared Parking Analysis section

[10] Recognition of a user group already on site for another primary purpose and not generating incremental parking demand for an accessory use. For example, a sandwich shop located in an office tower generates very little, if any, outside parking demand. Since the parking demand for the office tower tenants has already been accounted for, to avoid double counting, a non-captive adjustment factor is applied to the parking demand calculation for the sandwich shop. In this extreme example, the non-captive ratio may be 0 percent.

[11] Captive market means attendees who are on-site for more than one reason and are not creating additive parking demand.

of this report follows this graphic in consecutive order, moving from left to right, and in subsequent report sections, the gray highlighted section of the graphic designates the step that is being described.

Figure 16: Steps of Shared Parking Analysis



Source: Walker Consultants, 2019.

For most land uses, shared parking is based on the 85th percentile of peak-hour observations, a standard espoused by the Institute of Transportation Engineers (ITE), the National Parking Association's (NPA) Parking Consultants Council, and renowned parking planners. This 85th percentile is a significant and high threshold to meet in terms of supplying parking capacity in that it provides a parking supply that will not be needed by a majority of developments. The 85th percentile recommendation is informed by field data counts in the fifth edition of *ITE's Parking Generation*[12] and this threshold represents the 85th percentile of peak-hour observations supplied during the study.

The key goal of a shared parking analysis is to find the balance between providing adequate parking to support a development from a commercial and operational standpoint and protect the interests of neighboring property owners, while minimizing the negative aspects of excessive land area or resources devoted to parking. The ultimate goal of a shared parking analysis is to quantify a recommended number of parking spaces to serve the mix of uses, that will be sufficient in all but exceptionally busy situations, during which a parking plan is typically expected to be put in place.

Allowing multiple land uses and entities to share parking spaces has allowed for and led to the creation of many popular real estate developments and districts, resulting in the combination of office, residential, retail, hotel, and entertainment districts that rely heavily on shared parking for economic viability while providing parking accommodations to meet the actual demand generated by the development. Traditional downtowns in large and small cities alike have depended on the practice in order to be compact, walkable, and economically viable. In the same way, mixed-use projects have also benefited from the shared-parking principle, which offers multiple benefits to a community, not the least of which is a lesser environmental impact due to the reduction in required parking needed to serve commercial developments, as well as the ability to create a more desirable mix of uses at one location, all the while ensuring that parking supply is designed for the busiest hour of the year, busiest day of the year, and busiest month of the year, at an 85th percentile relative to similar properties.

ANALYSIS

In accordance with the accepted shared-use methodology, this section of the report documents the steps taken to appropriately determine a recommended parking capacity for the Project.

[12] Parking Generation, Fifth Edition. Washington DC: Institute of Transportation Engineers, 2019.

Step 1: Identification and Quantification of Project Land Use Components

STEP 1		STEP 2		STEP 3		STEP 4			STEP 5 (Presence Factors)				STEP 6
LAND USE METRICS	X	BASE PARKING DEMAND RATIOS	X	DRIVING RATIO	X	NON CAPTIVE RATIO	=	PROJECT RATE	X	MONTHLY FACTOR	X	HOURLY FACTOR	=	RECOMMENDED SUPPLY

Source: Walker Consultants, 2019.

The program assumptions (shown in Table 11), provided to Walker in development plans provided by the City, were used in the analysis of parking needs.

Table 11: Summary of 2500 North Hollywood Way Land Use Program

Land Use	Quantity	Metric
Hotel Rooms	420	rooms
Restaurant	2,022	SF
Café (Future Tenant)	3,690	SF
Coffee Shop (Future Tenant)	1,570	SF
Covered Dining Areas	4,137	SF
Bar/Lounge	3,371	SF

Note: The following ancillary uses will primarily be used by hotel guests and therefore are not projected to generate additional demand for parking: 2,222 SF ground floor event terrace, 1,390 lobby terrace on the first floor, 2,945 SF covered terrace on the first floor, 1,370 SF fitness center, 5,180 SF event space on the terrace level, and 1,500 SF of Conference/Meeting space is proposed on the first floor.

Source: Development Review Plans dated 6/27/2019 prepared by AWH Partners, LLC, 2019.

Step 2: Application of Standard or Base Parking Generation Ratios

STEP 1		STEP 2		STEP 3		STEP 4			STEP 5 (Presence Factors)				STEP 6
LAND USE METRICS	X	BASE PARKING DEMAND RATIOS	X	DRIVING RATIO	X	NON CAPTIVE RATIO	=	PROJECT RATE	X	MONTHLY FACTOR	X	HOURLY FACTOR	=	RECOMMENDED SUPPLY

Source: Walker Consultants, 2019.

HOTEL GUESTS AND EMPLOYEES BASE RATIO

Walker utilized the parking occupancy data collected and described in the Current Conditions section of this report to develop a parking ratio for the Aloft Residence Inn Dual Brand Hotel (the Project). The Burbank Marriott and Convention Center Hotel serves as the most reasonable comparable property to the future hotel as it is an operating hotel located at the same location. Walker suggests that the ratio of parked vehicles per room should be similar for the two hotels.

The first step in determining a site-specific hotel parking ratio was to extrapolate the parking demand generated by the hotel room use from the occupancy counts that Walker performed. As hotel parking demand is typically highest during the evening (when guests are present), Walker utilized data conducted during the 9:00PM occupancy counts, which occurred between 9:00 PM and 10:00 PM. The Muay Thai event was still underway on Saturday May 18, 2019 during the 9:00PM occupancy count, and many of the parked vehicles at this time belonged to event goers. Therefore, Walker evaluated the parking demand during the weekday occupancy counts (Tuesday May 21 and Wednesday May 22), when no major events were occurring at the Convention Center and Marriott Hotel parking demand could more easily be isolated.

Walker assumes that all of the vehicles parked during the 9:00PM weekday counts are associated with Marriott Hotel guests and employees. It is likely that there was some demand generated by other users such as restaurant patrons. Including these user groups as part of the hotel parking ratio will likely result in a slightly higher projection of hotel parking demand. Walker excluded vehicles parked on the Daily Grill lot from this analysis, as this lot is a separate gated parking facility, and unlikely to have hotel parkers.

Table 12 demonstrates the calculations for the hotel parking ratio based on observed parking demand for the Marriott Hotel and Convention Center and occupancy data provided by Marriott. On Tuesday May 21, the observed hotel parking ratio was 0.48 vehicles per occupied hotel room. On Wednesday May 22, the observed hotel guest room parking ratio was 0.58 vehicles per occupied hotel room. In Walker's professional judgement, these ratios are reasonable given the transit options, proximity of the site to the airport, and the fact that the site has paid parking.

Table 12: Hotel Guests and Employees Parking Ratio Calculation

Date and Time of Occupancy Count	Observed Parking Demand*	X	Hotel Guest Presence Factor**	=	Adjusted Hotel Demand	/	Number Occupied Rooms	=	Hotel Vehicles/ Occupied Hotel Room
Tuesday May 21 - 9:00PM	221		95%		233		484		0.48
Wednesday May 22 - 9:00PM	255		95%		268		460		0.58

*Observed parking demand includes all the vehicles parked on the hotel parcel with the exception of the Daily Grill lot. Occupancy also includes vehicles parked in sub-area C and sub-area A on the office parcel that are currently designated for hotel use. Vehicles parked in sub-area B on the office parcel was excluded as Walker did not observe hotel guests parking at this location.
** Walker applied a 95 percent presence factor (recommended in the ULI Shared Parking Model) to the observed parking demand at the hotel to reflect peak parking conditions.

Source: Walker Consultants, 2019.

For this analysis, Walker utilized the Wednesday May 22 hotel guest room parking ratio as it is higher than the Tuesday ratio. Walker received 13 months of hotel occupancy data (May 2018-May 2019) for the existing hotel, attached as Appendix D. On average, the weekday hotel occupancy was similar to the weekend hotel occupancy. Additionally, the Shared Parking Model recommends the same base parking ratio for hotel guests during the weekday and over the weekend. Therefore, Walker applied the same hotel guest parking ratio for the weekday and the weekend.

Table 13 summarizes the base parking ratios used for all the land uses in this analysis. The hotel employee, hotel restaurant, and hotel restaurant employee base ratios are recommended by *Shared Parking, 3rd Edition (published in 2020).*

Table 13: Base Parking Generation Ratios

User Group	Weekday	Weekend	Unit
Hotel Guests and Employees	0.58	0.58	/hotel room
Hotel Restaurant, Café, Coffee Shop	6.67	7.67	/SF
Hotel Restaurant, Café, Coffee Shop Employees	1.20	1.33	/SF

*Hotel Guests and Employees Ratio derived as shown in Table 12 above. ULI Shared Parking Model recommended base parking ratios were utilized for Hotel Restaurant, Café, Coffee Shop patrons and employees.

Source: Walker Consultants, 2019.

Step 3: Application of Driving Ratio

STEP 1		STEP 2		STEP 3		STEP 4			STEP 5 (Presence Factors)				STEP 6
LAND USE METRICS	X	BASE PARKING DEMAND RATIOS	X	DRIVING RATIO	X	NON CAPTIVE RATIO	=	PROJECT RATE	MONTHLY FACTOR	X	HOURLY FACTOR	=	RECOMMENDED SUPPLY

Source: Walker Consultants, 2019.

A driving ratio adjustment is the percentage of patrons, employees, and hotel guests that are projected to drive to the site in a personal vehicle, expressed as a ratio. This excludes all non-driving modes of transportation including shuttle bus, taxi, ride-hailing (Lyft/Uber), walking, and carpooling passengers. A driving-ratio adjustment of 63% was applied for restaurant patrons which is based on recommendations from data collected for *Shared Parking 3rd Edition (published in 2020).*

For restaurant employees, Walker applied a 75 percent drive ratio based on data from the 2013-2017 American Community Survey 5-Year Estimates Means of Transportation to Work by Selected Characteristics.

Step 4: Application of Non-Captive Ratio

STEP 1		STEP 2		STEP 3		STEP 4			STEP 5 (Presence Factors)				STEP 6
LAND USE METRICS	X	BASE PARKING DEMAND RATIOS	X	DRIVING RATIO	X	NON CAPTIVE RATIO	=	PROJECT RATE	MONTHLY FACTOR	X	HOURLY FACTOR	=	RECOMMENDED SUPPLY

Source: Walker Consultants, 2019.

A shared parking analysis recognizes that people often visit two or more land uses housed within the same development site, without increasing their on-site parking use. For example, a hotel guest who has lunch at one of the Project's restaurants and arrived by automobile creates parking demand for one, not two parking spaces. A non-captive ratio allows for an adjustment to the parking needs analysis by taking into account the portion of on-site visitors who are already accounted for as office or resident parking demand and are therefore not creating additional parking demand. In this example, the restaurant demand is captive to the Marriott Hotel guest room demand and therefore

care must be taken in the shared parking analysis to avoid double counting. This double counting is avoided by applying what is referred to as a "non-captive ratio," the inverse of a captive ratio, and which therefore only counts those cars parked specifically for the intended uses.

The non-captive ratios used in this analysis are based on the non-captive subroutine built into the Shared Parking Model. The non-captive subroutine uses data gathered by ULI members regarding the interaction between various land uses and varies slightly among the four scenarios in this analysis.

Step 5: Application of Presence Factors

STEP 1		STEP 2		STEP 3		STEP 4				STEP 5 (Presence Factors)				STEP 6
LAND USE METRICS	X	BASE PARKING DEMAND RATIOS	X	DRIVING RATIO	X	NON CAPTIVE RATIO	=	PROJECT RATE	X	MONTHLY FACTOR	X	HOURLY FACTOR	=	RECOMMENDED SUPPLY

Source: Walker Consultants, 2019.

After the Project's land uses have been quantified and standard or base parking generation ratios have been applied to these land use quantities, adjustments are made to account for parking demand variability by hour of day and month of year. This is referred to as a "presence" adjustment.

Presence is expressed as a percentage of peak potential demand modified for both time of day and month of the year. The fact that parking demand for each component may peak at different times generally means that fewer parking spaces are needed for the Project than would be required if each component were a freestanding development.

Step 6: Total Recommended Parking Supply

STEP 1		STEP 2		STEP 3		STEP 4				STEP 5 (Presence Factors)				STEP 6
LAND USE METRICS	X	BASE PARKING DEMAND RATIOS	X	DRIVING RATIO	X	NON CAPTIVE RATIO	=	PROJECT RATE	X	MONTHLY FACTOR	X	HOURLY FACTOR	=	RECOMMENDED SUPPLY

Source: Walker Consultants, 2019.

Table 14 shows the recommended parking supply to serve the Aloft Residence Inn Dual Brand Hotel (the Project). during the period of peak parking demand (weekday at approximately 9:00PM). The projected period of peak demand is based on the time of day presence factors for hotels as recommended in the Shared Parking Model. Based on the model output, the number of parking spaces recommended to serve the new Aloft Residence Inn Dual Brand Hotel (Project) is 271± parking spaces.

Table 15 shows the recommended supply to serve the Project during the weekday day (during the peak hour observed by Walker during the weekday, when office demand is highest) The recommended parking supply during the weekday at approximately 11:00AM is 212± parking spaces.

Table 14: Proposed Hotel – Recommended Supply – Overall Peak – Weekday 9:00PM

Land Use	Project Data		X	Base Rate	X	Driving Ratio	X	Non-Captive Ratio	=	Project Rate	Unit	X	Peak Hr Adj	X	Peak Mo Adj	=	Recommended Supply - 9PM (weekday)
	Quantity	Unit											9 PM		August		
Hotel Guests and Employees	420	keys		0.58		100%		100%		0.58	keys		95%		100%		231
Restaurant Patrons	14,790	sf GLA		6.67		63%		90%		3.78	ksf GLA		67%		99%		37
Restaurant Employees	14,790	sf GLA		1.20		75%		100%		0.90	ksf GLA		20%		100%		3
															Total		271

Source: Walker Consultants, 2019.

Table 15: Proposed Hotel – Recommended Supply – Weekday – 11:00AM

Land Use	Project Data		X	Base Rate	X	Driving Ratio	X	Non-Captive Ratio	=	Project Rate	Unit	X	Peak Hr Adj	X	Peak Mo Adj	=	Recommended Supply - 11AM (weekday)
	Quantity	Unit											11AM		August		
Hotel Guests and Employees	420	keys		0.58		100%		100%		0.58	keys		70%		100%		171
Restaurant Patrons	14,790	sf GLA		6.67		63%		90%		3.78	ksf GLA		50%		99%		28
Restaurant Employees	14,790	sf GLA		1.20		75%		100%		0.90	ksf GLA		100%		100%		13
															Total		212

Source: Walker Consultants, 2019.

RECOMMENDED SUPPLY – 2500 NORTH HOLLYWOOD WAY

The next step in the analysis is to overlay the recommended supply for the Aloft Residence Inn Dual Brand Hotel (the Project) and ancillary uses with the demand for parking from the existing land uses on the Project Site (2500 North Hollywood Way). It is assumed in this study that the reciprocal parking agreement between the Project Site and the property at 2550 North Hollywood Way may not continue in the future. The parking proposed on the Project Site is intended to accommodate the parking needs of both the existing Marriott Hotel and Convention Center (and ancillary uses) and the proposed hotel, the Aloft Residence Inn Dual Brand Hotel (the Project) (and ancillary uses).

RECOMMENDED SUPPLY – EVENT PARKING CONDITIONS

The existing Marriott Hotel and Convention Center frequently hosts special events during both the weekday and weekend. Therefore, event parking demand is an important factor in determining the recommended parking supply to serve the Project Site.

Marriott Hotel staff provided Walker with 13 months (May 2018-May 2019) of event data for the existing Convention Center, attached as Appendix E. Walker analyzed this data to determine typical event attendance at the Convention Center.

Key to an analysis of parking adequacy is a definition of the parking "design day", the conditions for which the parking and transportation system is sized (the adequate number of spaces determined). A design day is established to identify the demand for parking during a busy special event at the Convention Center, neither the busiest day (which would be too large for sizing the parking system) or an average day (which would be inadequate to accommodate half the event days of the year).

The parking system is not sized for the busiest day(s), which is (are) likely to include large events or other aberrations, because spikes in demand tend to be large and sizing the system for such spikes will result in large areas of asphalt or structures sitting empty for hundreds of days a year. Special operations plans are undertaken to address these spikes, as Marriott Hotel management implement currently, for major events. Subsequently, Walker evaluated the 85th percentile level of event attendance.

The following were key findings from this event data:

- The overall average daily attendance for the days in which events were hosted was 422 attendees.
- For all event days, the 85th percentile event attendance was approximately 879 attendees.

RECOMMENDED SUPPLY – 85TH PERCENTILE EVENT – PEAK OBSERVED DEMAND - EVENING

Walker evaluated the recommended parking supply to accommodate the current and future uses on the Project Site during the evening, when Marriott Hotel demand is typically the highest and during an 85th percentile level of event attendance at the Convention Center. To calculate recommended supply for the existing uses on the Project Site during an 85th percentile event at the Convention Center, Walker utilized occupancy data collected during the overall peak parking demand for the study area (on a Saturday between 9:00PM-10:00PM during the Muay Thai special event). Walker utilized the following assumptions:

- Special event attendance at the 85th percentile event day = 879+ attendees. All vehicles parked, even when events are staggered throughout the day, are parked at the same time.[13]
- Muay Thai attendance = 1,000+ attendees.
- The Muay Thai event represents a 90th percentile event, which is higher than the 85th percentile industry standard.

The observed parking demand for the uses at 2500 North Hollywood Way during the Muay Thai event was 750+ vehicles (parking demand generated by the current hotel and Muay Thai event). **Adding in the recommended supply to serve the Aloft Residence Inn Dual Brand Hotel (the Project) (271+ spaces), the recommended supply to serve the current and future uses on the Project Site (2500 North Hollywood Way), is 1,021+? spaces, as shown in Table 16.**

Table 16: Recommended Supply – 2500 North Hollywood Way - 85th Percentile Event - Evening

Observed Peak Parking Demand - Weekend 9PM (during Muay Thai)*		Recommended Supply - Future Hotel and Ancillary Uses		Total Recommended Supply - Current and Future Hotel and Ancillary Uses (85th Percentile Event - Evening)
750	+	271	=	1,021

*Observed parking demand was during Muay Thai which represents approximately 90th percentile event attendance at the Convention Center. Observed parking demand includes all vehicles parked in the study area except for sub-area B on the office parcel. Sub-area B on the office parcel was excluded as Walker did not observe hotel guests or event attendees parking at this location.

Source: Walker Consultants, 2019.

[13] Since the special events are occurring throughout the day, with different start and stop times, it is likely that not all parkers are present at the same time.

To evaluate the surplus/deficit of parking spaces, it is important to consider the concept of effective parking supply.

For the proper functioning of a parking system, a number of parking spaces are needed beyond the number of vehicles parked. Some spaces must be available for reasonable ease of circulation and a level of service to drivers that does not require an onerous search for parking. In addition, at any given time, a portion of a parking system's spaces will be unavailable for parking for reasons that may include repairs, maintenance to a parking facility or area, mis-parked and oversized vehicles occupying more than one space, and utilizing space for other purposes such as construction staging or storage. Vehicular and pedestrian traffic can also render parking spaces unavailable - as a motorist waits for another driver to vacate a parking space or for pedestrians to walk by, empty spaces ahead may remain unused as vehicles queue.

Additionally, the configuration of spaces within a parking system can lead to underutilized spaces. Motorists may miss spaces obscured by columns or other structures and/or be reluctant to use spaces that appear difficult to navigate. The effective supply takes these conditions into account, demonstrating how many spaces are effectively available to the public.

To account for the need for an extra "cushion" of spaces, Walker applied an Effective Supply Factor (ESF) to the proposed Project's parking inventory. An effective supply factor is a multiplier, typically between 0.85 and 1.0 that accounts for how efficiently user groups use parking spaces designated for their use in a parking system. Generally, user groups that are familiar with a parking system, such as employees, will have a higher effective supply factor while groups less familiar with a parking system, such as customers, will have a lower effective supply factor. Where land and space is at a premium (for example a major event), realistically the effective supply factor (ESF) will be high. For a higher level of service or where providing parking is not a challenge, it can be assumed lower.

An ESF of 0.90 for example, means that a parking area (such as a structure or a lot) with an inventory of 100 spaces will effectively have a supply of 90 parking spaces. That is, at a given time, Walker projects that approximately 90 spaces will be available for use. At the Project Site, the determination of the effective supply factors for a parking system are informed by Walker's experiences with similar projects and the observations of field staff whom collected the data.

An ESF of 0.90 was used for this analysis, which is typical for primarily customer-serving off-street parking facilities. Employee-serving facilities tend to have a higher ESF factor (typically 0.95). Walker typically applies a high ESF (typically 1.0) for events, as there is an expectation that parking will be busy during events and it may be harder to find a space. However, given that event sizes will vary, Walker applied a 0.90 ESF factor for the Project Site. Table 17 summarizes the effective supply calculation for the proposed supply on the Project Site, which results an effective supply of 1,067 parking spaces.

Table 17: Proposed Project Site Effective Parking Supply

Proposed Project Site Parking Supply		Effective Supply Factor		Effective Parking Supply
1,185	*	0.90	=	1,067

Source: Walker Consultants, 2019.

Comparing the recommended parking supply and the effective parking supply for the Project Site, Table 18 displays the projected surplus of parking at the Project Site (46+ spaces).

Table 18: 85th Percentile Evening Event Surplus/Deficit

Proposed Supply		Total Recommended Supply - Current and Future Hotel and Ancillary Uses*		**Projected Surplus (85th Percentile Event - Evening)**
1,067	-	1,021	=	**46**

*Recommended supply developed based on observations during Muay Thai, an event that represents approximately a 90th percentile level of event attendance.

Source: Walker Consultants, 2019.

RECOMMENDED SUPPLY – 85TH PERCENTILE EVENT– WEEKDAY DAYTIME

In addition to identifying the recommended parking supply in the weekday evening period – when hotel parking demand is typically the highest – Walker evaluated the recommended parking supply to accommodate the existing Marriott Hotel and Convention Center (and ancillary uses) and the proposed hotel, Aloft Residence Inn Dual Brand Hotel (the Project) (and ancillary uses) on the Project Site during the weekday daytime peak period. The weekday daytime period of peak observed parking demand for the Study Area (both the Project Site and 2550 North Hollywood Way) occurred on a Wednesday at approximately 11:00AM when the office use at 2550 North Hollywood Way was highly utilized. To determine the recommended parking supply to accommodate the land uses on the Project Site at this time, when the adjacent office use is the busiest and during an 85th percentile event at the Convention Center, Walker utilized the following assumptions:

- There were no major special events occurring at the Convention Center during the time of Walker's weekday observations.[14] Walker assumes the observed parking demand during the weekday peak was non-event related.[15]
- Special event attendance at the 85th percentile = 879 attendees. All vehicles parked for the 85th percentile weekday event day, even when events are staggered throughout the day, are assumed to be parked at the same time.[16]
- Attendee per vehicle ratio is 2.15, as calculated in Table 19, below.

To evaluate weekday event parking demand, Walker first calculated an attendee per vehicle parking ratio based on observations during the weekend Muay Thai event. The calculation for the attendee per vehicle is shown in Table 19.

[14] Several smaller events occurred at the Convention Center on May 22, 2019. Attendance for each event was 200 or less.
[15] It is likely that there was parking demand generated by events during the weekday observations. Assuming no event demand was present during the weekday observations will result in a slightly higher estimate of non-event parking demand.
[16] Since the special events are occurring throughout the day, with different start and stop times, it is likely that not all parkers are present at the same time.

Table 19: Attendees per Vehicle Calculation

Observed Hotel and Event Vehicles (Saturday 9:00PM)*		Assumed Hotel Vehicles			Vehicles associated with the Hotel and the Event***		Total Event Parking Demand		Event Attendees per Vehicle			
		occupied hotel rooms	466						number of attendees	1000		
		vehicles per occupied room**	0.58						total event parking demand	466		
732	**-**	**272**		**+**	**6**	**=**	**466**				**=**	**2.15**

*Observed parking occupancy includes vehicles parked on the hotel parcel with the exception of the Daily Grill lot, which is separately gated. Occupancy also includes vehicles parked in sub-area C and sub-area A on the office parcel that are currently designated for hotel use. Sub-area B on the office parcel was excluded as Walker did not observe hotel guests parking at this location.
**Vehicles per occupied room calculated in Table 12, above using an observed hotel guest room parking ratio of .58 vehicles per occupied from Walker's data collection efforts.
***Marriott staff communicated that approximately 10 hotel rooms were blocked off for the Muay Thai event. All other event attendees were assumed to be local and not staying in the hotel. The vehicle per attendee parking ratio of 0.58 (observed hotel guest room parking ratio) was applied to the 10 rooms: 0.58X10 = 6 vehicles.

Source: Walker Consultants, 2019.

The recommended parking supply for event parkers can be summarized in Table 20.

Table 20: Recommended Parking Supply – Event Parkers – 85th Percentile Weekday Event

Event Attendance (85th Percentile Event)*		Attendees per vehicle		Recommended Parking Supply for Event Parkers
879	/	2.15	=	409

Source: Walker Consultants, 2019.

The next step is to add the projected weekday event parkers for a busy event to the peak weekday observed demand and project recommended supply during the weekday daytime. **The recommended supply to accommodate the uses in the Project Site during a typical busy daytime parking conditions, when a large event is occurring is 925 parking spaces. Compared with the proposed effective parking supply for the Project Site (1,067 spaces), there is a projected surplus of 142 parking spaces, as shown in Table 21.**[17] Given that a surplus of parking spaces is projected for the Project Site during the weekday daytime, when the adjacent office uses has the highest demand, spillover of parking demand from the uses in the Project Site onto the office parcel is unlikely to occur the majority of the year.

[17] To account for the need for an extra "cushion" of spaces due to factors such as circulation within the parking area, pedestrians crossing, or mis-parking, Walker applied an 0.90 Effective Supply Factor (ESF) to the proposed Project's parking inventory (1,185 spaces).

Table 21: Recommended Supply– 2500 N Hollywood Way –85th Percentile Event – Weekday

Recommended Parking Supply for Event Parkers		Observed Weekday Non-Major Event Parking Demand (11AM)*		Future Hotel Recommended Supply (Weekday 11AM)		**Total Recommended Supply - 85th Percentile Weekday Event**
409	+	304	+	212	=	**925**

Effective Parking Supply		Total Recommended Supply - 85th Percentile Weekday Event		**Projected Surplus (85th Percentile Weekday Event)**
1,067	-	925	=	**142**

*Observed parking demand includes all vehicles parked in the study area except for sub-area B on the office parcel. Sub-area B on the office parcel was excluded as Walker did not observe hotel guests or event attendees parking at this location.

Source: Walker Consultants, 2019.

PARKING AND TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

This section discusses potential parking and Transportation Demand Management (TDM) strategies that the Project applicant can consider implementing to maximize the parking capacity on the site.

PARKING MANAGEMENT STRATEGIES

The following parking management strategies should be considered to help maximize the parking supply in the study area.

Parking Management Strategies during Large Special Events

As discussed in the Future Conditions section of this report, Walker projects that there will be adequate parking to accommodate a majority of the special events occurring at the Convention Center. For the large weekend events that exceed the 85th percentile level of attendance (approximately 879 attendees), Walker recommends that parking is actively managed on site to ensure event goers are able to access the property. Below are strategies that should be considered:

- Traffic controllers/parking ambassadors should be placed throughout the facility to direct parkers to open parking spaces. Guests should first be directed to park in the parking structure, starting with the top level, to reduce the amount of circling parking patrons need to do to find parking.
- All employees should be required to park off-site in the facilities the Marriott already leases.
- For the largest "tent" events that the Convention Center hosts each year (approximately four events/year), off-site parking spaces should be leased and shuttles should be provided to and from the event venue.

Automated Parking Guidance System

To improve the efficiency and ability for parkers to find available spaces on busy days, Walker recommends the installation of an Automated Parking Guidance System (APGS) for the parking structure. Providing parking availability will promote the usage of the structure of by demonstrating the availability. This will reduce the amount of circling for parking spaces in the surface parking lot.

There are three main levels of counting detail for consideration that must be determined to design the system. These include a count by:

- Facility Count APGS – count points at the entry and exit lanes to the facility to provide a total count of available spaces.
- Level Count APGS – count points at entry exit and on ramps to each level to provide a count of available spaces on each level within the facility.
- Individual Space APGS – monitoring each individual space within the garage to track available parking by space within the facility.

Appendix F has more detailed information about the three key types of APGS systems.

Tandem Parking Spaces

Tandem parking is permitted, with certain restrictions, as specified in the BMC Section 10-1-1401: Tandem Parking.[18]

There are three methods that can be employed for tandem parking spaces.

- Full valet
- Valet assist
- Tandem parking agreements

Full Valet

Full valet parking is what most people associate with the term "valet;" parking patrons drop off their vehicles at a central location and valet operators take the vehicle keys and park the vehicle. The Marriott Hotel and Convention Center currently offers full valet service.

Full valet service is often recommended for visitors, as the services provide an added level of customer service. Valet attendants can act as parking ambassadors, greeting guests and providing directions.

If full valet is implemented if the new hotel is built, Walker recommends that the parking structure be utilized to park vehicles. This will free up surface parking spaces which tend to be more convenient, and the first choice for customers to park.

Valet Assist Spaces

Valet Assist parking is utilized in facilities where there is no single drop off point; instead, parkers will self-park their vehicle in the drive aisle (and/or tandem spaces, if applicable) as directed by the attendant and then allow the attendants access to their vehicles' keys. This enables the attendants to have the ability to move vehicles as needed to allow drivers, whose vehicles are blocked, to exit. Valet Assist is recommended when there is an opportunity to increase capacity by utilizing the aisles or tandem spaces for additional parking. This works as follows:

- Customer drives in to parking lot, valet greets customer and directs them where to park.
- Customer gives valet their keys and valet gives customer a claim check and tags the keys with corresponding credential.
- Valet-only moves vehicle if needed to provide access to vehicles that are blocked in.
- No valet vehicles will be parked in front of ADA spaces ensuring they are always available for ADA customers.

Valet assist parking is often recommended for employees as employees drive directly to the parking space, expediting ingress. Employees are often more familiar with the parking facility; therefore, would be more familiar with how the system works.

[18] Tandem parking spaces may be provided for the following uses if the spaces are properly marked and not more than two (2) cars in depth, and the parking plan is approved by the Community Development Director: Major hotel developments of 300 rooms or more, whereby the parking system used is a "valet type" operation, where keys to the car are left with an attendant or in the car and an attendant is on duty at all times.

Tandem Parking Agreements

An alternative to valet-assist parking is the establishment of tandem parking permits/agreements. Tandem parking permits/agreements allow for two users with similar schedules to share the tandem spaces and be responsible for managing how they park in and exit out of the parking spaces.

Tandem parking agreements tend to work best for employee serving parking area, with designated shift changes. Additionally, the applicant can consider designating a certain area of the parking facility for hotel employee parking and establishing tandem parking agreements at that location. A combination of valet/attendant and permits/agreements could also be done.

During non-peak times, when the tandem spaces are not needed and attendants are not in place, signage should be installed explaining to the parker to not park in the front portion of tandem spaces, lest their vehicles become blocked in.

Mechanical Stackers

Utilizing mechanical vehicle stackers could increase parking space within the parking structure. An example of a vehicle stacker is shown in Figure 17:

Figure 17: Example Vehicle Stacker



Source: *Tada*

Vehicle stackers could increase capacity, though the capital costs and on-going costs for attendants to operate the stackers could be a deterrent. An attendant is required to assist customers in utilizing the stackers.

TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGIES

In addition to parking management strategies, the Project applicant should consider incentivizing hotel guests and employees not to drive by offering a comprehensive set of TDM measures to reduce driving alone and parking demand at the hotel property:

- Hire or engage a TDM coordinator to develop, manage, and promote a comprehensive TDM program.
- Developing extensive information and marketing materials to educate, communicate, and promote alternative commute modes, and TDM programs.
- Providing personalized commute planning to all employees and education about alternative options.
- Providing free or discounted transit passes for all regional transit services, including the local BurbankBus system and Metrolink.
- Providing financial incentives or subsidies for employees taking transit to work, because the parking space they do not use has real financial value to the property. One potential strategy is to provide a parking card with a monetary value (essentially a declinating card). Employees then receive a certain monetary reward for each day they elect not to park.
- Providing financial incentives or subsidies for carpooling and vanpooling, as well as preferential parking on-site, and administration support information and maintenance of carpooling and vanpooling arrangements.
- Instituting an Emergency Ride Home (ERH) program so those taking alternative transportation know they have a guaranteed ride home in case of emergency or illness.
- Providing a financial incentive to those that walk or bike to work, similar or equivalent to incentives for transit riders, carpoolers, and vanpoolers.
- Providing secure and convenient parking for bicycles and other personal mobility devices.
- Providing changing rooms and showers for those that bike and walk to work. These conveniences are increasingly provided at work places and could be incorporated into new and potentially existing buildings.
- Conducting annual evaluations of TDM program to measure participation and refine strategies.

TDM measures that can be implemented for guests and visitors include:

- Continue to lease parking space at off-site parking facilities and providing shuttle service to and from the parking facility to the hotel, especially during special events.
- Provide a designated and signed drop off/pick up area for Transportation Network Vehicles (TNC's such as Uber and Lyft) on the property to facilitate or promote increased usage of TNC's to access the hotel.
- Provide a credit or reward for using a TNC service to get to and from the hotel.
- If not already offered, provide a shuttle service to Burbank Airport, and an app to request trips, estimate arrival times and trip planning.
- Implement a bike share program for hotel guests or participate in local and regional programs by providing credits or access codes for trips in existing programs.
- Implement a car share program for hotel guests, such as Zipcar, and/or provide a fleet of electric vehicles that can be checked out by guests.
- Provide information about options for getting around the local area on hotel website, on a welcoming email to guests when making hotel reservations, on-site during registration, and in hotel rooms.
- Install a "transit screen" on the hotel lobby and/or guest rooms to provide real-time information about all alternative travel options available to guests.

APPENDIX

SUB-AREA	PARCEL	STRIPE COLOR	SPACE TYPE	INVENTORY	Occupancy																			
					Saturday, May 18, 2019							Tuesday, May 21, 2019							Wednesday, May 22, 2019						
					9 AM	11 AM	1 PM	3 PM	5 PM	7 PM	9 PM	9 AM	11 AM	1 PM	3 PM	5 PM	7 PM	9 PM	9 AM	11 AM	1 PM	3 PM	5 PM	7 PM	9 PM
A	***OFFICE***	***WHITE***	***HOTEL***	***44***	***11***	***13***	***10***	***8***	***8***	***8***	***9***	***3***	***12***	***11***	***11***	***6***	***6***	***7***	***11***	***18***	***16***	***20***	***6***	***4***	***6***
B	OFFICE	GREEN	OFFICE	28	9	11	11	10	0	7	5	9	19	18	20	15	4	3	12	24	20	19	12	5	4
B	OFFICE	GREEN	OFFICE	28	0	0	0	0	3	0	0	14	27	23	21	18	5	2	16	25	22	27	18	6	5
B	OFFICE	GREEN	OFFICE	27	0	0	0	0	4	0	0	22	24	23	25	27	5	7	18	24	24	27	19	6	2
B	OFFICE	GREEN	OFFICE	27	0	0	0	0	0	0	0	17	24	24	25	24	5	0	19	24	23	27	19	0	2
B	OFFICE	GREEN	OFFICE	17	0	0	0	0	0	0	0	7	16	14	14	8	0	0	12	12	12	11	7	2	0
B	OFFICE	GREEN	OFFICE	19	0	0	0	0	0	0	0	5	9	17	7	5	2	1	8	10	9	7	3	1	1
B	OFFICE	GREEN	OFFICE	12	0	0	0	0	0	0	0	7	2	9	11	8	0	0	9	12	10	11	6	0	0
B	OFFICE	GREEN	VISITOR	10	1	1	1	1	0	0	0	1	6	7	7	2	1	1	4	7	6	8	1	0	0
B	OFFICE	GREEN	ADA	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
B	OFFICE	GREEN	DELIVERY	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1	0	0	0	0	0
B	OFFICE	GREEN	OFFICE	13	0	0	0	0	0	0	0	9	12	13	10	4	1	0	13	13	11	7	3	0	0
B	OFFICE	GREEN	ADA	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0
B	OFFICE	GREEN	ADA	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	OFFICE	GREEN	MOTO	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	OFFICE	GREEN	OFFICE	5	1	3	2	2	1	1	1	0	5	5	5	4	1	1	5	5	2	4	3	2	3
B	OFFICE	GREEN	OFFICE	6	3	5	4	2	1	0	0	0	6	6	6	5	4	2	6	6	6	6	3	1	2
B	OFFICE	GREEN	OFFICE	19	10	14	11	12	7	7	6	19	18	17	17	14	5	3	19	19	19	17	12	6	13
B	OFFICE	GREEN	ADA	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1
B	OFFICE	GREEN	OFFICE	28	2	6	6	4	3	3	3	25	24	28	24	26	7	6	28	27	26	26	17	8	9
B	OFFICE	GREEN	OFFICE	25	1	0	0	0	0	0	0	7	22	21	20	17	5	6	15	24	22	21	12	2	4
B	OFFICE	GREEN	ADA	1	0	1	1	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
B	OFFICE	GREEN	ADA	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	OFFICE	GREEN	DELIVERY	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Sub-total Area B				***275***	***27***	***41***	***36***	***32***	***20***	***18***	***15***	***142***	***215***	***228***	***214***	***178***	***45***	***32***	***185***	***233***	***214***	***220***	***135***	***39***	***46***
C	HOTEL	WHITE	VALET	32	38	11	15	18	22	12	24	12	10	11	12	11	15	17	9	7	6	12	12	17	20
C	HOTEL	WHITE	VALET	29	0	20	9	13	11	20	23	6	7	8	8	5	13	17	6	5	7	8	13	19	21
Sub-total Area C				***61***	***38***	***31***	***24***	***31***	***33***	***32***	***47***	***18***	***17***	***19***	***20***	***16***	***28***	***34***	***15***	***12***	***13***	***20***	***25***	***36***	***41***
D	HOTEL	WHITE	HOTEL	31	28	27	24	27	27	28	31	20	21	21	20	21	26	26	26	28	28	27	20	25	27
D	HOTEL	WHITE	ADA	1	0	1	1	1	1	1	1	1	1	0	0	1	0	0	1	1	1	1	0	0	0
D	HOTEL	WHITE	HOTEL	31	28	27	24	27	26	28	31	20	20	21	20	22	27	23	26	27	27	27	17	24	27
D	HOTEL	WHITE	ADA	1	1	1	1	0	1	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0
D	HOTEL	WHITE	HOTEL	31	23	20	17	18	22	23	31	16	15	13	13	16	18	25	21	22	20	20	13	21	25
D	HOTEL	WHITE	ADA	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0
D	HOTEL	WHITE	HOTEL	31	24	19	17	17	21	23	27	17	15	13	13	16	19	25	21	21	20	20	12	20	24
D	HOTEL	WHITE	ADA	1	0	0	1	1	1	1	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0
D	HOTEL	WHITE	HOTEL	31	12	12	10	8	13	17	31	11	9	6	5	6	10	15	14	13	13	16	12	17	20
D	HOTEL	WHITE	ADA	1	0	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
D	HOTEL	WHITE	HOTEL	31	13	12	9	8	13	17	27	7	4	5	5	6	5	10	15	16	13	12	4	6	11
D	HOTEL	WHITE	ADA	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
D	HOTEL	WHITE	HOTEL	21	5	6	4	3	4	5	15	0	0	0	0	0	1	1	4	4	1	5	1	0	0
D	HOTEL	WHITE	HOTEL	34	5	5	4	6	7	13	32	4	3	1	1	0	0	2	8	7	1	7	2	2	5
D	HOTEL	WHITE	ADA	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Sub-total - Area D				***248***	***140***	***133***	***114***	***117***	***138***	***160***	***232***	***96***	***88***	***80***	***77***	***88***	***106***	***127***	***140***	***140***	***125***	***137***	***81***	***116***	***139***

SUB-AREA	PARCEL	STRIPE COLOR	SPACE TYPE	INVENTORY	Occupancy																				
					Saturday, May 18, 2019							Tuesday, May 21, 2019							Wednesday, May 22, 2019						
					9 AM	11 AM	1 PM	3 PM	5 PM	7 PM	9 PM	9 AM	11 AM	1 PM	3 PM	5 PM	7 PM	9 PM	9 AM	11 AM	1 PM	3 PM	5 PM	7 PM	9 PM
E	HOTEL	WHITE	HOTEL	37	1	1	1	2	9	134	224	3	3	3	3	1	2	2	1	2	2	1	3	1	1
E	HOTEL	WHITE	HOTEL	33	1	1	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1
E	HOTEL	WHITE	HOTEL	33	1	3	3	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	1
E	HOTEL	WHITE	HOTEL	33	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0
E	HOTEL	WHITE	HOTEL	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E	HOTEL	WHITE	HOTEL	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E	HOTEL	WHITE	HOTEL	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E	HOTEL	WHITE	HOTEL	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total - Area E				***229***	***4***	***5***	***5***	***4***	***11***	***134***	***224***	***3***	***3***	***3***	***3***	***1***	***2***	***2***	***5***	***4***	***5***	***4***	***4***	***2***	***3***
F	HOTEL	DAILY GRILL	ADA	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	1	0
F	HOTEL	DAILY GRILL	VISITOR	27	4	8	1	1	6	17	18	1	6	14	4	3	9	9	4	7	10	6	16	15	7
Sub-total - Area F				***29***	***4***	***8***	***1***	***1***	***6***	***17***	***18***	***1***	***6***	***14***	***5***	***3***	***10***	***9***	***4***	***7***	***11***	***6***	***17***	***16***	***7***
G	***HOTEL***	***WHITE***	***ADA***	***6***	***5***	***4***	***2***	***5***	***6***	***4***	***6***	***2***	***1***	***1***	***1***	***2***	***1***	***5***	***4***	***4***	***2***	***4***	***1***	***2***	***2***
H	HOTEL	WHITE	HOTEL	6	7	7	7	6	10	6	6	6	7	6	4	4	6	5	6	6	6	6	6	6	6
H	HOTEL	WHITE	EV	8	2	0	0	1	0	2	2	0	1	2	2	3	3	4	3	5	4	6	6	4	4
H	HOTEL	WHITE	HOTEL	1	1	1	1	1	0	7	1	0	1	1	1	0	0	1	0	1	0	0	0	1	0
H	HOTEL	WHITE	RED	1	1	1	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	2	1
H	HOTEL	WHITE	HOTEL	14	16	18	28	21	14	14	13	14	14	13	14	13	14	10	14	14	14	13	14	14	13
H	HOTEL	WHITE	RESERVED	4	1	2	4	1	4	4	1	2	4	4	4	1	2	1	3	3	3	3	3	2	3
H	HOTEL	WHITE	HOTEL	2	2	2	1	2	2	2	2	1	1	1	1	0	0	0	1	1	1	0	0	0	0
Sub-total - Area H				***36***	***30***	***31***	***42***	***33***	***31***	***36***	***26***	***23***	***29***	***28***	***27***	***22***	***26***	***22***	***28***	***31***	***29***	***29***	***30***	***29***	***27***
I	HOTEL	WHITE	HOTEL	9	5	5	7	7	8	8	8	7	8	8	7	5	5	2	8	9	8	5	4	3	7
I	HOTEL	WHITE	HOTEL	31	3	3	3	3	3	25	29	5	5	5	5	5	5	5	5	6	5	5	5	10	10
I	HOTEL	WHITE	HOTEL	27	7	9	5	6	7	27	27	11	11	9	11	9	7	2	5	9	2	9	1	6	1
I	HOTEL	WHITE	HOTEL	27	0	0	5	0	0	24	24	0	0	5	0	2	0	2	2	2	10	2	8	1	4
I	HOTEL	WHITE	HOTEL	27	6	12	6	6	11	27	27	9	17	10	10	8	6	3	13	10	8	9	7	3	2
I	HOTEL	WHITE	HOTEL	27	0	0	6	7	10	27	26	0	0	11	10	9	0	0	0	19	8	9	7	2	2
I	HOTEL	WHITE	HOTEL	21	11	7	8	16	20	20	19	14	14	17	14	11	6	5	13	14	16	16	11	8	9
I	HOTEL	WHITE	ADA	4	0	0	0	0	0	4	4	1	0	1	0	1	0	0	0	0	0	0	0	0	0
I	HOTEL	WHITE	HOTEL	19	11	19	7	19	19	18	19	19	19	19	19	15	6	5	19	19	18	19	12	5	2
I	HOTEL	WHITE	ADA	5	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Sub-total - Area I				***197***	***43***	***55***	***47***	***64***	***78***	***184***	***188***	***66***	***74***	***85***	***76***	***65***	***35***	***24***	***65***	***88***	***75***	***75***	***55***	***38***	***37***
TOTAL				**1,125**	**302**	**321**	**281**	**295**	**331**	**593**	**765**	**354**	**445**	**469**	**434**	**381**	**259**	**262**	**457**	**537**	**490**	**515**	**354**	**282**	**308**

Appendix B - Parking Occupancy Data Provided by Marriott Hotel

Burbank Marriott Hotel Parking Occupancy - Rolling 12 Months - May 2018 thru April 2019 - 757 Stalls

155

13 month rolling parking occupancy 47%
Total daily stalls available 98,410

May-18				Jun-18				Jul-18				Aug-18				Sep-18				Oct-18			
Date	Spec Event	Stalls Occ	Stalls Oc %	Date	Spec Event	Stalls Occ	Stalls Oc %	Date	Spec Event	Stalls Oc	Stalls Oc %	Date	Spec Event	Stalls Oc	Stalls Oc %	Date	Spec Event	Stalls Oc	Stalls Oc %	Date	Spec Event	Stalls Oc	Stalls Oc %
Tue, May 1, 2018		389	51%	Fri, June 1, 2018	Jamboree	467	62%	Sun, July 1, 2018		404	53%	Wed, August 1, 2018		365	48%	Sat, September 1, 2018		442	58%	Mon, October 1, 2018		277	37%
Wed, May 2, 2018		420	55%	Sat, June 2, 2018	Jamboree	297	60%	Mon, July 2, 2018		310	41%	Thu, August 2, 2018		315	42%	Sun, September 2, 2018		294	39%	Tue, October 2, 2018		260	34%
Thu, May 3, 2018		397	52%	Sun, June 3, 2018		151	40%	Tue, July 3, 2018		305	40%	Fri, August 3, 2018		401	53%	Mon, September 3, 2018		251	33%	Wed, October 3, 2018		320	42%
Fri, May 4, 2018		434	57%	Mon, June 4, 2018		172	43%	Wed, July 4, 2018		324	43%	Sat, August 4, 2018		422	56%	Tue, September 4, 2018		362	48%	Thu, October 4, 2018		320	42%
Sat, May 5, 2018		296	39%	Tue, June 5, 2018		170	43%	Thu, July 5, 2018		374	49%	Sun, August 5, 2018		313	41%	Wed, September 5, 2018		347	46%	Fri, October 5, 2018		364	48%
Sun, May 6, 2018		307	41%	Wed, June 6, 2018		139	39%	Fri, July 6, 2018	Bash Boxing	521	69%	Mon, August 6, 2018		328	43%	Thu, September 6, 2018		318	42%	Sat, October 6, 2018		332	44%
Mon, May 7, 2018		258	34%	Thu, June 7, 2018		187	45%	Sat, July 7, 2018		444	59%	Tue, August 7, 2018		333	44%	Fri, September 7, 2018		327	43%	Sun, October 7, 2018		277	37%
Tue, May 8, 2018		255	34%	Fri, June 8, 2018		275	57%	Sun, July 8, 2018		328	43%	Wed, August 8, 2018		380	50%	Sat, September 8, 2018	Dream Build	580	77%	Mon, October 8, 2018		369	49%
Wed, May 9, 2018		277	37%	Sat, June 9, 2018	Muay Thai	320	63%	Mon, July 9, 2018		315	42%	Thu, August 9, 2018		372	49%	Sun, September 9, 2018		330	44%	Tue, October 9, 2018		256	34%
Thu, May 10, 2018		246	32%	Sun, June 10, 2018		139	39%	Tue, July 10, 2018		341	45%	Fri, August 10, 2018		443	59%	Mon, September 10, 2018		277	37%	Wed, October 10, 2018		270	36%
Fri, May 11, 2018		297	39%	Mon, June 11, 2018		175	44%	Wed, July 11, 2018		378	50%	Sat, August 11, 2018	Equipo	459	61%	Tue, September 11, 2018		322	43%	Thu, October 11, 2018		302	40%
Sat, May 12, 2018		390	52%	Tue, June 12, 2018		197	46%	Thu, July 12, 2018		342	45%	Sun, August 12, 2018		403	53%	Wed, September 12, 2018		298	39%	Fri, October 12, 2018		311	41%
Sun, May 13, 2018		247	33%	Wed, June 13, 2018		279	57%	Fri, July 13, 2018		377	50%	Mon, August 13, 2018		302	40%	Thu, September 13, 2018		277	37%	Sat, October 13, 2018		347	46%
Mon, May 14, 2018		237	31%	Thu, June 14, 2018		254	54%	Sat, July 14, 2018		369	49%	Tue, August 14, 2018		359	47%	Fri, September 14, 2018		639	84%	Sun, October 14, 2018		248	33%
Tue, May 15, 2018		268	35%	Fri, June 15, 2018		436	78%	Sun, July 15, 2018		445	59%	Wed, August 15, 2018	Dream Build	529	70%	Sat, September 15, 2018	Son Monster	825	109%	Mon, October 15, 2018		261	34%
Wed, May 16, 2018		352	46%	Sat, June 16, 2018	Dream Build	323	63%	Mon, July 16, 2018		446	59%	Thu, August 16, 2018		420	55%	Sun, September 16, 2018	Son Monster	994	131%	Tue, October 16, 2018		330	44%
Thu, May 17, 2018		283	37%	Sun, June 17, 2018		107	35%	Tue, July 17, 2018		411	54%	Fri, August 17, 2018	Anime	559	74%	Mon, September 17, 2018		321	42%	Wed, October 17, 2018	Rodan&Glenair	494	65%
Fri, May 18, 2018		356	47%	Mon, June 18, 2018		155	41%	Wed, July 18, 2018		346	46%	Sat, August 18, 2018	Anime	483	64%	Tue, September 18, 2018		327	43%	Thu, October 18, 2018		369	49%
Sat, May 19, 2018		436	58%	Tue, June 19, 2018		244	53%	Thu, July 19, 2018		370	49%	Sun, August 19, 2018	Anime	474	63%	Wed, September 19, 2018		422	56%	Fri, October 19, 2018		339	45%
Sun, May 20, 2018		265	35%	Wed, June 20, 2018		159	41%	Fri, July 20, 2018		406	54%	Mon, August 20, 2018		252	33%	Thu, September 20, 2018		363	48%	Sat, October 20, 2018	Bash Boxing	550	73%
Mon, May 21, 2018		297	39%	Thu, June 21, 2018	Buildabeast	304	61%	Sat July 21, 2018		438	58%	Tue, August 21, 2018		378	50%	Fri, September 21, 2018		341	45%	Sun, October 21, 2018		262	35%
Tue, May 22, 2018		350	46%	Fri, June 22, 2018	Buildabeast	315	62%	Sun, July 22, 2018		328	43%	Wed, August 22, 2018		330	44%	Sat, September 22, 2018		390	52%	Mon, October 22, 2018		269	36%
Wed, May 23, 2018		382	50%	Sat, June 23, 2018	Buildabeast	304	61%	Mon, July 23, 2018		262	35%	Thu, August 23, 2018		393	52%	Sun, September 23, 2018		370	49%	Tue, October 23, 2018		336	44%
Thu, May 24, 2018		329	43%	Sun, June 24, 2018	Buildabeast	1091	165%	Tue, July 24, 2018		394	52%	Fri, August 24, 2018	Equipo	583	77%	Mon, September 24, 2018		373	49%	Wed, October 24, 2018	Chevy Training	466	62%
Fri, May 25, 2018		300	40%	Mon, June 25, 2018		194	46%	Wed, July 25, 2018		332	44%	Sat, August 25, 2018	Care Hands	562	74%	Tue, September 25, 2018		385	51%	Thu, October 25, 2018	Kaiser	483	64%
Sat, May 26, 2018		392	52%	Tu, June 26, 2018	SoCalGas	468	82%	Thu, July 26, 2018		282	37%	Sun, August 26, 2018		376	50%	Wed, September 26, 2018		366	48%	Fri, October 26, 2018		337	45%
Sun, May 27, 2018		292	39%	Wed, June 27, 2018		152	41%	Fri, July 27, 2018	Hip Hop	466	62%	Mon, August 27, 2018		332	44%	Thu, September 27, 2018		407	54%	Sat, October 27, 2018	Art Movement	473	62%
Mon, May 28, 2018		198	26%	Thu, June 28, 2018		166	42%	Sat, July 28, 2018	Hip Hop	459	61%	Tue, August 28, 2018		333	44%	Fri, September 28, 2018		424	56%	Sun, October 28, 2018		319	42%
Tue, May 29, 2018		391	52%	Fri, June 29, 2018		254	54%	Sun, July 29, 2018		436	58%	Wed, August 29, 2018		352	46%	Sat, September 29, 2018	Muay Thai	489	65%	Mon, October 29, 2018		247	33%
Wed, May 30, 2018		365	48%	Sat, June 30, 2018		260	55%	Mon, July 30, 2018		348	46%	Thu, August 30, 2018		312	41%	Sun, September 30, 2018		252	33%	Tue, October 30, 2018		261	34%
Thu, May 31, 2018	Jamboree	1,582	209%	**Total**		8,154				12,804	56%	Fri, August 31, 2018		236	31%	**Total**		12,113	53%	Wed, October 31, 2018		251	33%
Total		11288	50%					**Total**		11,642	50%	**Total**		12,099	52%					Total		10,300	44%

Nov-18				Dec-18				Jan-19				Feb-09				Mar-19				Apr-19				May-19			
Date	Spec Event	Stalls Occ	Stalls Oc %	Date	Spec Event	Stalls Occ	Stalls Oc %	Date	Spec Event	Stalls Oc	Stalls Oc %	Date	Spec Event	Stalls Oc	Stalls Oc %	Date	Spec Event	Stalls Oc	Stalls Oc %	Date	Spec Event	Stalls Oc	Stalls Oc %	Date	Spec Event	Stalls Occ	Stalls Oc %
Thu, November 1, 2018		374	49%	Sat, December 1, 2018	Muay Thai	314	62%	Tue, January 1, 2019		371	49%	Fri, February 1, 2019		304	40%	Fri, March 1, 2019		330	44%	Mon, April 1, 2019		298	39%	Wed, May 1, 2019		389	51%
Fri, November 2, 2018		449	59%	Sun, December 2, 2018		112	35%	Wed, January 2, 2019		282	37%	Sat, February 2, 2019		345	46%	Sat, March 2, 2019		444	59%	Tue, April 2, 2019		369	49%	Thu, May 2, 2019		420	55%
Sat, November 3, 2018		538	71%	Mon, December 3, 2018		132	38%	Thu, January 3, 2019		293	39%	Sun, February 3, 2019		287	38%	Sun, March 3, 2019		342	45%	Wed, April 3, 2019		301	40%	Fri, May 3, 2019		397	52%
Sun, November 4, 2018		436	58%	Tue, December 4, 2018		211	48%	Fri, January 4, 2019		293	39%	Mon, February 4, 2019		301	40%	Mon, March 4, 2019	Las Candelas	649	86%	Thu, April 4, 2019		322	43%	Sat, May 4, 2019		384	51%
Mon, November 5, 2018		332	44%	Wed, December 5, 2018		147	40%	Sat, January 5, 2019	Muay Thai	477	63%	Tue, February 5, 2019		378	50%	Tue, March 5, 2019		402	53%	Fri, April 5, 2019		342	45%	Sun, May 5, 2019		296	39%
Tue, November 6, 2018		346	46%	Thu, December 6, 2018		115	36%	Sun, January 6, 2019		233	31%	Wed, February 6, 2019	Green Wedding	463	61%	Wed, March 6, 2019		364	48%	Sat, April 6, 2019		391	52%	Mon, May 6, 2019		307	41%
Wed, November 7, 2018		317	42%	Fri, December 7, 2018		142	39%	Mon, January 7, 2019		258	34%	Thu, February 7, 2019		321	42%	Thu, March 7, 2019		328	43%	Sun, April 7, 2019		348	46%	Tue, May 7, 2019		258	34%
Thu, November 8, 2018		354	47%	Sat, December 8, 2018		180	44%	Tue, January 8, 2019		329	43%	Fri, February 8, 2019	24Seven Dance	556	73%	Fri, March 8, 2019		390	52%	Mon, April 8, 2019		227	30%	Wed, May 8, 2019		255	34%
Fri, November 9, 2018		403	53%	Sun, December 9, 2018		105	260	Wed, January 9, 2019		287	38%	Sat, February 9, 2019	24Seven Dance	608	80%	Sat, March 9, 2019	Muay Thai	659	87%	Tue, April 9, 2019		278	37%	Thu, May 9, 2019		277	37%
Sat, November 10, 2018		441	58%	Mon, December 10, 2018		145	300	Thu, January 10, 2019		261	34%	Sun, February 10, 2019	24Seven Dance	491	65%	Sun, March 10, 2019		346	46%	Wed, April 10, 2019		306	40%	Fri, May 10, 2019		246	32%
Sun, November 11, 2018		382	50%	Tue, December 11, 2018		156	311	Fri, January 11, 2019		316	42%	Mon, February 11, 2019		298	39%	Mon, March 11, 2019		293	39%	Thu, April 11, 2019		320	42%	Sat, May 11, 2019		297	39%
Mon, November 12, 2018		328	43%	Wed, December 12, 2018		157	312	Sat, January 12, 2019		341	45%	Tue, February 12, 2019		331	44%	Tue, March 12, 2019		367	48%	Fri, April 12, 2019		329	43%	Sun, May 12, 2019		390	52%
Tue, November 13, 2018		288	38%	Thu, December 13, 2018		160	315	Sun, January 13, 2019		425	56%	Wed, February 13, 2019		343	45%	Wed, March 13, 2019		408	54%	Sat, April 13, 2019		377	50%	Mon, May 13, 2019		247	33%
Wed, November 14, 2018		314	41%	Fri, December 14, 2018		133	288	Mon, January 14, 2019		437	58%	Thu, February 14, 2019		324	43%	Thu, March 14, 2019		339	45%	Sun, April 14, 2019		337	45%	Tue, May 14, 2019		237	31%
Thu, November 15, 2018	CTN	472	62%	Sat, December 15, 2018		269	424	Tue, January 15, 2019		278	37%	Fri, February 15, 2019	Hollywood Con	533	70%	Fri, March 15, 2019	TF Con	451	60%	Mon, April 15, 2019		363	48%	Wed, May 15, 2019		268	35%
Fri, November 16, 2018	CTN	619	82%	Sun, December 16, 2018		168	323	Wed, January 16, 2019		359	47%	Sat, February 16, 2019	Hollywood Con	645	85%	Sat, March 16, 2019	TF Con	656	87%	Tue, April 16, 2019		310	41%	Thu, May 16, 2019		352	46%
Sat, November 17, 2018	CTN	821	108%	Mon, December 17, 2018		104	259	Thu, January 17, 2019		344	45%	Sun, February 17, 2019		398	53%	Sun, March 17, 2019		318	42%	Wed, April 17, 2019		285	38%	Fri, May 17, 2019		283	37%
Sun, November 18, 2018	CTN	789	104%	Tue, December 18, 2018		146	301	Fri, January 18, 2019	Narcotics	508	67%	Mon, February 18, 2019		440	58%	Mon, March 18, 2019		419	55%	Thu, April 18, 2019		407	54%	Sat, May 18, 2019		356	47%
Mon, November 19, 2018		247	33%	Wed, December 19, 2018		134	289	Sat, January 19, 2019	Narcotics	660	87%	Tue, February 19, 2019		342	45%	Tue, March 19, 2019	Monument	478	63%	Fri, April 19, 2019		334	44%	Sun, May 19, 2019		436	58%
Tue, November 20, 2018		271	36%	Thu, December 20, 2018		118	273	Sun, January 20, 2019		350	46%	Wed, February 20, 2019		331	44%	Wed, March 20, 2019		391	52%	Sat, April 20, 2019		314	41%	Mon, May 20, 2019		265	35%
Wed, November 21, 2018		269	36%	Fri, December 21, 2018		144	299	Mon, January 21, 2019		257	34%	Thu, February 21, 2019	LA City Summit	468	62%	Thu, March 21, 2019		317	42%	Sun, April 21, 2019		305	40%	Tue, May 21, 2019		297	39%
Thu, November 22, 2018		256	34%	Sat, December 22, 2018		145	300	Tue, January 22, 2019	Fortune Builders	615	81%	Fri, February 22, 2019	LA City Summit	552	73%	Fri, March 22, 2019		393	52%	Mon, April 22, 2019		314	41%	Wed, May 22, 2019		350	46%
Fri, November 23, 2018		353	47%	Sun, December 23, 2018		116	271	Wed, January 23, 2019	Fortune Builders	462	61%	Sat, February 23, 2019	LA City Summit	598	79%	Sat, March 23, 2019		382	50%	Tue, April 23, 2019		363	48%	Thu, May 23, 2019		382	50%
Sat, November 24, 2018		391	52%	Mon, December 24, 2018		120	275	Thu, January 24, 2019	Fortune Builders	457	60%	Sun, February 24, 2019	LA City Summit	459	61%	Sun, March 24, 2019		276	36%	Wed, April 24, 2019		402	53%	Fri, May 24, 2019		329	43%
Sun, November 25, 2018		334	44%	Tue, December 25, 2018		103	258	Fri, January 25, 2019	Fortune Builders	489	65%	Mon, February 25, 2019		338	45%	Mon, March 25, 2019		272	36%	Thu, April 25, 2019		445	59%	Sat, May 25, 2019		300	40%
Mon, November 26, 2018		287	38%	Wed, December 26, 2018		205	360	Sat, January 26, 2019	Fortune Builders	470	62%	Tue, February 26, 2019		344	45%	Tue, March 26, 2019		357	47%	Fri, April 26, 2019	Bella Moxi	546	72%	Sun, May 26, 2019		392	52%
Tue, November 27, 2018		289	38%	Thu, December 27, 2018		231	386	Sun, January 27, 2019		394	52%	Wed, February 27, 2019	CalAssHealth	483	64%	Wed, March 27, 2019		238	31%	Sat, April 27, 2019	Bella Moxi	553	73%	Mon, May 27, 2019		292	39%
Wed, November 28, 2018		273	36%	Fri, December 28, 2018		228	383	Mon, January 28, 2019		338	45%	Thu, February 28, 2019		307	41%	Thu, March 28, 2019	Synthplex	473	62%	Sun, April 28, 2019		364	48%	Tue, May 28, 2019		198	26%
Thu, November 29, 2018	KP Promo	636	84%	Sat, December 29, 2018		232	387	Tue, January 29, 2019		332	44%	**Total**		11,588	55%	Fri, March 29, 2019	Synthplex	528	70%	Mon, April 29, 2019		304	40%	Wed, May 29, 2019		391	52%
Fri, November 30, 2018		331	44%	Sun, December 30, 2018		169	324	Wed, January 30, 2019		395	52%					Sat, March 30, 2019	Synthplex	581	77%	Tue, April 30, 2019		413	55%	Thu, May 30, 2019		365	48%
Total		11,940	53%	Mon, December 31, 2018		253	408	Thu, January 31, 2019		262	35%					Sun, March 31, 2019		263	35%	**Total**		10,567	47%	Fri, May 31, 2019	Jamboree	1,582	209%
				Total		5,094	9,899	42%	**Total**		11,573	49%				**Total**		12,454	53%						**Total**		11238	48%

Area	Time	Plate
D	9:00AM	M767
D	9:00AM	5600
D	9:00AM	F049
D	9:00AM	W772
D	9:00AM	_6LL
D	9:00AM	X375
D	9:00AM	2660
D	9:00AM	M980
D	9:00AM	D908
D	9:00AM	U267
D	9:00AM	7483
D	9:00AM	K304
D	9:00AM	W118
D	9:00AM	Y864
D	9:00AM	V220
D	9:00AM	Z664
D	9:00AM	X073
D	9:00AM	G892
D	9:00AM	N694
D	9:00AM	K357
D	9:00AM	S825
D	9:00AM	R612
D	9:00AM	H342
D	9:00AM	Y579
D	9:00AM	_F96
D	9:00AM	H703
D	9:00AM	G903
D	9:00AM	7398
D	9:00AM	L591
D	9:00AM	H614
D	9:00AM	TPR9
D	9:00AM	0265
D	9:00AM	E016
D	9:00AM	B697
D	9:00AM	D643
D	9:00AM	Z988
D	9:00AM	H302
D	9:00AM	G632
D	9:00AM	J152
D	9:00AM	C741
D	9:00AM	25Y1
D	9:00AM	K057
D	9:00AM	9825
D	9:00AM	71W1
D	9:00AM	birdAZ

D	9:00AM	V632
D	9:00AM	B563
D	9:00AM	T496
D	9:00AM	K606
D	9:00AM	F035
D	9:00AM	R817
D	9:00AM	H810
D	9:00AM	X550
D	9:00AM	B578
D	9:00AM	D327
D	9:00AM	V624
D	9:00AM	P967
D	9:00AM	H065
D	9:00AM	D209
D	9:00AM	E992
D	9:00AM	L468
D	9:00AM	B333
D	9:00AM	Y397
D	9:00AM	M777
D	9:00AM	_YZV
D	9:00AM	DAT1
D	9:00AM	L975
D	9:00AM	H556
D	9:00AM	S753
D	9:00AM	U187
D	9:00AM	9D14
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D	9:00AM	02B0
D	9:00AM	45C1
D	9:00AM	69R1
D	9:00AM	U278
D	9:00AM	G665
D	9:00AM	A755
D	9:00AM	Z835
D	9:00AM	393A
D	9:00AM	S331
D	9:00AM	J605
D	9:00AM	L719
D	9:00AM	5671
D	9:00AM	T638
D	9:00AM	R221
D	9:00AM	_602
D	9:00AM	9393
D	9:00AM	G966
D	9:00AM	PUTT
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D	9:00AM	C537
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D	11:00AM	F049
D	11:00AM	W772
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D	11:00AM	W118
D	11:00AM	Y864
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D	11:00AM	C741
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D	11:00AM	U187
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D	11:00AM	U278
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D	11:00AM	A755
D	11:00AM	Z835
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D	11:00AM	L719
D	11:00AM	5671
D	11:00AM	T638
D	11:00AM	R221
D	11:00AM	_602
D	11:00AM	9393
D	11:00AM	P461
D	11:00AM	G966
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D	11:00AM	B551
D	11:00AM	C071
D	11:00AM	X996
D	11:00AM	C537
A	11:00AM	SZLE
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D	1:00PM	M767
D	1:00PM	F049
D	1:00PM	W772
D	1:00PM	_6LL
D	1:00PM	R061
D	1:00PM	W742
D	1:00PM	J148
D	1:00PM	M980
D	1:00PM	D908
D	1:00PM	U267
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D	1:00PM	G903
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D	1:00PM	H614
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D	1:00PM	0265
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D	1:00PM	X550
D	1:00PM	B578
D	1:00PM	V624
D	1:00PM	D209
D	1:00PM	E992
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D	1:00PM	L719
D	1:00PM	5671
D	1:00PM	T638
D	1:00PM	R221
D	1:00PM	9393
D	1:00PM	P461
D	1:00PM	G966
D	1:00PM	PUTT
D	1:00PM	B551

D	1:00PM	C071
A	1:00PM	SZLE
A	1:00PM	34G2
A	1:00PM	96A0
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A	1:00PM	4920
A	1:00PM	W358
A	1:00PM	B075
A	1:00PM	E295
A	1:00PM	29P2
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A	1:00PM	BASH
A	1:00PM	Z673
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D	3:00PM	F049
D	3:00PM	W772
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D	3:00PM	C345
D	3:00PM	J148
D	3:00PM	M980
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D	3:00PM	PUTT
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A	3:00PM	Z673
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D	11:00AM	_6LL
D	11:00AM	A130
D	11:00AM	C725
D	11:00AM	F797
D	11:00AM	V537
D	11:00AM	S873
D	11:00AM	L575
D	11:00AM	X982
D	11:00AM	K557
D	11:00AM	Z217
D	11:00AM	5M87
D	11:00AM	S718
A	11:00AM	S517
A	11:00AM	T533

A	11:00AM	R225
A	11:00AM	96A0
A	11:00AM	G324
A	11:00AM	53S2
A	11:00AM	G003
A	11:00AM	P620
A	11:00AM	M484
A	11:00AM	W358
A	11:00AM	65Y0
A	11:00AM	H266
A	11:00AM	A763
A	11:00AM	E417
A	11:00AM	C928
A	11:00AM	1775
A	11:00AM	X480
A	11:00AM	Z673
D	1:00PM	U094
D	1:00PM	4884
D	1:00PM	M767
D	1:00PM	Z929
D	1:00PM	R221
D	1:00PM	Z533
D	1:00PM	H462
D	1:00PM	F049
D	1:00PM	W772
D	1:00PM	V419
D	1:00PM	M777
D	1:00PM	H421
D	1:00PM	LDNE
D	1:00PM	M980
D	1:00PM	T438
D	1:00PM	9727
D	1:00PM	HB
D	1:00PM	N694
D	1:00PM	4641
D	1:00PM	B726
D	1:00PM	S421
D	1:00PM	R0CK
D	1:00PM	H319
D	1:00PM	A798
D	1:00PM	J802
D	1:00PM	R687
D	1:00PM	K485
D	1:00PM	K662
D	1:00PM	E859
D	1:00PM	V220

D	1:00PM	J572
D	1:00PM	LEPR
D	1:00PM	Z261
D	1:00PM	G903
D	1:00PM	DNCE
D	1:00PM	S261
D	1:00PM	H614
D	1:00PM	X467
D	1:00PM	0265
D	1:00PM	G617
D	1:00PM	H183
D	1:00PM	M524
D	1:00PM	M120
D	1:00PM	5657
D	1:00PM	UCI1
D	1:00PM	J152
D	1:00PM	P009
D	1:00PM	Z636
D	1:00PM	Y151
D	1:00PM	K834
D	1:00PM	Z854
D	1:00PM	L507
D	1:00PM	Z818
D	1:00PM	H749
D	1:00PM	D019
D	1:00PM	P605
D	1:00PM	T471
D	1:00PM	P115
D	1:00PM	V632
D	1:00PM	B911
D	1:00PM	K606
D	1:00PM	F035
D	1:00PM	6962
D	1:00PM	Y320
D	1:00PM	L071
D	1:00PM	T391
D	1:00PM	F759
D	1:00PM	Prestige
D	1:00PM	E900
D	1:00PM	M424
D	1:00PM	N854
D	1:00PM	E888
D	1:00PM	393A
D	1:00PM	N467
D	1:00PM	E992
D	1:00PM	J250

D	1:00PM	X550
D	1:00PM	ZZXX
D	1:00PM	69Y0
D	1:00PM	U909
D	1:00PM	A078
D	1:00PM	F775
D	1:00PM	C425
D	1:00PM	E563
D	1:00PM	L311
D	1:00PM	M231
D	1:00PM	A840
D	1:00PM	L766
D	1:00PM	P896
D	1:00PM	W263
D	1:00PM	M191
D	1:00PM	7398
D	1:00PM	X530
D	1:00PM	P327
D	1:00PM	S278
D	1:00PM	V730
D	1:00PM	X908
D	1:00PM	G665
D	1:00PM	Z472
D	1:00PM	V993
D	1:00PM	H404
D	1:00PM	D625
D	1:00PM	G000
D	1:00PM	J260
D	1:00PM	94L2
D	1:00PM	F222
D	1:00PM	Z922
D	1:00PM	U663
D	1:00PM	Z110
D	1:00PM	T638
D	1:00PM	P579
D	1:00PM	R219
D	1:00PM	9393
D	1:00PM	5671
D	1:00PM	PUTT
D	1:00PM	P607
D	1:00PM	0460
D	1:00PM	ISRY
D	1:00PM	S228
D	1:00PM	G339
D	1:00PM	R740
D	1:00PM	Y069

D	1:00PM	Pacific
D	1:00PM	X440
D	1:00PM	H919
D	1:00PM	_6LL
D	1:00PM	A130
D	1:00PM	F797
D	1:00PM	V537
D	1:00PM	S873
D	1:00PM	L575
D	1:00PM	U278
D	1:00PM	X982
D	1:00PM	P660
D	1:00PM	2660
D	1:00PM	K557
D	1:00PM	Z217
D	1:00PM	5M87
D	1:00PM	S718
A	1:00PM	S496
A	1:00PM	R225
A	1:00PM	G324
A	1:00PM	53S2
A	1:00PM	G003
A	1:00PM	P620
A	1:00PM	_46R
A	1:00PM	7643
A	1:00PM	W358
A	1:00PM	65Y0
A	1:00PM	Z505
A	1:00PM	P141
A	1:00PM	E417
A	1:00PM	C928
A	1:00PM	1775
A	1:00PM	Z673
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D	3:00PM	4884
D	3:00PM	M767
D	3:00PM	Z929
D	3:00PM	R221
D	3:00PM	Z533
D	3:00PM	6697
D	3:00PM	F049
D	3:00PM	W772
D	3:00PM	V419
D	3:00PM	K858
D	3:00PM	H421
D	3:00PM	F926

D	3:00PM	D680
D	3:00PM	M980
D	3:00PM	F785
D	3:00PM	9727
D	3:00PM	HB
D	3:00PM	4641
D	3:00PM	B726
D	3:00PM	4731
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D	3:00PM	H319
D	3:00PM	Z392
D	3:00PM	J802
D	3:00PM	R687
D	3:00PM	K485
D	3:00PM	K662
D	3:00PM	E859
D	3:00PM	V220
D	3:00PM	J572
D	3:00PM	DAT1
D	3:00PM	LEPR
D	3:00PM	Z261
D	3:00PM	G903
D	3:00PM	R285
D	3:00PM	S261
D	3:00PM	H614
D	3:00PM	X467
D	3:00PM	0265
D	3:00PM	G617
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D	3:00PM	M120
D	3:00PM	5657
D	3:00PM	UCI1
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D	3:00PM	Z636
D	3:00PM	Y151
D	3:00PM	K834
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D	3:00PM	T471
D	3:00PM	P115

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D	3:00PM	1666
D	3:00PM	K606
D	3:00PM	6962
D	3:00PM	Y320
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D	3:00PM	T391
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D	3:00PM	Prestige
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D	3:00PM	3316
D	3:00PM	E888
D	3:00PM	393A
D	3:00PM	N467
D	3:00PM	E992
D	3:00PM	J250
D	3:00PM	X550
D	3:00PM	ZZXX
D	3:00PM	G982
D	3:00PM	U909
D	3:00PM	A078
D	3:00PM	F775
D	3:00PM	C425
D	3:00PM	7431
D	3:00PM	E563
D	3:00PM	L311
D	3:00PM	M231
D	3:00PM	A840
D	3:00PM	R139
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D	3:00PM	W263
D	3:00PM	7398
D	3:00PM	P327
D	3:00PM	S278
D	3:00PM	V730
D	3:00PM	X908
D	3:00PM	G665
D	3:00PM	Z472
D	3:00PM	V993
D	3:00PM	H404
D	3:00PM	D625
D	3:00PM	G000
D	3:00PM	C345
D	3:00PM	J260
D	3:00PM	94L2
D	3:00PM	8XYA

D	3:00PM	F222
D	3:00PM	Z922
D	3:00PM	U663
D	3:00PM	Z110
D	3:00PM	T638
D	3:00PM	P579
D	3:00PM	R219
D	3:00PM	9393
D	3:00PM	5671
D	3:00PM	R845
D	3:00PM	PUTT
D	3:00PM	P607
D	3:00PM	0460
D	3:00PM	G046
D	3:00PM	S228
D	3:00PM	G339
D	3:00PM	R770
D	3:00PM	Y069
D	3:00PM	Pacific
D	3:00PM	X440
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D	3:00PM	A130
D	3:00PM	80H2
D	3:00PM	V537
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D	3:00PM	L575
D	3:00PM	X982
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D	3:00PM	K557
D	3:00PM	Z217
D	3:00PM	S718
A	3:00PM	S496
A	3:00PM	32H1
A	3:00PM	R225
A	3:00PM	E069
A	3:00PM	G324
A	3:00PM	53S2
A	3:00PM	G003
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A	3:00PM	2796
A	3:00PM	E417
A	3:00PM	C928

A	3:00PM	1775
A	3:00PM	X270
A	3:00PM	Z673
D	5:00PM	M767
D	5:00PM	Z533
D	5:00PM	6697
D	5:00PM	F049
D	5:00PM	W772
D	5:00PM	M780
D	5:00PM	M980
D	5:00PM	B743
D	5:00PM	D361
D	5:00PM	P104
D	5:00PM	G819
D	5:00PM	4641
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D	5:00PM	S718
D	5:00PM	H319
D	5:00PM	_G64
D	5:00PM	K315
D	5:00PM	G753
D	5:00PM	L380
D	5:00PM	K662
D	5:00PM	32DF
D	5:00PM	V220
D	5:00PM	M803
D	5:00PM	G109
D	5:00PM	G903
D	5:00PM	R285
D	5:00PM	6945
D	5:00PM	H614
D	5:00PM	X467
D	5:00PM	J905
D	5:00PM	4820
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D	5:00PM	5657
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D	5:00PM	R221
D	5:00PM	J152
D	5:00PM	Z636
D	5:00PM	Y151
D	5:00PM	T533
D	5:00PM	G966
D	5:00PM	V632

D	5:00PM	1754
D	5:00PM	1666
D	5:00PM	K606
D	5:00PM	6962
D	5:00PM	Y320
D	5:00PM	D653
D	5:00PM	3316
D	5:00PM	K169
D	5:00PM	393A
D	5:00PM	E774
D	5:00PM	E992
D	5:00PM	F500
D	5:00PM	X550
D	5:00PM	P126
D	5:00PM	06BA
D	5:00PM	L109
D	5:00PM	A078
D	5:00PM	F775
D	5:00PM	P490
D	5:00PM	7431
D	5:00PM	E563
D	5:00PM	L311
D	5:00PM	W279
D	5:00PM	A840
D	5:00PM	R139
D	5:00PM	J131
D	5:00PM	7398
D	5:00PM	45B2
D	5:00PM	V993
D	5:00PM	98D2
D	5:00PM	G000
D	5:00PM	J260
D	5:00PM	94L2
D	5:00PM	8XYA
D	5:00PM	S969
D	5:00PM	Z110
D	5:00PM	T638
D	5:00PM	P579
D	5:00PM	N356
D	5:00PM	PPLE
D	5:00PM	5671
D	5:00PM	PUTT
D	5:00PM	08H2
D	5:00PM	_6LL
D	5:00PM	A130
D	5:00PM	80H2

D	5:00PM	Z217
A	5:00PM	53S2
A	5:00PM	G003
A	5:00PM	W358
A	5:00PM	E417
A	5:00PM	Z673
D	7:00PM	A061
D	7:00PM	M767
D	7:00PM	B697
D	7:00PM	D659
D	7:00PM	F049
D	7:00PM	W772
D	7:00PM	X405
D	7:00PM	H501
D	7:00PM	M777
D	7:00PM	4910
D	7:00PM	M780
D	7:00PM	M980
D	7:00PM	C108
D	7:00PM	D181
D	7:00PM	P104
D	7:00PM	G819
D	7:00PM	L886
D	7:00PM	B726
D	7:00PM	4731
D	7:00PM	S718
D	7:00PM	H319
D	7:00PM	_G64
D	7:00PM	D491
D	7:00PM	H756
D	7:00PM	L380
D	7:00PM	K662
D	7:00PM	32DF
D	7:00PM	V220
D	7:00PM	M803
D	7:00PM	G109
D	7:00PM	G903
D	7:00PM	R285
D	7:00PM	K403
D	7:00PM	H614
D	7:00PM	X467
D	7:00PM	J905
D	7:00PM	G966
D	7:00PM	W075
D	7:00PM	M524
D	7:00PM	TPR9

D	7:00PM	5657
D	7:00PM	R221
D	7:00PM	J152
D	7:00PM	A000
D	7:00PM	F868
D	7:00PM	T533
D	7:00PM	Z850
D	7:00PM	R305
D	7:00PM	7423
D	7:00PM	E834
D	7:00PM	V632
D	7:00PM	1754
D	7:00PM	1666
D	7:00PM	K606
D	7:00PM	6962
D	7:00PM	P715
D	7:00PM	P461
D	7:00PM	D209
D	7:00PM	C000
D	7:00PM	3343
D	7:00PM	D653
D	7:00PM	0799
D	7:00PM	3316
D	7:00PM	P253
D	7:00PM	E774
D	7:00PM	E992
D	7:00PM	F500
D	7:00PM	E925
D	7:00PM	D126
D	7:00PM	06BA
D	7:00PM	L109
D	7:00PM	F775
D	7:00PM	P490
D	7:00PM	7431
D	7:00PM	E563
D	7:00PM	L311
D	7:00PM	B375
D	7:00PM	A840
D	7:00PM	R139
D	7:00PM	U187
D	7:00PM	T723
D	7:00PM	P306
D	7:00PM	7398
D	7:00PM	J507
D	7:00PM	B484
D	7:00PM	K941

D	7:00PM	A511
D	7:00PM	P713
D	7:00PM	G665
D	7:00PM	J542
D	7:00PM	45B2
D	7:00PM	V993
D	7:00PM	C345
D	7:00PM	J846
D	7:00PM	G000
D	7:00PM	A798
D	7:00PM	W279
D	7:00PM	X996
D	7:00PM	J639
D	7:00PM	S349
D	7:00PM	9D14
D	7:00PM	F280
D	7:00PM	_L9T
D	7:00PM	Z110
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D	7:00PM	P579
D	7:00PM	N356
D	7:00PM	PPLE
D	7:00PM	89Y1
D	7:00PM	5671
D	7:00PM	PUTT
D	7:00PM	08H2
D	7:00PM	8XYA
D	7:00PM	_6LL
D	7:00PM	80H2
A	7:00PM	Y845
A	7:00PM	53S2
A	7:00PM	E417
A	7:00PM	Z673
D	9:00PM	A061
D	9:00PM	M767
D	9:00PM	M432
D	9:00PM	B697
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D	9:00PM	G753
D	9:00PM	A945
D	9:00PM	G015
D	9:00PM	M780

D	9:00PM	M980
D	9:00PM	C108
D	9:00PM	9422
D	9:00PM	_E22
D	9:00PM	G819
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D	9:00PM	B726
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D	9:00PM	H319
D	9:00PM	_G64
D	9:00PM	D491
D	9:00PM	H756
D	9:00PM	L380
D	9:00PM	K662
D	9:00PM	32DF
D	9:00PM	V220
D	9:00PM	M803
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D	9:00PM	R285
D	9:00PM	K403
D	9:00PM	N104
D	9:00PM	X467
D	9:00PM	J905
D	9:00PM	K315
D	9:00PM	W075
D	9:00PM	M524
D	9:00PM	TPR9
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D	9:00PM	K364
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D	9:00PM	F868
D	9:00PM	Y035
D	9:00PM	T533
D	9:00PM	_E72
D	9:00PM	P408
D	9:00PM	GL46
D	9:00PM	H762
D	9:00PM	W500
D	9:00PM	Z636
D	9:00PM	C568
D	9:00PM	E834
D	9:00PM	V632
D	9:00PM	1754

D	9:00PM	1666
D	9:00PM	K606
D	9:00PM	M300
D	9:00PM	6962
D	9:00PM	P715
D	9:00PM	P461
D	9:00PM	D209
D	9:00PM	_G83
D	9:00PM	3343
D	9:00PM	D653
D	9:00PM	0799
D	9:00PM	3316
D	9:00PM	Z392
D	9:00PM	R829
D	9:00PM	E774
D	9:00PM	E992
D	9:00PM	F500
D	9:00PM	E925
D	9:00PM	D126
D	9:00PM	06BA
D	9:00PM	A422
D	9:00PM	F775
D	9:00PM	P490
D	9:00PM	7431
D	9:00PM	E563
D	9:00PM	L311
D	9:00PM	B375
D	9:00PM	A840
D	9:00PM	R139
D	9:00PM	U187
D	9:00PM	T723
D	9:00PM	P306
D	9:00PM	6945
D	9:00PM	S086
D	9:00PM	B484
D	9:00PM	K941
D	9:00PM	A511
D	9:00PM	P713
D	9:00PM	G665
D	9:00PM	J542
D	9:00PM	G025
D	9:00PM	R531
D	9:00PM	F785
D	9:00PM	7588
D	9:00PM	45B2
D	9:00PM	V993

D	9:00PM	U436
D	9:00PM	C345
D	9:00PM	G818
D	9:00PM	J846
D	9:00PM	G000
D	9:00PM	A798
D	9:00PM	W279
D	9:00PM	X996
D	9:00PM	J639
D	9:00PM	S349
D	9:00PM	9D14
D	9:00PM	9088
D	9:00PM	_L9T
D	9:00PM	Z110
D	9:00PM	_YZV
D	9:00PM	P579
D	9:00PM	N356
D	9:00PM	PPLE
D	9:00PM	5671
D	9:00PM	N228
D	9:00PM	PUTT
D	9:00PM	C432
D	9:00PM	H447
D	9:00PM	08H2
D	9:00PM	C298
D	9:00PM	8XYA
D	9:00PM	C401
D	9:00PM	9099
D	9:00PM	_6LL
D	9:00PM	6198
D	9:00PM	X073
D	9:00PM	J553
D	9:00PM	7052
D	9:00PM	00SA
D	9:00PM	V187
A	9:00PM	B908
A	9:00PM	Y845
A	9:00PM	53S2
A	9:00PM	E900
A	9:00PM	E417
A	9:00PM	Z673

LAND_USE	Date	Time	Plate
OFFICE	05/18/19	9:00 AM	T953
OFFICE	05/18/19	9:00 AM	P202
OFFICE	05/18/19	9:00 AM	J351
OFFICE	05/18/19	9:00 AM	P708
OFFICE	05/18/19	9:00 AM	W530
OFFICE	05/18/19	9:00 AM	F123
OFFICE	05/18/19	9:00 AM	A302
OFFICE	05/18/19	9:00 AM	A242
OFFICE	05/18/19	9:00 AM	Y183
OFFICE	05/18/19	9:00 AM	C606
OFFICE	05/18/19	9:00 AM	Y388
OFFICE	05/18/19	9:00 AM	U642
OFFICE	05/18/19	9:00 AM	426B
OFFICE	05/18/19	9:00 AM	E401
OFFICE	05/18/19	9:00 AM	T955
OFFICE	05/18/19	9:00 AM	X832
OFFICE	05/18/19	9:00 AM	T894
OFFICE	05/18/19	9:00 AM	D484
OFFICE	05/18/19	9:00 AM	W153
OFFICE	05/18/19	9:00 AM	D049
OFFICE	05/18/19	9:00 AM	S482
OFFICE	05/18/19	9:00 AM	T429
OFFICE	05/18/19	9:00 AM	L313
OFFICE	05/18/19	9:00 AM	K454
OFFICE	05/18/19	9:00 AM	X299
OFFICE	05/18/19	9:00 AM	B788
OFFICE	05/18/19	9:00 AM	W391
OFFICE	05/18/19	9:00 AM	J172
OFFICE	05/18/19	9:00 AM	W469
OFFICE	05/18/19	9:00 AM	B245
OFFICE	05/18/19	9:00 AM	G816
OFFICE	05/18/19	9:00 AM	C997
OFFICE	05/18/19	9:00 AM	S999
OFFICE	05/18/19	9:00 AM	H551
OFFICE	05/18/19	9:00 AM	R251
OFFICE	05/18/19	9:00 AM	5953
OFFICE	05/18/19	9:00 AM	T760
OFFICE	05/18/19	9:00 AM	K789
OFFICE	05/18/19	9:00 AM	5631
OFFICE	05/18/19	9:00 AM	0633
OFFICE	05/18/19	9:00 AM	M940
OFFICE	05/18/19	9:00 AM	E653
OFFICE	05/18/19	9:00 AM	U886
OFFICE	05/18/19	9:00 AM	C117
OFFICE	05/18/19	9:00 AM	E417
OFFICE	05/18/19	9:00 AM	77P2
OFFICE	05/18/19	11:00 AM	T953
OFFICE	05/18/19	11:00 AM	B058
OFFICE	05/18/19	11:00 AM	P202
OFFICE	05/18/19	11:00 AM	J351

OFFICE	05/18/19	11:00 AM	P708
OFFICE	05/18/19	11:00 AM	W530
OFFICE	05/18/19	11:00 AM	F123
OFFICE	05/18/19	11:00 AM	A302
OFFICE	05/18/19	11:00 AM	A242
OFFICE	05/18/19	11:00 AM	U542
OFFICE	05/18/19	11:00 AM	77P2
OFFICE	05/18/19	11:00 AM	E417
OFFICE	05/18/19	11:00 AM	C117
OFFICE	05/18/19	11:00 AM	Z750
OFFICE	05/18/19	11:00 AM	U886
OFFICE	05/18/19	11:00 AM	M940
OFFICE	05/18/19	11:00 AM	K789
OFFICE	05/18/19	11:00 AM	7H12
OFFICE	05/18/19	11:00 AM	R251
OFFICE	05/18/19	11:00 AM	H280
HOTEL	05/18/19	11:00 AM	ZOHAN
HOTEL	05/18/19	11:00 AM	N694
HOTEL	05/18/19	11:00 AM	M621
HOTEL	05/18/19	11:00 AM	T990
HOTEL	05/18/19	11:00 AM	PORSCHE
HOTEL	05/18/19	11:00 AM	S505
HOTEL	05/18/19	11:00 AM	B714
HOTEL	05/18/19	11:00 AM	E739
HOTEL	05/18/19	11:00 AM	B561
HOTEL	05/18/19	11:00 AM	D552
HOTEL	05/18/19	11:00 AM	Y049
HOTEL	05/18/19	11:00 AM	3KVZ
HOTEL	05/18/19	11:00 AM	E609
HOTEL	05/18/19	11:00 AM	T533
HOTEL	05/18/19	11:00 AM	M980
HOTEL	05/18/19	11:00 AM	E713
HOTEL	05/18/19	11:00 AM	8F25
HOTEL	05/18/19	11:00 AM	P947
HOTEL	05/18/19	11:00 AM	Z260
HOTEL	05/18/19	11:00 AM	A995
HOTEL	05/18/19	11:00 AM	X940
HOTEL	05/18/19	11:00 AM	D797
HOTEL	05/18/19	11:00 AM	P967
HOTEL	05/18/19	11:00 AM	3767
HOTEL	05/18/19	11:00 AM	26S2
HOTEL	05/18/19	11:00 AM	L516
HOTEL	05/18/19	11:00 AM	G012
HOTEL	05/18/19	11:00 AM	4417
HOTEL	05/18/19	11:00 AM	S825
HOTEL	05/18/19	11:00 AM	96A0
HOTEL	05/18/19	11:00 AM	02T1
HOTEL	05/18/19	11:00 AM	6PNB
HOTEL	05/18/19	11:00 AM	E457
HOTEL	05/18/19	11:00 AM	C912
HOTEL	05/18/19	11:00 AM	L468

HOTEL	05/18/19	11:00 AM	E840
HOTEL	05/18/19	11:00 AM	Z843
HOTEL	05/18/19	11:00 AM	T077
HOTEL	05/18/19	11:00 AM	H614
HOTEL	05/18/19	11:00 AM	T807
HOTEL	05/18/19	11:00 AM	7369
HOTEL	05/18/19	11:00 AM	B111
HOTEL	05/18/19	11:00 AM	R986
HOTEL	05/18/19	11:00 AM	F121
HOTEL	05/18/19	11:00 AM	K017
HOTEL	05/18/19	11:00 AM	M765
HOTEL	05/18/19	11:00 AM	D181
HOTEL	05/18/19	11:00 AM	T638
HOTEL	05/18/19	11:00 AM	W098
HOTEL	05/18/19	11:00 AM	DMHT
HOTEL	05/18/19	11:00 AM	D481
HOTEL	05/18/19	11:00 AM	9825
HOTEL	05/18/19	11:00 AM	J296
HOTEL	05/18/19	11:00 AM	H652
HOTEL	05/18/19	11:00 AM	7736
HOTEL	05/18/19	11:00 AM	UPTS
HOTEL	05/18/19	11:00 AM	D399
HOTEL	05/18/19	11:00 AM	D354
HOTEL	05/18/19	11:00 AM	L590
HOTEL	05/18/19	11:00 AM	B400
HOTEL	05/18/19	11:00 AM	11J2
HOTEL	05/18/19	11:00 AM	HAGN
HOTEL	05/18/19	11:00 AM	0919
HOTEL	05/18/19	11:00 AM	R802
HOTEL	05/18/19	11:00 AM	9F13
HOTEL	05/18/19	11:00 AM	FORD
HOTEL	05/18/19	11:00 AM	Z850
HOTEL	05/18/19	11:00 AM	C419
HOTEL	05/18/19	11:00 AM	V220
HOTEL	05/18/19	11:00 AM	D795
HOTEL	05/18/19	11:00 AM	393A
HOTEL	05/18/19	11:00 AM	Y681
HOTEL	05/18/19	11:00 AM	L087
HOTEL	05/18/19	11:00 AM	X550
HOTEL	05/18/19	11:00 AM	G086
HOTEL	05/18/19	11:00 AM	A139
HOTEL	05/18/19	11:00 AM	E617
HOTEL	05/18/19	11:00 AM	P240
HOTEL	05/18/19	11:00 AM	B637
OFFICE	05/18/19	1:00 PM	T953
OFFICE	05/18/19	1:00 PM	B058
OFFICE	05/18/19	1:00 PM	P202
OFFICE	05/18/19	1:00 PM	J351
OFFICE	05/18/19	1:00 PM	P708
OFFICE	05/18/19	1:00 PM	W530
OFFICE	05/18/19	1:00 PM	C606

OFFICE	05/18/19	1:00 PM	F123
OFFICE	05/18/19	1:00 PM	A302
OFFICE	05/18/19	1:00 PM	A242
OFFICE	05/18/19	1:00 PM	U542
OFFICE	05/18/19	1:00 PM	Y183
OFFICE	05/18/19	1:00 PM	D950
OFFICE	05/18/19	1:00 PM	F886
OFFICE	05/18/19	1:00 PM	Y388
OFFICE	05/18/19	1:00 PM	U463
OFFICE	05/18/19	1:00 PM	E401
OFFICE	05/18/19	1:00 PM	T955
OFFICE	05/18/19	1:00 PM	F170
OFFICE	05/18/19	1:00 PM	M950
OFFICE	05/18/19	1:00 PM	Y592
OFFICE	05/18/19	1:00 PM	T894
OFFICE	05/18/19	1:00 PM	D464
OFFICE	05/18/19	1:00 PM	W153
OFFICE	05/18/19	1:00 PM	D049
OFFICE	05/18/19	1:00 PM	S482
OFFICE	05/18/19	1:00 PM	T429
OFFICE	05/18/19	1:00 PM	L313
OFFICE	05/18/19	1:00 PM	M366
OFFICE	05/18/19	1:00 PM	X299
OFFICE	05/18/19	1:00 PM	B788
OFFICE	05/18/19	1:00 PM	W391
OFFICE	05/18/19	1:00 PM	T962
OFFICE	05/18/19	1:00 PM	W469
OFFICE	05/18/19	1:00 PM	B245
OFFICE	05/18/19	1:00 PM	G816
OFFICE	05/18/19	1:00 PM	C997
OFFICE	05/18/19	1:00 PM	S999
OFFICE	05/18/19	1:00 PM	77P2
OFFICE	05/18/19	1:00 PM	E417
OFFICE	05/18/19	1:00 PM	C117
OFFICE	05/18/19	1:00 PM	Z750
OFFICE	05/18/19	1:00 PM	U886
OFFICE	05/18/19	1:00 PM	K789
OFFICE	05/18/19	1:00 PM	7UI2
OFFICE	05/18/19	1:00 PM	R251
OFFICE	05/18/19	1:00 PM	H280
HOTEL	05/18/19	1:00 PM	ZOHAN
HOTEL	05/18/19	1:00 PM	N694
HOTEL	05/18/19	1:00 PM	T990
HOTEL	05/18/19	1:00 PM	PORSCHE
HOTEL	05/18/19	1:00 PM	B714
HOTEL	05/18/19	1:00 PM	E739
HOTEL	05/18/19	1:00 PM	3165
HOTEL	05/18/19	1:00 PM	D552
HOTEL	05/18/19	1:00 PM	Y049
HOTEL	05/18/19	1:00 PM	S631
HOTEL	05/18/19	1:00 PM	T533

HOTEL	05/18/19	1:00 PM	M980
HOTEL	05/18/19	1:00 PM	E713
HOTEL	05/18/19	1:00 PM	8F25
HOTEL	05/18/19	1:00 PM	P947
HOTEL	05/18/19	1:00 PM	Z260
HOTEL	05/18/19	1:00 PM	Y224
HOTEL	05/18/19	1:00 PM	26S2
HOTEL	05/18/19	1:00 PM	D797
HOTEL	05/18/19	1:00 PM	CH0W
HOTEL	05/18/19	1:00 PM	3767
HOTEL	05/18/19	1:00 PM	5837
HOTEL	05/18/19	1:00 PM	L516
HOTEL	05/18/19	1:00 PM	4417
HOTEL	05/18/19	1:00 PM	S825
HOTEL	05/18/19	1:00 PM	9GA0
HOTEL	05/18/19	1:00 PM	A093
HOTEL	05/18/19	1:00 PM	6PNB
HOTEL	05/18/19	1:00 PM	E457
HOTEL	05/18/19	1:00 PM	3874
HOTEL	05/18/19	1:00 PM	L468
HOTEL	05/18/19	1:00 PM	E840
HOTEL	05/18/19	1:00 PM	C045
HOTEL	05/18/19	1:00 PM	SCION
HOTEL	05/18/19	1:00 PM	H614
HOTEL	05/18/19	1:00 PM	T807
HOTEL	05/18/19	1:00 PM	5093
HOTEL	05/18/19	1:00 PM	L299
HOTEL	05/18/19	1:00 PM	B111
HOTEL	05/18/19	1:00 PM	R986
HOTEL	05/18/19	1:00 PM	C143
HOTEL	05/18/19	1:00 PM	D275
HOTEL	05/18/19	1:00 PM	5953
HOTEL	05/18/19	1:00 PM	M765
HOTEL	05/18/19	1:00 PM	D181
HOTEL	05/18/19	1:00 PM	T638
HOTEL	05/18/19	1:00 PM	7736
HOTEL	05/18/19	1:00 PM	DMM1
HOTEL	05/18/19	1:00 PM	9825
HOTEL	05/18/19	1:00 PM	J296
HOTEL	05/18/19	1:00 PM	H652
HOTEL	05/18/19	1:00 PM	UPTS
OFFICE	05/18/19	3:00 PM	T953
OFFICE	05/18/19	3:00 PM	B058
OFFICE	05/18/19	3:00 PM	J351
OFFICE	05/18/19	3:00 PM	P708
OFFICE	05/18/19	3:00 PM	G606
OFFICE	05/18/19	3:00 PM	F123
OFFICE	05/18/19	3:00 PM	U542
OFFICE	05/18/19	3:00 PM	Y183
OFFICE	05/18/19	3:00 PM	D950
OFFICE	05/18/19	3:00 PM	Y388

OFFICE	05/18/19	3:00 PM	U463
OFFICE	05/18/19	3:00 PM	E401
OFFICE	05/18/19	3:00 PM	T955
OFFICE	05/18/19	3:00 PM	F170
OFFICE	05/18/19	3:00 PM	M956
OFFICE	05/18/19	3:00 PM	Y592
OFFICE	05/18/19	3:00 PM	T894
OFFICE	05/18/19	3:00 PM	P192
OFFICE	05/18/19	3:00 PM	D484
OFFICE	05/18/19	3:00 PM	W153
OFFICE	05/18/19	3:00 PM	D049
OFFICE	05/18/19	3:00 PM	S482
OFFICE	05/18/19	3:00 PM	T429
OFFICE	05/18/19	3:00 PM	L313
OFFICE	05/18/19	3:00 PM	M366
OFFICE	05/18/19	3:00 PM	W391
OFFICE	05/18/19	3:00 PM	X299
OFFICE	05/18/19	3:00 PM	1962
OFFICE	05/18/19	3:00 PM	W469
OFFICE	05/18/19	3:00 PM	B245
OFFICE	05/18/19	3:00 PM	G816
OFFICE	05/18/19	3:00 PM	C997
OFFICE	05/18/19	3:00 PM	S999
OFFICE	05/18/19	3:00 PM	77P2
OFFICE	05/18/19	3:00 PM	E417
OFFICE	05/18/19	3:00 PM	C117
OFFICE	05/18/19	3:00 PM	Z750
OFFICE	05/18/19	3:00 PM	U886
OFFICE	05/18/19	3:00 PM	K789
OFFICE	05/18/19	3:00 PM	R251
HOTEL	05/18/19	3:00 PM	ZOHAN
HOTEL	05/18/19	3:00 PM	N694
HOTEL	05/18/19	3:00 PM	E834
HOTEL	05/18/19	3:00 PM	PORSCHE
HOTEL	05/18/19	3:00 PM	H803
HOTEL	05/18/19	3:00 PM	B714
HOTEL	05/18/19	3:00 PM	E739
HOTEL	05/18/19	3:00 PM	3165
HOTEL	05/18/19	3:00 PM	D552
HOTEL	05/18/19	3:00 PM	Y049
HOTEL	05/18/19	3:00 PM	5631
HOTEL	05/18/19	3:00 PM	Z457
HOTEL	05/18/19	3:00 PM	T533
HOTEL	05/18/19	3:00 PM	M980
HOTEL	05/18/19	3:00 PM	E713
HOTEL	05/18/19	3:00 PM	8F25
HOTEL	05/18/19	3:00 PM	P947
HOTEL	05/18/19	3:00 PM	Z260
HOTEL	05/18/19	3:00 PM	R146
HOTEL	05/18/19	3:00 PM	GRL3
HOTEL	05/18/19	3:00 PM	D797

HOTEL	05/18/19	3:00 PM	3767
HOTEL	05/18/19	3:00 PM	5837
HOTEL	05/18/19	3:00 PM	L516
HOTEL	05/18/19	3:00 PM	Z912
HOTEL	05/18/19	3:00 PM	4417
HOTEL	05/18/19	3:00 PM	S825
HOTEL	05/18/19	3:00 PM	96A0
HOTEL	05/18/19	3:00 PM	3911
HOTEL	05/18/19	3:00 PM	6PNB
HOTEL	05/18/19	3:00 PM	3874
HOTEL	05/18/19	3:00 PM	L486
HOTEL	05/18/19	3:00 PM	E840
HOTEL	05/18/19	3:00 PM	C045
HOTEL	05/18/19	3:00 PM	SCION
HOTEL	05/18/19	3:00 PM	H614
HOTEL	05/18/19	3:00 PM	K102
HOTEL	05/18/19	3:00 PM	5093
HOTEL	05/18/19	3:00 PM	L299
HOTEL	05/18/19	3:00 PM	B111
HOTEL	05/18/19	3:00 PM	H318
HOTEL	05/18/19	3:00 PM	C143
HOTEL	05/18/19	3:00 PM	D275
HOTEL	05/18/19	3:00 PM	5953
HOTEL	05/18/19	3:00 PM	K403
HOTEL	05/18/19	3:00 PM	D181
HOTEL	05/18/19	3:00 PM	T638
HOTEL	05/18/19	3:00 PM	80BD
HOTEL	05/18/19	3:00 PM	R029
HOTEL	05/18/19	3:00 PM	DMHI
HOTEL	05/18/19	3:00 PM	M765
HOTEL	05/18/19	3:00 PM	G855
HOTEL	05/18/19	3:00 PM	9825
HOTEL	05/18/19	3:00 PM	J296
HOTEL	05/18/19	3:00 PM	H652
HOTEL	05/18/19	3:00 PM	UPTS
OFFICE	05/18/19	5:00 PM	K831
OFFICE	05/18/19	5:00 PM	T953
OFFICE	05/18/19	5:00 PM	P708
OFFICE	05/18/19	5:00 PM	F123
OFFICE	05/18/19	5:00 PM	Y183
OFFICE	05/18/19	5:00 PM	D950
OFFICE	05/18/19	5:00 PM	ELLIS
OFFICE	05/18/19	5:00 PM	Y388
OFFICE	05/18/19	5:00 PM	A705
OFFICE	05/18/19	5:00 PM	E401
OFFICE	05/18/19	5:00 PM	T955
OFFICE	05/18/19	5:00 PM	B483
OFFICE	05/18/19	5:00 PM	0G33
OFFICE	05/18/19	5:00 PM	P192
OFFICE	05/18/19	5:00 PM	D049
OFFICE	05/18/19	5:00 PM	L313

OFFICE	05/18/19	5:00 PM	W469
OFFICE	05/18/19	5:00 PM	B245
OFFICE	05/18/19	5:00 PM	G816
OFFICE	05/18/19	5:00 PM	C997
OFFICE	05/18/19	5:00 PM	S999
OFFICE	05/18/19	5:00 PM	77P2
OFFICE	05/18/19	5:00 PM	E417
OFFICE	05/18/19	5:00 PM	C117
OFFICE	05/18/19	5:00 PM	Z750
OFFICE	05/18/19	5:00 PM	U886
OFFICE	05/18/19	5:00 PM	Y721
OFFICE	05/18/19	5:00 PM	K789
OFFICE	05/18/19	5:00 PM	R251
HOTEL	05/18/19	5:00 PM	ZOHAN
HOTEL	05/18/19	5:00 PM	N694
HOTEL	05/18/19	5:00 PM	PORSCHE
HOTEL	05/18/19	5:00 PM	8821
HOTEL	05/18/19	5:00 PM	B714
HOTEL	05/18/19	5:00 PM	E739
HOTEL	05/18/19	5:00 PM	3165
HOTEL	05/18/19	5:00 PM	D552
HOTEL	05/18/19	5:00 PM	Y049
HOTEL	05/18/19	5:00 PM	5631
HOTEL	05/18/19	5:00 PM	Z457
HOTEL	05/18/19	5:00 PM	T533
HOTEL	05/18/19	5:00 PM	M980
HOTEL	05/18/19	5:00 PM	E713
HOTEL	05/18/19	5:00 PM	8F25
HOTEL	05/18/19	5:00 PM	BRONCO
HOTEL	05/18/19	5:00 PM	Z260
HOTEL	05/18/19	5:00 PM	R146
HOTEL	05/18/19	5:00 PM	GRL3
HOTEL	05/18/19	5:00 PM	D797
HOTEL	05/18/19	5:00 PM	A093
HOTEL	05/18/19	5:00 PM	3767
HOTEL	05/18/19	5:00 PM	5837
HOTEL	05/18/19	5:00 PM	L516
HOTEL	05/18/19	5:00 PM	B164
HOTEL	05/18/19	5:00 PM	4417
HOTEL	05/18/19	5:00 PM	S825
HOTEL	05/18/19	5:00 PM	96A0
HOTEL	05/18/19	5:00 PM	3911
HOTEL	05/18/19	5:00 PM	6PNB
HOTEL	05/18/19	5:00 PM	2478
HOTEL	05/18/19	5:00 PM	M278
HOTEL	05/18/19	5:00 PM	L468
HOTEL	05/18/19	5:00 PM	F840
HOTEL	05/18/19	5:00 PM	6780
HOTEL	05/18/19	5:00 PM	SCION
HOTEL	05/18/19	5:00 PM	H614
HOTEL	05/18/19	5:00 PM	K102

HOTEL	05/18/19	5:00 PM	5093
HOTEL	05/18/19	5:00 PM	L299
HOTEL	05/18/19	5:00 PM	B111
HOTEL	05/18/19	5:00 PM	H318
HOTEL	05/18/19	5:00 PM	C143
HOTEL	05/18/19	5:00 PM	D275
HOTEL	05/18/19	5:00 PM	5953
HOTEL	05/18/19	5:00 PM	K403
HOTEL	05/18/19	5:00 PM	D181
HOTEL	05/18/19	5:00 PM	T638
HOTEL	05/18/19	5:00 PM	7523
HOTEL	05/18/19	5:00 PM	R029
HOTEL	05/18/19	5:00 PM	V326
HOTEL	05/18/19	5:00 PM	M765
HOTEL	05/18/19	5:00 PM	H741
HOTEL	05/18/19	5:00 PM	9825
HOTEL	05/18/19	5:00 PM	E924
HOTEL	05/18/19	5:00 PM	H652
HOTEL	05/18/19	5:00 PM	G966
OFFICE	05/18/19	7:00 PM	K831
OFFICE	05/18/19	7:00 PM	T953
OFFICE	05/18/19	7:00 PM	X7061
OFFICE	05/18/19	7:00 PM	Y183
OFFICE	05/18/19	7:00 PM	ELLIS
OFFICE	05/18/19	7:00 PM	Y388
OFFICE	05/18/19	7:00 PM	A705
OFFICE	05/18/19	7:00 PM	E401
OFFICE	05/18/19	7:00 PM	T955
OFFICE	05/18/19	7:00 PM	P192
OFFICE	05/18/19	7:00 PM	S308
OFFICE	05/18/19	7:00 PM	D049
OFFICE	05/18/19	7:00 PM	L313
OFFICE	05/18/19	7:00 PM	W469
OFFICE	05/18/19	7:00 PM	B245
OFFICE	05/18/19	7:00 PM	G816
OFFICE	05/18/19	7:00 PM	C997
OFFICE	05/18/19	7:00 PM	S999
OFFICE	05/18/19	7:00 PM	77P2
OFFICE	05/18/19	7:00 PM	E417
OFFICE	05/18/19	7:00 PM	C117
OFFICE	05/18/19	7:00 PM	Z750
OFFICE	05/18/19	7:00 PM	U886
OFFICE	05/18/19	7:00 PM	Y721
OFFICE	05/18/19	7:00 PM	K789
OFFICE	05/18/19	7:00 PM	R251
HOTEL	05/18/19	7:00 PM	ZOHAN
HOTEL	05/18/19	7:00 PM	K539
HOTEL	05/18/19	7:00 PM	PORSCHE
HOTEL	05/18/19	7:00 PM	8821
HOTEL	05/18/19	7:00 PM	3KVZ
HOTEL	05/18/19	7:00 PM	E739

HOTEL	05/18/19	7:00 PM	3165
HOTEL	05/18/19	7:00 PM	D552
HOTEL	05/18/19	7:00 PM	Y049
HOTEL	05/18/19	7:00 PM	5631
HOTEL	05/18/19	7:00 PM	Z457
HOTEL	05/18/19	7:00 PM	T533
HOTEL	05/18/19	7:00 PM	M980
HOTEL	05/18/19	7:00 PM	E713
HOTEL	05/18/19	7:00 PM	8F25
HOTEL	05/18/19	7:00 PM	U682
HOTEL	05/18/19	7:00 PM	Z260
HOTEL	05/18/19	7:00 PM	R146
HOTEL	05/18/19	7:00 PM	D797
HOTEL	05/18/19	7:00 PM	A093
HOTEL	05/18/19	7:00 PM	3767
HOTEL	05/18/19	7:00 PM	5837
HOTEL	05/18/19	7:00 PM	L516
HOTEL	05/18/19	7:00 PM	B164
HOTEL	05/18/19	7:00 PM	4417
HOTEL	05/18/19	7:00 PM	S825
HOTEL	05/18/19	7:00 PM	G191
HOTEL	05/18/19	7:00 PM	3955
HOTEL	05/18/19	7:00 PM	6PNB
HOTEL	05/18/19	7:00 PM	2478
HOTEL	05/18/19	7:00 PM	R650
HOTEL	05/18/19	7:00 PM	X688
HOTEL	05/18/19	7:00 PM	E840
HOTEL	05/18/19	7:00 PM	6780
HOTEL	05/18/19	7:00 PM	SCION
HOTEL	05/18/19	7:00 PM	H614
HOTEL	05/18/19	7:00 PM	K102
HOTEL	05/18/19	7:00 PM	5093
HOTEL	05/18/19	7:00 PM	L299
HOTEL	05/18/19	7:00 PM	B111
HOTEL	05/18/19	7:00 PM	H318
HOTEL	05/18/19	7:00 PM	C143
HOTEL	05/18/19	7:00 PM	D946
HOTEL	05/18/19	7:00 PM	W950
HOTEL	05/18/19	7:00 PM	K403
HOTEL	05/18/19	7:00 PM	D181
HOTEL	05/18/19	7:00 PM	P523
HOTEL	05/18/19	7:00 PM	7523
HOTEL	05/18/19	7:00 PM	R029
HOTEL	05/18/19	7:00 PM	E992
HOTEL	05/18/19	7:00 PM	M765
HOTEL	05/18/19	7:00 PM	H741
HOTEL	05/18/19	7:00 PM	L219
HOTEL	05/18/19	7:00 PM	9825
HOTEL	05/18/19	7:00 PM	E924
HOTEL	05/18/19	7:00 PM	H652
HOTEL	05/18/19	7:00 PM	G966

HOTEL	05/18/19	7:00 PM	07PH
OFFICE	05/21/19	9:00 AM	M721
OFFICE	05/21/19	9:00 AM	G816
OFFICE	05/21/19	9:00 AM	C997
OFFICE	05/21/19	9:00 AM	S999
OFFICE	05/21/19	9:00 AM	A157
OFFICE	05/21/19	9:00 AM	M144
OFFICE	05/21/19	9:00 AM	5958
OFFICE	05/21/19	9:00 AM	Y473
OFFICE	05/21/19	9:00 AM	58WI
OFFICE	05/21/19	9:00 AM	Y670
OFFICE	05/21/19	9:00 AM	55W0
OFFICE	05/21/19	9:00 AM	M325
OFFICE	05/21/19	9:00 AM	W391
OFFICE	05/21/19	9:00 AM	J289
OFFICE	05/21/19	9:00 AM	M510
OFFICE	05/21/19	9:00 AM	V183
OFFICE	05/21/19	9:00 AM	❤ ANN
OFFICE	05/21/19	9:00 AM	A057
OFFICE	05/21/19	9:00 AM	F837
OFFICE	05/21/19	9:00 AM	D723
OFFICE	05/21/19	9:00 AM	P900
OFFICE	05/21/19	9:00 AM	U416
OFFICE	05/21/19	9:00 AM	W469
OFFICE	05/21/19	9:00 AM	B245
OFFICE	05/21/19	9:00 AM	L618
OFFICE	05/21/19	9:00 AM	C016
OFFICE	05/21/19	9:00 AM	M366
OFFICE	05/21/19	9:00 AM	W386
OFFICE	05/21/19	9:00 AM	4741
OFFICE	05/21/19	9:00 AM	Y288
OFFICE	05/21/19	9:00 AM	M687
OFFICE	05/21/19	9:00 AM	Z505
OFFICE	05/21/19	9:00 AM	W132
OFFICE	05/21/19	9:00 AM	1764
OFFICE	05/21/19	9:00 AM	D958
OFFICE	05/21/19	9:00 AM	B788
OFFICE	05/21/19	9:00 AM	L692
OFFICE	05/21/19	9:00 AM	X744
OFFICE	05/21/19	9:00 AM	9061
OFFICE	05/21/19	9:00 AM	Z062
OFFICE	05/21/19	9:00 AM	8930
OFFICE	05/21/19	9:00 AM	W448
OFFICE	05/21/19	9:00 AM	U119
OFFICE	05/21/19	9:00 AM	U699
OFFICE	05/21/19	9:00 AM	Z879
OFFICE	05/21/19	9:00 AM	Y262
OFFICE	05/21/19	9:00 AM	D264
OFFICE	05/21/19	9:00 AM	F932
OFFICE	05/21/19	9:00 AM	G238
OFFICE	05/21/19	9:00 AM	3145

OFFICE	05/21/19	9:00 AM	Y272
OFFICE	05/21/19	9:00 AM	9M81
OFFICE	05/21/19	9:00 AM	N045
OFFICE	05/21/19	9:00 AM	999DS
OFFICE	05/21/19	9:00 AM	K137
OFFICE	05/21/19	9:00 AM	Y719
OFFICE	05/21/19	9:00 AM	C023
OFFICE	05/21/19	9:00 AM	37M0
OFFICE	05/21/19	9:00 AM	C736
OFFICE	05/21/19	9:00 AM	R461
OFFICE	05/21/19	9:00 AM	U441
OFFICE	05/21/19	9:00 AM	P650
OFFICE	05/21/19	9:00 AM	V493
OFFICE	05/21/19	9:00 AM	A375
OFFICE	05/21/19	9:00 AM	G621
OFFICE	05/21/19	9:00 AM	436
OFFICE	05/21/19	9:00 AM	C012
OFFICE	05/21/19	9:00 AM	D058
OFFICE	05/21/19	9:00 AM	B884
OFFICE	05/21/19	9:00 AM	N346
OFFICE	05/21/19	9:00 AM	9205
OFFICE	05/21/19	9:00 AM	G173
OFFICE	05/21/19	9:00 AM	RSYZ
OFFICE	05/21/19	9:00 AM	U334
OFFICE	05/21/19	9:00 AM	F362
OFFICE	05/21/19	9:00 AM	P1505
OFFICE	05/21/19	9:00 AM	H099
OFFICE	05/21/19	9:00 AM	J554
OFFICE	05/21/19	9:00 AM	IMUT
OFFICE	05/21/19	9:00 AM	CHEVY
OFFICE	05/21/19	9:00 AM	K650
OFFICE	05/21/19	9:00 AM	5015
OFFICE	05/21/19	9:00 AM	X552
OFFICE	05/21/19	9:00 AM	Y283
OFFICE	05/21/19	9:00 AM	L607
OFFICE	05/21/19	9:00 AM	E545
OFFICE	05/21/19	9:00 AM	E083
OFFICE	05/21/19	9:00 AM	U656
OFFICE	05/21/19	9:00 AM	P854
OFFICE	05/21/19	9:00 AM	Z081
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OFFICE	05/21/19	9:00 AM	T065
OFFICE	05/21/19	9:00 AM	J929
OFFICE	05/21/19	9:00 AM	E976
OFFICE	05/21/19	9:00 AM	N018

OFFICE	05/21/19	9:00 AM	F977
OFFICE	05/21/19	9:00 AM	Y89
OFFICE	05/21/19	9:00 AM	2D10
OFFICE	05/21/19	9:00 AM	3390
OFFICE	05/21/19	9:00 AM	S000
OFFICE	05/21/19	9:00 AM	1661
OFFICE	05/21/19	9:00 AM	T679
OFFICE	05/21/19	9:00 AM	F709
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OFFICE	05/21/19	9:00 AM	P202
OFFICE	05/21/19	9:00 AM	K163
OFFICE	05/21/19	9:00 AM	6902
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OFFICE	05/21/19	9:00 AM	Y388
OFFICE	05/21/19	9:00 AM	D715
OFFICE	05/21/19	9:00 AM	M170
OFFICE	05/21/19	9:00 AM	B876
OFFICE	05/21/19	9:00 AM	8415
OFFICE	05/21/19	9:00 AM	G598
OFFICE	05/21/19	9:00 AM	G249
OFFICE	05/21/19	9:00 AM	2566
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OFFICE	05/21/19	9:00 AM	P739
OFFICE	05/21/19	9:00 AM	42V1
OFFICE	05/21/19	9:00 AM	E050
OFFICE	05/21/19	9:00 AM	U035
OFFICE	05/21/19	9:00 AM	D334
OFFICE	05/21/19	9:00 AM	N808
OFFICE	05/21/19	9:00 AM	P274
OFFICE	05/21/19	9:00 AM	W722
OFFICE	05/21/19	9:00 AM	S672
OFFICE	05/21/19	9:00 AM	A302
OFFICE	05/21/19	9:00 AM	R367
OFFICE	05/21/19	9:00 AM	L953
OFFICE	05/21/19	9:00 AM	4066
OFFICE	05/21/19	9:00 AM	K954
OFFICE	05/21/19	9:00 AM	W914
OFFICE	05/21/19	9:00 AM	D084
OFFICE	05/21/19	9:00 AM	09A1
OFFICE	05/21/19	9:00 AM	TIGUAN
OFFICE	05/21/19	9:00 AM	Z513
OFFICE	05/21/19	9:00 AM	X7061
OFFICE	05/21/19	9:00 AM	R406
OFFICE	05/21/19	9:00 AM	E150
OFFICE	05/21/19	9:00 AM	51776
OFFICE	05/21/19	9:00 AM	M708

OFFICE	05/21/19	9:00 AM	X806
OFFICE	05/21/19	9:00 AM	C337
OFFICE	05/21/19	9:00 AM	A204
OFFICE	05/21/19	9:00 AM	A188
OFFICE	05/21/19	9:00 AM	MINI
OFFICE	05/21/19	9:00 AM	H088
OFFICE	05/21/19	9:00 AM	T798
OFFICE	05/21/19	9:00 AM	J197
OFFICE	05/21/19	9:00 AM	E726
OFFICE	05/21/19	9:00 AM	P786
OFFICE	05/21/19	9:00 AM	M651
OFFICE	05/21/19	9:00 AM	D411
OFFICE	05/21/19	9:00 AM	R701
OFFICE	05/21/19	9:00 AM	K923
OFFICE	05/21/19	9:00 AM	A311
OFFICE	05/21/19	9:00 AM	P219
OFFICE	05/21/19	9:00 AM	M834
OFFICE	05/21/19	9:00 AM	C747
OFFICE	05/21/19	9:00 AM	M681
OFFICE	05/21/19	9:00 AM	1775
OFFICE	05/21/19	9:00 AM	M413
OFFICE	05/21/19	9:00 AM	Z149
OFFICE	05/21/19	9:00 AM	W558
OFFICE	05/21/19	9:00 AM	S969
OFFICE	05/21/19	9:00 AM	Z213
OFFICE	05/21/19	9:00 AM	K799
OFFICE	05/21/19	9:00 AM	G580
OFFICE	05/21/19	9:00 AM	0955
OFFICE	05/21/19	11:00 AM	M721
OFFICE	05/21/19	11:00 AM	G816
OFFICE	05/21/19	11:00 AM	C997
OFFICE	05/21/19	11:00 AM	S692
OFFICE	05/21/19	11:00 AM	S999
OFFICE	05/21/19	11:00 AM	D918
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OFFICE	05/21/19	11:00 AM	U121
OFFICE	05/21/19	11:00 AM	Y670
OFFICE	05/21/19	11:00 AM	V158
OFFICE	05/21/19	11:00 AM	STINI
OFFICE	05/21/19	11:00 AM	V798
OFFICE	05/21/19	11:00 AM	M834
OFFICE	05/21/19	11:00 AM	C747
OFFICE	05/21/19	11:00 AM	M681

OFFICE	05/21/19	11:00 AM	K923
OFFICE	05/21/19	11:00 AM	A311
OFFICE	05/21/19	11:00 AM	P219
OFFICE	05/21/19	11:00 AM	R701
OFFICE	05/21/19	11:00 AM	D411
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OFFICE	05/21/19	11:00 AM	E726
OFFICE	05/21/19	11:00 AM	J179
OFFICE	05/21/19	11:00 AM	I775
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OFFICE	05/21/19	11:00 AM	T026
OFFICE	05/21/19	11:00 AM	H788
OFFICE	05/21/19	11:00 AM	W558
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OFFICE	05/21/19	11:00 AM	S969
OFFICE	05/21/19	11:00 AM	Z213
OFFICE	05/21/19	11:00 AM	K799
OFFICE	05/21/19	11:00 AM	G580
OFFICE	05/21/19	11:00 AM	55W0
OFFICE	05/21/19	11:00 AM	M325
OFFICE	05/21/19	11:00 AM	W391
OFFICE	05/21/19	11:00 AM	J289
OFFICE	05/21/19	11:00 AM	3901
OFFICE	05/21/19	11:00 AM	L328
OFFICE	05/21/19	11:00 AM	V183
OFFICE	05/21/19	11:00 AM	❤ ANN
OFFICE	05/21/19	11:00 AM	A057
OFFICE	05/21/19	11:00 AM	F837
OFFICE	05/21/19	11:00 AM	X894
OFFICE	05/21/19	11:00 AM	P900
OFFICE	05/21/19	11:00 AM	E229
OFFICE	05/21/19	11:00 AM	U763
OFFICE	05/21/19	11:00 AM	U416
OFFICE	05/21/19	11:00 AM	L685
OFFICE	05/21/19	11:00 AM	K940
OFFICE	05/21/19	11:00 AM	Y171
OFFICE	05/21/19	11:00 AM	T354
OFFICE	05/21/19	11:00 AM	S908
OFFICE	05/21/19	11:00 AM	WY69
OFFICE	05/21/19	11:00 AM	GOLF
OFFICE	05/21/19	11:00 AM	B245
OFFICE	05/21/19	11:00 AM	F253
OFFICE	05/21/19	11:00 AM	L618
OFFICE	05/21/19	11:00 AM	N527
OFFICE	05/21/19	11:00 AM	X110
OFFICE	05/21/19	11:00 AM	L136
OFFICE	05/21/19	11:00 AM	H352
OFFICE	05/21/19	11:00 AM	R331
OFFICE	05/21/19	11:00 AM	G621
OFFICE	05/21/19	11:00 AM	Y515

OFFICE	05/21/19	11:00 AM	B109
OFFICE	05/21/19	11:00 AM	A370
OFFICE	05/21/19	11:00 AM	V493
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OFFICE	05/21/19	11:00 AM	U441
OFFICE	05/21/19	11:00 AM	R461
OFFICE	05/21/19	11:00 AM	C736
OFFICE	05/21/19	11:00 AM	37M0
OFFICE	05/21/19	11:00 AM	C023
OFFICE	05/21/19	11:00 AM	H176
OFFICE	05/21/19	11:00 AM	999DS
OFFICE	05/21/19	11:00 AM	N045
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OFFICE	05/21/19	11:00 AM	D3145
OFFICE	05/21/19	11:00 AM	G238
OFFICE	05/21/19	11:00 AM	F932
OFFICE	05/21/19	11:00 AM	D264
OFFICE	05/21/19	11:00 AM	Y262
OFFICE	05/21/19	11:00 AM	Z879
OFFICE	05/21/19	11:00 AM	M203
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OFFICE	05/21/19	11:00 AM	U266
OFFICE	05/21/19	11:00 AM	W386
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OFFICE	05/21/19	11:00 AM	X810
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OFFICE	05/21/19	11:00 AM	5015
OFFICE	05/21/19	11:00 AM	X552
OFFICE	05/21/19	11:00 AM	Y283
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OFFICE	05/21/19	11:00 AM	M931
OFFICE	05/21/19	11:00 AM	P854
OFFICE	05/21/19	11:00 AM	Z081
OFFICE	05/21/19	11:00 AM	D993
OFFICE	05/21/19	11:00 AM	N222
OFFICE	05/21/19	11:00 AM	H547
OFFICE	05/21/19	11:00 AM	E206
OFFICE	05/21/19	11:00 AM	ESHA
OFFICE	05/21/19	11:00 AM	S858
OFFICE	05/21/19	11:00 AM	Y875
OFFICE	05/21/19	11:00 AM	N229
OFFICE	05/21/19	11:00 AM	E721
OFFICE	05/21/19	11:00 AM	J429
OFFICE	05/21/19	11:00 AM	E976
OFFICE	05/21/19	11:00 AM	N018
OFFICE	05/21/19	11:00 AM	V150
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OFFICE	05/21/19	11:00 AM	Y854
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OFFICE	05/21/19	11:00 AM	S000
OFFICE	05/21/19	11:00 AM	1661
OFFICE	05/21/19	11:00 AM	T679
OFFICE	05/21/19	11:00 AM	F789
OFFICE	05/21/19	11:00 AM	R407
OFFICE	05/21/19	11:00 AM	D562
OFFICE	05/21/19	11:00 AM	B358
OFFICE	05/21/19	11:00 AM	R979
OFFICE	05/21/19	11:00 AM	P202
OFFICE	05/21/19	11:00 AM	T798
OFFICE	05/21/19	11:00 AM	H088
OFFICE	05/21/19	11:00 AM	MINI
OFFICE	05/21/19	11:00 AM	A188
OFFICE	05/21/19	11:00 AM	A204
OFFICE	05/21/19	11:00 AM	6902
OFFICE	05/21/19	11:00 AM	S643
OFFICE	05/21/19	11:00 AM	Z304
OFFICE	05/21/19	11:00 AM	C337
OFFICE	05/21/19	11:00 AM	X806
OFFICE	05/21/19	11:00 AM	M708
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OFFICE	05/21/19	11:00 AM	X7061
OFFICE	05/21/19	11:00 AM	Z513
OFFICE	05/21/19	11:00 AM	D715
OFFICE	05/21/19	11:00 AM	TIGUAN
OFFICE	05/21/19	11:00 AM	09A1
OFFICE	05/21/19	11:00 AM	M170
OFFICE	05/21/19	11:00 AM	D905

OFFICE	05/21/19	11:00 AM	8415
OFFICE	05/21/19	11:00 AM	D084
OFFICE	05/21/19	11:00 AM	G598
OFFICE	05/21/19	11:00 AM	W914
OFFICE	05/21/19	11:00 AM	G249
OFFICE	05/21/19	11:00 AM	K954
OFFICE	05/21/19	11:00 AM	U471
OFFICE	05/21/19	11:00 AM	Y926
OFFICE	05/21/19	11:00 AM	F268
OFFICE	05/21/19	11:00 AM	N385
OFFICE	05/21/19	11:00 AM	P739
OFFICE	05/21/19	11:00 AM	R367
OFFICE	05/21/19	11:00 AM	D882
OFFICE	05/21/19	11:00 AM	A302
OFFICE	05/21/19	11:00 AM	S672
OFFICE	05/21/19	11:00 AM	E050
OFFICE	05/21/19	11:00 AM	W722
OFFICE	05/21/19	11:00 AM	U035
OFFICE	05/21/19	11:00 AM	P274
OFFICE	05/21/19	11:00 AM	C184
OFFICE	05/21/19	11:00 AM	C393
OFFICE	05/21/19	11:00 AM	C645
OFFICE	05/21/19	11:00 AM	D334
OFFICE	05/21/19	11:00 AM	W641
OFFICE	05/21/19	11:00 AM	V086
OFFICE	05/21/19	11:00 AM	D049
OFFICE	05/21/19	11:00 AM	C600
OFFICE	05/21/19	11:00 AM	CHEVY
OFFICE	05/21/19	11:00 AM	1MUT
OFFICE	05/21/19	11:00 AM	J554
OFFICE	05/21/19	11:00 AM	F580
OFFICE	05/21/19	11:00 AM	H099
OFFICE	05/21/19	11:00 AM	1505
OFFICE	05/21/19	11:00 AM	F362
OFFICE	05/21/19	11:00 AM	U334
OFFICE	05/21/19	11:00 AM	R542
OFFICE	05/21/19	11:00 AM	G173
OFFICE	05/21/19	11:00 AM	9205
OFFICE	05/21/19	11:00 AM	N346
OFFICE	05/21/19	11:00 AM	J088
OFFICE	05/21/19	11:00 AM	P246
OFFICE	05/21/19	11:00 AM	D058
OFFICE	05/21/19	11:00 AM	C012
OFFICE	05/21/19	11:00 AM	T228
OFFICE	05/21/19	11:00 AM	F782
OFFICE	05/21/19	11:00 AM	L092
OFFICE	05/21/19	1:00 PM	M721
OFFICE	05/21/19	1:00 PM	O816
OFFICE	05/21/19	1:00 PM	C997
OFFICE	05/21/19	1:00 PM	S692
OFFICE	05/21/19	1:00 PM	S999

OFFICE	05/21/19	1:00 PM	D918
OFFICE	05/21/19	1:00 PM	T020
OFFICE	05/21/19	1:00 PM	A157
OFFICE	05/21/19	1:00 PM	Y473
OFFICE	05/21/19	1:00 PM	T145
OFFICE	05/21/19	1:00 PM	58W1
OFFICE	05/21/19	1:00 PM	Y276
OFFICE	05/21/19	1:00 PM	H379
OFFICE	05/21/19	1:00 PM	U121
OFFICE	05/21/19	1:00 PM	Y670
OFFICE	05/21/19	1:00 PM	U158
OFFICE	05/21/19	1:00 PM	SINI
OFFICE	05/21/19	1:00 PM	M834
OFFICE	05/21/19	1:00 PM	P854
OFFICE	05/21/19	1:00 PM	C747
OFFICE	05/21/19	1:00 PM	M681
OFFICE	05/21/19	1:00 PM	K923
OFFICE	05/21/19	1:00 PM	A311
OFFICE	05/21/19	1:00 PM	P219
OFFICE	05/21/19	1:00 PM	K506
OFFICE	05/21/19	1:00 PM	R701
OFFICE	05/21/19	1:00 PM	D411
OFFICE	05/21/19	1:00 PM	1773
OFFICE	05/21/19	1:00 PM	M651
OFFICE	05/21/19	1:00 PM	P786
OFFICE	05/21/19	1:00 PM	E726
OFFICE	05/21/19	1:00 PM	J179
OFFICE	05/21/19	1:00 PM	M413
OFFICE	05/21/19	1:00 PM	H788
OFFICE	05/21/19	1:00 PM	M652
OFFICE	05/21/19	1:00 PM	Z213
OFFICE	05/21/19	1:00 PM	X799
OFFICE	05/21/19	1:00 PM	G580
OFFICE	05/21/19	1:00 PM	55W0
OFFICE	05/21/19	1:00 PM	M325
OFFICE	05/21/19	1:00 PM	W391
OFFICE	05/21/19	1:00 PM	J289
OFFICE	05/21/19	1:00 PM	L328
OFFICE	05/21/19	1:00 PM	V183
OFFICE	05/21/19	1:00 PM	Y272
OFFICE	05/21/19	1:00 PM	A057
OFFICE	05/21/19	1:00 PM	F837
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OFFICE	05/21/19	1:00 PM	L685
OFFICE	05/21/19	1:00 PM	K940
OFFICE	05/21/19	1:00 PM	Y171
OFFICE	05/21/19	1:00 PM	W469
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OFFICE	05/21/19	1:00 PM	F253
OFFICE	05/21/19	1:00 PM	L618
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OFFICE	05/21/19	1:00 PM	X110
OFFICE	05/21/19	1:00 PM	P187
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OFFICE	05/21/19	1:00 PM	X171
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OFFICE	05/21/19	1:00 PM	IMOT
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OFFICE	05/21/19	5:00 PM	S692
OFFICE	05/21/19	5:00 PM	S999
OFFICE	05/21/19	5:00 PM	S858
OFFICE	05/21/19	5:00 PM	N835
OFFICE	05/21/19	5:00 PM	H400
OFFICE	05/21/19	5:00 PM	U763
OFFICE	05/21/19	5:00 PM	A051
OFFICE	05/21/19	5:00 PM	Y473
OFFICE	05/21/19	5:00 PM	T145
OFFICE	05/21/19	5:00 PM	58W1
OFFICE	05/21/19	5:00 PM	Y276
OFFICE	05/21/19	5:00 PM	U121
OFFICE	05/21/19	5:00 PM	V158
OFFICE	05/21/19	5:00 PM	C747
OFFICE	05/21/19	5:00 PM	R701
OFFICE	05/21/19	5:00 PM	P786
OFFICE	05/21/19	5:00 PM	E726
OFFICE	05/21/19	5:00 PM	M651
OFFICE	05/21/19	5:00 PM	W558
OFFICE	05/21/19	5:00 PM	H788
OFFICE	05/21/19	5:00 PM	S969
OFFICE	05/21/19	5:00 PM	F714
OFFICE	05/21/19	5:00 PM	Z213
OFFICE	05/21/19	5:00 PM	K799
OFFICE	05/21/19	5:00 PM	G580
OFFICE	05/21/19	5:00 PM	55W0
OFFICE	05/21/19	5:00 PM	J289
OFFICE	05/21/19	5:00 PM	P900
OFFICE	05/21/19	5:00 PM	♥ ANN

OFFICE	05/21/19	5:00 PM	A057
OFFICE	05/21/19	5:00 PM	X744
OFFICE	05/21/19	5:00 PM	F837
OFFICE	05/21/19	5:00 PM	999DS
OFFICE	05/21/19	5:00 PM	U441
OFFICE	05/21/19	5:00 PM	D723
OFFICE	05/21/19	5:00 PM	S029
OFFICE	05/21/19	5:00 PM	K243
OFFICE	05/21/19	5:00 PM	U416
OFFICE	05/21/19	5:00 PM	Y283
OFFICE	05/21/19	5:00 PM	L685
OFFICE	05/21/19	5:00 PM	4741
OFFICE	05/21/19	5:00 PM	K940
OFFICE	05/21/19	5:00 PM	U266
OFFICE	05/21/19	5:00 PM	D958
OFFICE	05/21/19	5:00 PM	W386
OFFICE	05/21/19	5:00 PM	M366
OFFICE	05/21/19	5:00 PM	V183
OFFICE	05/21/19	5:00 PM	W469
OFFICE	05/21/19	5:00 PM	H547
OFFICE	05/21/19	5:00 PM	B445
OFFICE	05/21/19	5:00 PM	T809
OFFICE	05/21/19	5:00 PM	F253
OFFICE	05/21/19	5:00 PM	L620
OFFICE	05/21/19	5:00 PM	N527
OFFICE	05/21/19	5:00 PM	T965
OFFICE	05/21/19	5:00 PM	X110
OFFICE	05/21/19	5:00 PM	L136
OFFICE	05/21/19	5:00 PM	86LL
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OFFICE	05/21/19	5:00 PM	6540
OFFICE	05/21/19	5:00 PM	R331
OFFICE	05/21/19	5:00 PM	G621
OFFICE	05/21/19	5:00 PM	L607
OFFICE	05/21/19	5:00 PM	Y515
OFFICE	05/21/19	5:00 PM	9847
OFFICE	05/21/19	5:00 PM	U102
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OFFICE	05/21/19	5:00 PM	C736
OFFICE	05/21/19	5:00 PM	D993
OFFICE	05/21/19	5:00 PM	37M0
OFFICE	05/21/19	5:00 PM	U222
OFFICE	05/21/19	5:00 PM	C023
OFFICE	05/21/19	5:00 PM	S257
OFFICE	05/21/19	5:00 PM	A375
OFFICE	05/21/19	5:00 PM	1746
OFFICE	05/21/19	5:00 PM	N045
OFFICE	05/21/19	5:00 PM	Y858

OFFICE	05/21/19	5:00 PM	9M85
OFFICE	05/21/19	5:00 PM	B788
OFFICE	05/21/19	5:00 PM	H352
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OFFICE	05/21/19	5:00 PM	Y262
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OFFICE	05/21/19	5:00 PM	R979
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OFFICE	05/21/19	5:00 PM	L024
OFFICE	05/21/19	5:00 PM	6902
OFFICE	05/21/19	5:00 PM	S643
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OFFICE	05/21/19	5:00 PM	C337
OFFICE	05/21/19	5:00 PM	D389
OFFICE	05/21/19	5:00 PM	B576
OFFICE	05/21/19	5:00 PM	R749
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OFFICE	05/21/19	5:00 PM	Z304
OFFICE	05/21/19	5:00 PM	W893
OFFICE	05/21/19	5:00 PM	TIGUAN
OFFICE	05/21/19	5:00 PM	K954
OFFICE	05/21/19	5:00 PM	ELLIS
OFFICE	05/21/19	5:00 PM	P833
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OFFICE	05/21/19	5:00 PM	D334
OFFICE	05/21/19	5:00 PM	F782
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OFFICE	05/21/19	5:00 PM	N784
OFFICE	05/21/19	5:00 PM	E050

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OFFICE	05/21/19	5:00 PM	G475
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OFFICE	05/21/19	5:00 PM	C393
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OFFICE	05/21/19	5:00 PM	V086
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OFFICE	05/21/19	5:00 PM	P063
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OFFICE	05/21/19	5:00 PM	G173
OFFICE	05/21/19	5:00 PM	W269
OFFICE	05/21/19	5:00 PM	L092
OFFICE	05/21/19	5:00 PM	Z513
OFFICE	05/21/19	7:00 PM	G816
OFFICE	05/21/19	7:00 PM	F253
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OFFICE	05/21/19	7:00 PM	W469
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OFFICE	05/21/19	7:00 PM	Y262
OFFICE	05/21/19	7:00 PM	W053
OFFICE	05/21/19	7:00 PM	S257
OFFICE	05/21/19	7:00 PM	N287
OFFICE	05/21/19	7:00 PM	4741
OFFICE	05/21/19	7:00 PM	T331
OFFICE	05/21/19	7:00 PM	M366
OFFICE	05/21/19	7:00 PM	Y515
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OFFICE	05/21/19	7:00 PM	U334
OFFICE	05/21/19	7:00 PM	B876
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OFFICE	05/21/19	7:00 PM	6902
OFFICE	05/21/19	7:00 PM	S643
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OFFICE	05/21/19	7:00 PM	B576
OFFICE	05/21/19	7:00 PM	Y388

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OFFICE	05/21/19	7:00 PM	K163
OFFICE	05/21/19	7:00 PM	ELLIS
OFFICE	05/21/19	7:00 PM	4D36
OFFICE	05/21/19	7:00 PM	N784
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OFFICE	05/21/19	7:00 PM	D099
OFFICE	05/21/19	7:00 PM	P063
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OFFICE	05/21/19	9:00 PM	S999
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OFFICE	05/21/19	9:00 PM	S257
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OFFICE	05/21/19	9:00 PM	Z513
OFFICE	05/21/19	9:00 PM	G173
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OFFICE	05/22/19	9:00 AM	S999

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OFFICE	05/22/19	9:00 AM	Y473
OFFICE	05/22/19	9:00 AM	58W1
OFFICE	05/22/19	9:00 AM	P231
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OFFICE	05/22/19	9:00 AM	Y670
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OFFICE	05/22/19	9:00 AM	R673
OFFICE	05/22/19	9:00 AM	C595
OFFICE	05/22/19	9:00 AM	TIGUAN
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OFFICE	05/22/19	9:00 AM	8930
OFFICE	05/22/19	9:00 AM	V183
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OFFICE	05/22/19	9:00 AM	Z505

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OFFICE	05/22/19	9:00 AM	37M0
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OFFICE	05/22/19	9:00 AM	U699
OFFICE	05/22/19	9:00 AM	Y272
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OFFICE	05/22/19	9:00 AM	Z081
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OFFICE	05/22/19	9:00 AM	9M85
OFFICE	05/22/19	9:00 AM	999DS
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OFFICE	05/22/19	9:00 AM	C023
OFFICE	05/22/19	9:00 AM	Z879
OFFICE	05/22/19	9:00 AM	Z169
OFFICE	05/22/19	9:00 AM	E206
OFFICE	05/22/19	9:00 AM	G238
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OFFICE	05/22/19	9:00 AM	D264
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OFFICE	05/22/19	9:00 AM	Y262
OFFICE	05/22/19	9:00 AM	S858
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OFFICE	05/22/19	9:00 AM	6902
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OFFICE	05/22/19	9:00 AM	A302
OFFICE	05/22/19	9:00 AM	P708
OFFICE	05/22/19	9:00 AM	V086
OFFICE	05/22/19	9:00 AM	D049
OFFICE	05/22/19	9:00 AM	CHEVY
OFFICE	05/22/19	9:00 AM	33W1
OFFICE	05/22/19	9:00 AM	J554
OFFICE	05/22/19	9:00 AM	T069
OFFICE	05/22/19	9:00 AM	T919
OFFICE	05/22/19	9:00 AM	C692
OFFICE	05/22/19	9:00 AM	C606
OFFICE	05/22/19	9:00 AM	D723
OFFICE	05/22/19	9:00 AM	P187
OFFICE	05/22/19	9:00 AM	TROM
OFFICE	05/22/19	9:00 AM	RSY2
OFFICE	05/22/19	9:00 AM	F362
OFFICE	05/22/19	9:00 AM	Z337
OFFICE	05/22/19	9:00 AM	N346
OFFICE	05/22/19	9:00 AM	W893
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OFFICE	05/22/19	11:00 AM	h352
OFFICE	05/22/19	11:00 AM	g816
OFFICE	05/22/19	11:00 AM	f253
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OFFICE	05/22/19	11:00 AM	J172
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OFFICE	05/22/19	11:00 AM	u763
OFFICE	05/22/19	11:00 AM	58w1
OFFICE	05/22/19	11:00 AM	9092
OFFICE	05/22/19	11:00 AM	P231
OFFICE	05/22/19	11:00 AM	V158
OFFICE	05/22/19	11:00 AM	K790
OFFICE	05/22/19	11:00 AM	Z230
OFFICE	05/22/19	11:00 AM	X741
OFFICE	05/22/19	11:00 AM	Y670
OFFICE	05/22/19	11:00 AM	C857
OFFICE	05/22/19	11:00 AM	M834
OFFICE	05/22/19	11:00 AM	T065
OFFICE	05/22/19	11:00 AM	C747
OFFICE	05/22/19	11:00 AM	C939
OFFICE	05/22/19	11:00 AM	K973
OFFICE	05/22/19	11:00 AM	A827
OFFICE	05/22/19	11:00 AM	P437
OFFICE	05/22/19	11:00 AM	P219
OFFICE	05/22/19	11:00 AM	2D10
OFFICE	05/22/19	11:00 AM	D411
OFFICE	05/22/19	11:00 AM	M651
OFFICE	05/22/19	11:00 AM	P786
OFFICE	05/22/19	11:00 AM	U202
OFFICE	05/22/19	11:00 AM	S000
OFFICE	05/22/19	11:00 AM	E726
OFFICE	05/22/19	11:00 AM	J179
OFFICE	05/22/19	11:00 AM	M413
OFFICE	05/22/19	11:00 AM	H788
OFFICE	05/22/19	11:00 AM	W722
OFFICE	05/22/19	11:00 AM	S969
OFFICE	05/22/19	11:00 AM	A311
OFFICE	05/22/19	11:00 AM	F837
OFFICE	05/22/19	11:00 AM	M681
OFFICE	05/22/19	11:00 AM	G586
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OFFICE	05/22/19	11:00 AM	U119
OFFICE	05/22/19	11:00 AM	M325
OFFICE	05/22/19	11:00 AM	W391
OFFICE	05/22/19	11:00 AM	W132
OFFICE	05/22/19	11:00 AM	J289
OFFICE	05/22/19	11:00 AM	C595
OFFICE	05/22/19	11:00 AM	R673

OFFICE	05/22/19	11:00 AM	TIGUAN
OFFICE	05/22/19	11:00 AM	X744
OFFICE	05/22/19	11:00 AM	A057
OFFICE	05/22/19	11:00 AM	8930
OFFICE	05/22/19	11:00 AM	V183
OFFICE	05/22/19	11:00 AM	D958
OFFICE	05/22/19	11:00 AM	S903
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OFFICE	05/22/19	11:00 AM	T020
OFFICE	05/22/19	11:00 AM	U102
OFFICE	05/22/19	11:00 AM	Z505
OFFICE	05/22/19	11:00 AM	U266
OFFICE	05/22/19	11:00 AM	U416
OFFICE	05/22/19	11:00 AM	P900
OFFICE	05/22/19	11:00 AM	NN0W
OFFICE	05/22/19	11:00 AM	K940
OFFICE	05/22/19	11:00 AM	B788
OFFICE	05/22/19	11:00 AM	A375
OFFICE	05/22/19	11:00 AM	W558
OFFICE	05/22/19	11:00 AM	N682
OFFICE	05/22/19	11:00 AM	W386
OFFICE	05/22/19	11:00 AM	T613
OFFICE	05/22/19	11:00 AM	M366
OFFICE	05/22/19	11:00 AM	L328
OFFICE	05/22/19	11:00 AM	B501
OFFICE	05/22/19	11:00 AM	S692
OFFICE	05/22/19	11:00 AM	A051
OFFICE	05/22/19	11:00 AM	X339
OFFICE	05/22/19	11:00 AM	W469
OFFICE	05/22/19	11:00 AM	C016
OFFICE	05/22/19	11:00 AM	B245
OFFICE	05/22/19	11:00 AM	T809
OFFICE	05/22/19	11:00 AM	L618
OFFICE	05/22/19	11:00 AM	50X0
OFFICE	05/22/19	11:00 AM	N527
OFFICE	05/22/19	11:00 AM	1746
OFFICE	05/22/19	11:00 AM	37M0
OFFICE	05/22/19	11:00 AM	A524
OFFICE	05/22/19	11:00 AM	X171
OFFICE	05/22/19	11:00 AM	E8LV
OFFICE	05/22/19	11:00 AM	G621
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OFFICE	05/22/19	11:00 AM	L685
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OFFICE	05/22/19	11:00 AM	G259
OFFICE	05/22/19	11:00 AM	1P12

OFFICE	05/22/19	11:00 AM	H547
OFFICE	05/22/19	11:00 AM	Y276
OFFICE	05/22/19	11:00 AM	Y272
OFFICE	05/22/19	11:00 AM	86J1
OFFICE	05/22/19	11:00 AM	M203
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OFFICE	05/22/19	11:00 AM	D993
OFFICE	05/22/19	11:00 AM	G320
OFFICE	05/22/19	11:00 AM	Z081
OFFICE	05/22/19	11:00 AM	N222
OFFICE	05/22/19	11:00 AM	U334
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OFFICE	05/22/19	11:00 AM	C023
OFFICE	05/22/19	11:00 AM	Z8Z9
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OFFICE	05/22/19	11:00 AM	E206
OFFICE	05/22/19	11:00 AM	F932
OFFICE	05/22/19	11:00 AM	❤ ANN
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OFFICE	05/22/19	11:00 AM	J429
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OFFICE	05/22/19	11:00 AM	6902
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OFFICE	05/22/19	3:00 PM	S000
OFFICE	05/22/19	3:00 PM	E726
OFFICE	05/22/19	3:00 PM	U202

OFFICE	05/22/19	3:00 PM	B523
OFFICE	05/22/19	3:00 PM	46H0
OFFICE	05/22/19	3:00 PM	H788
OFFICE	05/22/19	3:00 PM	W722
OFFICE	05/22/19	3:00 PM	A311
OFFICE	05/22/19	3:00 PM	F837
OFFICE	05/22/19	3:00 PM	M681
OFFICE	05/22/19	3:00 PM	G580
OFFICE	05/22/19	3:00 PM	55W0
OFFICE	05/22/19	3:00 PM	Z505
OFFICE	05/22/19	3:00 PM	M325
OFFICE	05/22/19	3:00 PM	W391
OFFICE	05/22/19	3:00 PM	P900
OFFICE	05/22/19	3:00 PM	J289
OFFICE	05/22/19	3:00 PM	W132
OFFICE	05/22/19	3:00 PM	V183
OFFICE	05/22/19	3:00 PM	R673
OFFICE	05/22/19	3:00 PM	TIGUAN
OFFICE	05/22/19	3:00 PM	1746
OFFICE	05/22/19	3:00 PM	A057
OFFICE	05/22/19	3:00 PM	A982
OFFICE	05/22/19	3:00 PM	D895
OFFICE	05/22/19	3:00 PM	R749
OFFICE	05/22/19	3:00 PM	S029
OFFICE	05/22/19	3:00 PM	T020
OFFICE	05/22/19	3:00 PM	Y272
OFFICE	05/22/19	3:00 PM	❤ ANN
OFFICE	05/22/19	3:00 PM	U416
OFFICE	05/22/19	3:00 PM	S969
OFFICE	05/22/19	3:00 PM	L685
OFFICE	05/22/19	3:00 PM	NNOW
OFFICE	05/22/19	3:00 PM	H547
OFFICE	05/22/19	3:00 PM	K940
OFFICE	05/22/19	3:00 PM	W558
OFFICE	05/22/19	3:00 PM	A827
OFFICE	05/22/19	3:00 PM	S257
OFFICE	05/22/19	3:00 PM	B788
OFFICE	05/22/19	3:00 PM	W386
OFFICE	05/22/19	3:00 PM	M366
OFFICE	05/22/19	3:00 PM	U266
OFFICE	05/22/19	3:00 PM	A051
OFFICE	05/22/19	3:00 PM	Z230
OFFICE	05/22/19	3:00 PM	U102
OFFICE	05/22/19	3:00 PM	Y283
OFFICE	05/22/19	3:00 PM	W469
OFFICE	05/22/19	3:00 PM	X592
OFFICE	05/22/19	3:00 PM	43MS
OFFICE	05/22/19	3:00 PM	C016
OFFICE	05/22/19	3:00 PM	B245
OFFICE	05/22/19	3:00 PM	K057
OFFICE	05/22/19	3:00 PM	T809

OFFICE	05/22/19	3:00 PM	V441
OFFICE	05/22/19	3:00 PM	8930
OFFICE	05/22/19	3:00 PM	N527
OFFICE	05/22/19	3:00 PM	D958
OFFICE	05/22/19	3:00 PM	37M0
OFFICE	05/22/19	3:00 PM	H352
OFFICE	05/22/19	3:00 PM	F253
OFFICE	05/22/19	3:00 PM	C736
OFFICE	05/22/19	3:00 PM	50X0
OFFICE	05/22/19	3:00 PM	G621
OFFICE	05/22/19	3:00 PM	A524
OFFICE	05/22/19	3:00 PM	X171
OFFICE	05/22/19	3:00 PM	C012
OFFICE	05/22/19	3:00 PM	U334
OFFICE	05/22/19	3:00 PM	5015
OFFICE	05/22/19	3:00 PM	L607
OFFICE	05/22/19	3:00 PM	B445
OFFICE	05/22/19	3:00 PM	C462
OFFICE	05/22/19	3:00 PM	C023
OFFICE	05/22/19	3:00 PM	R102
OFFICE	05/22/19	3:00 PM	N045
OFFICE	05/22/19	3:00 PM	K243
OFFICE	05/22/19	3:00 PM	X316
OFFICE	05/22/19	3:00 PM	5C19
OFFICE	05/22/19	3:00 PM	D993
OFFICE	05/22/19	3:00 PM	J951
OFFICE	05/22/19	3:00 PM	P834
OFFICE	05/22/19	3:00 PM	4H11
OFFICE	05/22/19	3:00 PM	G408
OFFICE	05/22/19	3:00 PM	Z081
OFFICE	05/22/19	3:00 PM	M203
OFFICE	05/22/19	3:00 PM	Y171
OFFICE	05/22/19	3:00 PM	N515
OFFICE	05/22/19	3:00 PM	T331
OFFICE	05/22/19	3:00 PM	N222
OFFICE	05/22/19	3:00 PM	S692
OFFICE	05/22/19	3:00 PM	9M85
OFFICE	05/22/19	3:00 PM	999DS
OFFICE	05/22/19	3:00 PM	L618
OFFICE	05/22/19	3:00 PM	H731
OFFICE	05/22/19	3:00 PM	K137
OFFICE	05/22/19	3:00 PM	Z169
OFFICE	05/22/19	3:00 PM	G238
OFFICE	05/22/19	3:00 PM	U763
OFFICE	05/22/19	3:00 PM	J479
OFFICE	05/22/19	3:00 PM	A375
OFFICE	05/22/19	3:00 PM	F932
OFFICE	05/22/19	3:00 PM	D264
OFFICE	05/22/19	3:00 PM	Y875
OFFICE	05/22/19	3:00 PM	Y262
OFFICE	05/22/19	3:00 PM	W448

OFFICE	05/22/19	3:00 PM	S858
OFFICE	05/22/19	3:00 PM	9B55
OFFICE	05/22/19	3:00 PM	X110
OFFICE	05/22/19	3:00 PM	E724
OFFICE	05/22/19	3:00 PM	H099
OFFICE	05/22/19	3:00 PM	F977
OFFICE	05/22/19	3:00 PM	D562
OFFICE	05/22/19	3:00 PM	F789
OFFICE	05/22/19	3:00 PM	B876
OFFICE	05/22/19	3:00 PM	33P0
OFFICE	05/22/19	3:00 PM	W053
OFFICE	05/22/19	3:00 PM	A436
OFFICE	05/22/19	3:00 PM	R407
OFFICE	05/22/19	3:00 PM	AHAA
OFFICE	05/22/19	3:00 PM	X806
OFFICE	05/22/19	3:00 PM	A188
OFFICE	05/22/19	3:00 PM	NOPLATE
OFFICE	05/22/19	3:00 PM	R979
OFFICE	05/22/19	3:00 PM	M708
OFFICE	05/22/19	3:00 PM	N503
OFFICE	05/22/19	3:00 PM	6902
OFFICE	05/22/19	3:00 PM	S643
OFFICE	05/22/19	3:00 PM	L024
OFFICE	05/22/19	3:00 PM	P833
OFFICE	05/22/19	3:00 PM	C337
OFFICE	05/22/19	3:00 PM	B576
OFFICE	05/22/19	3:00 PM	5M76
OFFICE	05/22/19	3:00 PM	L092
OFFICE	05/22/19	3:00 PM	E770
OFFICE	05/22/19	3:00 PM	Y388
OFFICE	05/22/19	3:00 PM	X706
OFFICE	05/22/19	3:00 PM	W914
OFFICE	05/22/19	3:00 PM	4741
OFFICE	05/22/19	3:00 PM	Z062
OFFICE	05/22/19	3:00 PM	N205
OFFICE	05/22/19	3:00 PM	R406
OFFICE	05/22/19	3:00 PM	K163
OFFICE	05/22/19	3:00 PM	P739
OFFICE	05/22/19	3:00 PM	K954
OFFICE	05/22/19	3:00 PM	F782
OFFICE	05/22/19	3:00 PM	8415
OFFICE	05/22/19	3:00 PM	09A1
OFFICE	05/22/19	3:00 PM	ELLIS
OFFICE	05/22/19	3:00 PM	R367
OFFICE	05/22/19	3:00 PM	P274
OFFICE	05/22/19	3:00 PM	D882
OFFICE	05/22/19	3:00 PM	S672
OFFICE	05/22/19	3:00 PM	K258
OFFICE	05/22/19	3:00 PM	E050
OFFICE	05/22/19	3:00 PM	D334
OFFICE	05/22/19	3:00 PM	Z293

OFFICE	05/22/19	3:00 PM	S619
OFFICE	05/22/19	3:00 PM	G645
OFFICE	05/22/19	3:00 PM	F268
OFFICE	05/22/19	3:00 PM	G249
OFFICE	05/22/19	3:00 PM	W641
OFFICE	05/22/19	3:00 PM	P708
OFFICE	05/22/19	3:00 PM	V086
OFFICE	05/22/19	3:00 PM	M484
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OFFICE	05/22/19	3:00 PM	G173
OFFICE	05/22/19	3:00 PM	J554
OFFICE	05/22/19	3:00 PM	C489
OFFICE	05/22/19	3:00 PM	F580
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OFFICE	05/22/19	3:00 PM	P187
OFFICE	05/22/19	3:00 PM	T061
OFFICE	05/22/19	3:00 PM	RSY2
OFFICE	05/22/19	3:00 PM	Z337
OFFICE	05/22/19	3:00 PM	C184
OFFICE	05/22/19	3:00 PM	AUDIQ3
OFFICE	05/22/19	3:00 PM	Z213
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OFFICE	05/22/19	3:00 PM	P246
OFFICE	05/22/19	3:00 PM	G598
OFFICE	05/22/19	5:00 PM	H352
OFFICE	05/22/19	5:00 PM	N527
OFFICE	05/22/19	5:00 PM	U441
OFFICE	05/22/19	5:00 PM	B245
OFFICE	05/22/19	5:00 PM	G816
OFFICE	05/22/19	5:00 PM	W469
OFFICE	05/22/19	5:00 PM	D918
OFFICE	05/22/19	5:00 PM	C997
OFFICE	05/22/19	5:00 PM	Y283
OFFICE	05/22/19	5:00 PM	U696
OFFICE	05/22/19	5:00 PM	Z230
OFFICE	05/22/19	5:00 PM	S999
OFFICE	05/22/19	5:00 PM	J172
OFFICE	05/22/19	5:00 PM	B788
OFFICE	05/22/19	5:00 PM	W558
OFFICE	05/22/19	5:00 PM	H400
OFFICE	05/22/19	5:00 PM	K940
OFFICE	05/22/19	5:00 PM	U416
OFFICE	05/22/19	5:00 PM	T145
OFFICE	05/22/19	5:00 PM	S029
OFFICE	05/22/19	5:00 PM	K662
OFFICE	05/22/19	5:00 PM	58W1
OFFICE	05/22/19	5:00 PM	A057
OFFICE	05/22/19	5:00 PM	TIGUAN
OFFICE	05/22/19	5:00 PM	V188
OFFICE	05/22/19	5:00 PM	V158

OFFICE	05/22/19	5:00 PM	J289
OFFICE	05/22/19	5:00 PM	G580
OFFICE	05/22/19	5:00 PM	C747
OFFICE	05/22/19	5:00 PM	M651
OFFICE	05/22/19	5:00 PM	P786
OFFICE	05/22/19	5:00 PM	S000
OFFICE	05/22/19	5:00 PM	46H0
OFFICE	05/22/19	5:00 PM	H788
OFFICE	05/22/19	5:00 PM	W722
OFFICE	05/22/19	5:00 PM	X110
OFFICE	05/22/19	5:00 PM	S858
OFFICE	05/22/19	5:00 PM	D264
OFFICE	05/22/19	5:00 PM	F932
OFFICE	05/22/19	5:00 PM	R673
OFFICE	05/22/19	5:00 PM	1746
OFFICE	05/22/19	5:00 PM	A375
OFFICE	05/22/19	5:00 PM	Z169
OFFICE	05/22/19	5:00 PM	Y276
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OFFICE	05/22/19	5:00 PM	R749
OFFICE	05/22/19	5:00 PM	X347
OFFICE	05/22/19	5:00 PM	❤ ANN
OFFICE	05/22/19	5:00 PM	999DS
OFFICE	05/22/19	5:00 PM	S692
OFFICE	05/22/19	5:00 PM	9M85
OFFICE	05/22/19	5:00 PM	L685
OFFICE	05/22/19	5:00 PM	T331
OFFICE	05/22/19	5:00 PM	H547
OFFICE	05/22/19	5:00 PM	M203
OFFICE	05/22/19	5:00 PM	S257
OFFICE	05/22/19	5:00 PM	W386
OFFICE	05/22/19	5:00 PM	M360
OFFICE	05/22/19	5:00 PM	A051
OFFICE	05/22/19	5:00 PM	K243
OFFICE	05/22/19	5:00 PM	N045
OFFICE	05/22/19	5:00 PM	T809
OFFICE	05/22/19	5:00 PM	G621
OFFICE	05/22/19	5:00 PM	D958
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OFFICE	05/22/19	5:00 PM	5015
OFFICE	05/22/19	5:00 PM	G652
OFFICE	05/22/19	5:00 PM	U763
OFFICE	05/22/19	5:00 PM	Y875
OFFICE	05/22/19	5:00 PM	H099
OFFICE	05/22/19	5:00 PM	D562
OFFICE	05/22/19	5:00 PM	F789

OFFICE	05/22/19	5:00 PM	B876
OFFICE	05/22/19	5:00 PM	33P0
OFFICE	05/22/19	5:00 PM	W053
OFFICE	05/22/19	5:00 PM	A436
OFFICE	05/22/19	5:00 PM	R407
OFFICE	05/22/19	5:00 PM	AHAA
OFFICE	05/22/19	5:00 PM	R979
OFFICE	05/22/19	5:00 PM	A188
OFFICE	05/22/19	5:00 PM	Z304
OFFICE	05/22/19	5:00 PM	P833
OFFICE	05/22/19	5:00 PM	B576
OFFICE	05/22/19	5:00 PM	L092
OFFICE	05/22/19	5:00 PM	Y388
OFFICE	05/22/19	5:00 PM	4741
OFFICE	05/22/19	5:00 PM	X700
OFFICE	05/22/19	5:00 PM	T527
OFFICE	05/22/19	5:00 PM	W893
OFFICE	05/22/19	5:00 PM	P739
OFFICE	05/22/19	5:00 PM	K163
OFFICE	05/22/19	5:00 PM	F782
OFFICE	05/22/19	5:00 PM	K984
OFFICE	05/22/19	5:00 PM	ELLIS
OFFICE	05/22/19	5:00 PM	S672
OFFICE	05/22/19	5:00 PM	E050
OFFICE	05/22/19	5:00 PM	D334
OFFICE	05/22/19	5:00 PM	S619
OFFICE	05/22/19	5:00 PM	Z293
OFFICE	05/22/19	5:00 PM	F268
OFFICE	05/22/19	5:00 PM	W153
OFFICE	05/22/19	5:00 PM	G249
OFFICE	05/22/19	5:00 PM	W641
OFFICE	05/22/19	5:00 PM	P708
OFFICE	05/22/19	5:00 PM	V086
OFFICE	05/22/19	5:00 PM	M484
OFFICE	05/22/19	5:00 PM	D049
OFFICE	05/22/19	5:00 PM	P063
OFFICE	05/22/19	5:00 PM	G173
OFFICE	05/22/19	5:00 PM	F580
OFFICE	05/22/19	5:00 PM	D723
OFFICE	05/22/19	5:00 PM	F362
OFFICE	05/22/19	5:00 PM	Z307
OFFICE	05/22/19	5:00 PM	C184
OFFICE	05/22/19	5:00 PM	AUDIQ3
OFFICE	05/22/19	5:00 PM	P650
OFFICE	05/22/19	5:00 PM	P246
OFFICE	05/22/19	7:00 PM	G816
OFFICE	05/22/19	7:00 PM	B245
OFFICE	05/22/19	7:00 PM	W469
OFFICE	05/22/19	7:00 PM	C997
OFFICE	05/22/19	7:00 PM	S999
OFFICE	05/22/19	7:00 PM	J172

OFFICE	05/22/19	7:00 PM	M366
OFFICE	05/22/19	7:00 PM	S257
OFFICE	05/22/19	7:00 PM	B788
OFFICE	05/22/19	7:00 PM	X347
OFFICE	05/22/19	7:00 PM	N287
OFFICE	05/22/19	7:00 PM	K662
OFFICE	05/22/19	7:00 PM	Y276
OFFICE	05/22/19	7:00 PM	A057
OFFICE	05/22/19	7:00 PM	X110
OFFICE	05/22/19	7:00 PM	46H0
OFFICE	05/22/19	7:00 PM	P786
OFFICE	05/22/19	7:00 PM	P650
OFFICE	05/22/19	7:00 PM	P063
OFFICE	05/22/19	7:00 PM	D049
OFFICE	05/22/19	7:00 PM	M484
OFFICE	05/22/19	7:00 PM	W153
OFFICE	05/22/19	7:00 PM	C432
OFFICE	05/22/19	7:00 PM	Z293
OFFICE	05/22/19	7:00 PM	E050
OFFICE	05/22/19	7:00 PM	4D36
OFFICE	05/22/19	7:00 PM	M950
OFFICE	05/22/19	7:00 PM	ELLIS
OFFICE	05/22/19	7:00 PM	K136
OFFICE	05/22/19	7:00 PM	Z513
OFFICE	05/22/19	7:00 PM	X706
OFFICE	05/22/19	7:00 PM	Y388
OFFICE	05/22/19	7:00 PM	B576
OFFICE	05/22/19	7:00 PM	A436
OFFICE	05/22/19	7:00 PM	W053
OFFICE	05/22/19	9:00 PM	G816
OFFICE	05/22/19	9:00 PM	B246
OFFICE	05/22/19	9:00 PM	W469
OFFICE	05/22/19	9:00 PM	C997
OFFICE	05/22/19	9:00 PM	S999
OFFICE	05/22/19	9:00 PM	J172
OFFICE	05/22/19	9:00 PM	K662
OFFICE	05/22/19	9:00 PM	A057
OFFICE	05/22/19	9:00 PM	P786
OFFICE	05/22/19	9:00 PM	T331
OFFICE	05/22/19	9:00 PM	W287
OFFICE	05/22/19	9:00 PM	X347
OFFICE	05/22/19	9:00 PM	S257
OFFICE	05/22/19	9:00 PM	T052
OFFICE	05/22/19	9:00 PM	Z274
OFFICE	05/22/19	9:00 PM	S662
OFFICE	05/22/19	9:00 PM	0817
OFFICE	05/22/19	9:00 PM	P063
OFFICE	05/22/19	9:00 PM	D049
OFFICE	05/22/19	9:00 PM	M484
OFFICE	05/22/19	9:00 PM	W153
OFFICE	05/22/19	9:00 PM	V308

OFFICE	05/22/19	9:00 PM	E960
OFFICE	05/22/19	9:00 PM	J582
OFFICE	05/22/19	9:00 PM	M950
OFFICE	05/22/19	9:00 PM	U609
OFFICE	05/22/19	9:00 PM	ELLIS
OFFICE	05/22/19	9:00 PM	B226
OFFICE	05/22/19	9:00 PM	P260
OFFICE	05/22/19	9:00 PM	T857
OFFICE	05/22/19	9:00 PM	4741
OFFICE	05/22/19	9:00 PM	Y388
OFFICE	05/22/19	9:00 PM	E018
OFFICE	05/22/19	9:00 PM	B314
OFFICE	05/22/19	9:00 PM	Z304
OFFICE	05/22/19	9:00 PM	A436
OFFICE	05/22/19	9:00 PM	W053
OFFICE	05/22/19	9:00 PM	X893
OFFICE	05/22/19	9:00 PM	B576
OFFICE	05/22/19	9:00 PM	X706
OFFICE	05/22/19	9:00 PM	Z513
OFFICE	05/22/19	9:00 PM	K163
OFFICE	05/22/19	9:00 PM	Z203
OFFICE	05/22/19	9:00 PM	4D23
OFFICE	05/22/19	9:00 PM	W574
OFFICE	05/22/19	9:00 PM	Z293
OFFICE	05/22/19	9:00 PM	B617
OFFICE	05/22/19	9:00 PM	P063
OFFICE	05/22/19	9:00 PM	0817
OFFICE	05/22/19	9:00 PM	S662
OFFICE	05/22/19	9:00 PM	Z274

LAND_USE	Date	Time	Plate
HOTEL	05/18/19	11 AM	H410
HOTEL	05/18/19	11 AM	U381
HOTEL	05/18/19	11 AM	L629
HOTEL	05/18/19	11 AM	9063
HOTEL	05/18/19	11 AM	P608
HOTEL	05/18/19	11 AM	U220
HOTEL	05/18/19	11 AM	RAMBL
HOTEL	05/18/19	11 AM	G583
HOTEL	05/18/19	11 AM	Z217
HOTEL	05/18/19	11 AM	CUTE
HOTEL	05/18/19	11 AM	BARNET3
HOTEL	05/18/19	11 AM	9H19
HOTEL	05/18/19	11 AM	PUTT
HOTEL	05/18/19	11 AM	E99S
HOTEL	05/18/19	11 AM	J671
HOTEL	05/18/19	11 AM	266C
HOTEL	05/18/19	11 AM	S414
HOTEL	05/18/19	11 AM	S331
HOTEL	05/18/19	11 AM	67A1
HOTEL	05/18/19	11 AM	A693
HOTEL	05/18/19	11 AM	4305
HOTEL	05/18/19	11 AM	NROX
HOTEL	05/18/19	11 AM	E563
HOTEL	05/18/19	11 AM	V510
HOTEL	05/18/19	11 AM	T484
HOTEL	05/18/19	11 AM	Y855
HOTEL	05/18/19	11 AM	A663
HOTEL	05/18/19	11 AM	K403
HOTEL	05/18/19	11 AM	N175
HOTEL	05/18/19	11 AM	J605
HOTEL	05/18/19	11 AM	7278
HOTEL	05/18/19	11 AM	Z835
HOTEL	05/18/19	11 AM	9D14
HOTEL	05/18/19	11 AM	N189
HOTEL	05/18/19	11 AM	4PEK
HOTEL	05/18/19	11 AM	7398
HOTEL	05/18/19	11 AM	S774
HOTEL	05/18/19	11 AM	S634
HOTEL	05/18/19	11 AM	P904
HOTEL	05/18/19	11 AM	82M1
HOTEL	05/18/19	11 AM	C662
HOTEL	05/18/19	11 AM	G921
HOTEL	05/18/19	11 AM	P461
HOTEL	05/18/19	11 AM	B037
HOTEL	05/18/19	11 AM	S988
HOTEL	05/18/19	11 AM	395T
HOTEL	05/18/19	11 AM	T731
HOTEL	05/18/19	11 AM	T603
HOTEL	05/18/19	1 PM	NET3
HOTEL	05/18/19	1 PM	G055

HOTEL	05/18/19	1 PM	Z217
HOTEL	05/18/19	1 PM	U220
HOTEL	05/18/19	1 PM	W160
HOTEL	05/18/19	1 PM	9063
HOTEL	05/18/19	1 PM	F547
HOTEL	05/18/19	1 PM	U381
HOTEL	05/18/19	1 PM	H410
HOTEL	05/18/19	1 PM	N001
HOTEL	05/18/19	1 PM	E853
HOTEL	05/18/19	1 PM	PUTT
HOTEL	05/18/19	1 PM	5671
HOTEL	05/18/19	1 PM	2665
HOTEL	05/18/19	1 PM	S331
HOTEL	05/18/19	1 PM	W801
HOTEL	05/18/19	1 PM	9D14
HOTEL	05/18/19	1 PM	7278
HOTEL	05/18/19	1 PM	J605
HOTEL	05/18/19	1 PM	N175
HOTEL	05/18/19	1 PM	A663
HOTEL	05/18/19	1 PM	E563
HOTEL	05/18/19	1 PM	NROX
HOTEL	05/18/19	1 PM	M791
HOTEL	05/18/19	1 PM	Z602
HOTEL	05/18/19	1 PM	A693
HOTEL	05/18/19	1 PM	67A1
HOTEL	05/18/19	1 PM	T603
HOTEL	05/18/19	1 PM	T731
HOTEL	05/18/19	1 PM	395T
HOTEL	05/18/19	1 PM	S988
HOTEL	05/18/19	1 PM	94ZV
HOTEL	05/18/19	1 PM	P461
HOTEL	05/18/19	1 PM	G921
HOTEL	05/18/19	1 PM	C662
HOTEL	05/18/19	1 PM	82H1
HOTEL	05/18/19	1 PM	P904
HOTEL	05/18/19	1 PM	S774
HOTEL	05/18/19	1 PM	7398
HOTEL	05/18/19	1 PM	N189
HOTEL	05/18/19	1 PM	D354
HOTEL	05/18/19	1 PM	D399
HOTEL	05/18/19	1 PM	G966
HOTEL	05/18/19	1 PM	L590
HOTEL	05/18/19	1 PM	B400
HOTEL	05/18/19	1 PM	11J2
HOTEL	05/18/19	1 PM	HAGN
HOTEL	05/18/19	1 PM	K100
HOTEL	05/18/19	1 PM	R802
HOTEL	05/18/19	1 PM	9F13
HOTEL	05/18/19	1 PM	729
HOTEL	05/18/19	1 PM	Z850
HOTEL	05/18/19	1 PM	C419

HOTEL	05/18/19	1 PM	V220
HOTEL	05/18/19	1 PM	D765
HOTEL	05/18/19	1 PM	U795
HOTEL	05/18/19	1 PM	40R2
HOTEL	05/18/19	1 PM	L087
HOTEL	05/18/19	1 PM	X550
HOTEL	05/18/19	1 PM	G086
HOTEL	05/18/19	1 PM	A139
HOTEL	05/18/19	1 PM	W321
HOTEL	05/18/19	1 PM	E617
HOTEL	05/18/19	1 PM	S963
HOTEL	05/18/19	1 PM	B637
HOTEL	05/18/19	3 PM	W160
HOTEL	05/18/19	3 PM	6498
HOTEL	05/18/19	3 PM	9063
HOTEL	05/18/19	3 PM	F547
HOTEL	05/18/19	3 PM	U381
HOTEL	05/18/19	3 PM	H410
HOTEL	05/18/19	3 PM	PUTT
HOTEL	05/18/19	3 PM	5671
HOTEL	05/18/19	3 PM	266C
HOTEL	05/18/19	3 PM	T603
HOTEL	05/18/19	3 PM	T731
HOTEL	05/18/19	3 PM	395T
HOTEL	05/18/19	3 PM	7398
HOTEL	05/18/19	3 PM	s774
HOTEL	05/18/19	3 PM	t077
HOTEL	05/18/19	3 PM	p904
HOTEL	05/18/19	3 PM	82H1
HOTEL	05/18/19	3 PM	C662
HOTEL	05/18/19	3 PM	R907
HOTEL	05/18/19	3 PM	P461
HOTEL	05/18/19	3 PM	9YZV
HOTEL	05/18/19	3 PM	S988
HOTEL	05/18/19	3 PM	U220
HOTEL	05/18/19	3 PM	W802
HOTEL	05/18/19	3 PM	9D14
HOTEL	05/18/19	3 PM	7278
HOTEL	05/18/19	3 PM	J605
HOTEL	05/18/19	3 PM	N175
HOTEL	05/18/19	3 PM	36NM
HOTEL	05/18/19	3 PM	638N
HOTEL	05/18/19	3 PM	E563
HOTEL	05/18/19	3 PM	NROX
HOTEL	05/18/19	3 PM	M791
HOTEL	05/18/19	3 PM	Z602
HOTEL	05/18/19	3 PM	A693
HOTEL	05/18/19	3 PM	B637
HOTEL	05/18/19	3 PM	S963
HOTEL	05/18/19	3 PM	E617
HOTEL	05/18/19	3 PM	W321

HOTEL	05/18/19	3 PM	A139
HOTEL	05/18/19	3 PM	M777
HOTEL	05/18/19	3 PM	X550
HOTEL	05/18/19	3 PM	L087
HOTEL	05/18/19	3 PM	8269
HOTEL	05/18/19	3 PM	U795
HOTEL	05/18/19	3 PM	D765
HOTEL	05/18/19	3 PM	V220
HOTEL	05/18/19	3 PM	C419
HOTEL	05/18/19	3 PM	Z850
HOTEL	05/18/19	3 PM	729
HOTEL	05/18/19	3 PM	V622
HOTEL	05/18/19	3 PM	Z885
HOTEL	05/18/19	3 PM	R802
HOTEL	05/18/19	3 PM	K100
HOTEL	05/18/19	3 PM	HAGN
HOTEL	05/18/19	3 PM	11JN
HOTEL	05/18/19	3 PM	B400
HOTEL	05/18/19	3 PM	L590
HOTEL	05/18/19	3 PM	D354
HOTEL	05/18/19	3 PM	D399
HOTEL	05/18/19	5 PM	G055
HOTEL	05/18/19	5 PM	V622
HOTEL	05/18/19	5 PM	CUTE
HOTEL	05/18/19	5 PM	Z217
HOTEL	05/18/19	5 PM	U220
HOTEL	05/18/19	5 PM	S625
HOTEL	05/18/19	5 PM	7736
HOTEL	05/18/19	5 PM	Y274
HOTEL	05/18/19	5 PM	PUTT
HOTEL	05/18/19	5 PM	1ZEK
HOTEL	05/18/19	5 PM	5671
HOTEL	05/18/19	5 PM	266C
HOTEL	05/18/19	5 PM	L209
HOTEL	05/18/19	5 PM	E293
HOTEL	05/18/19	5 PM	H785
HOTEL	05/18/19	5 PM	N356
HOTEL	05/18/19	5 PM	P593
HOTEL	05/18/19	5 PM	E992
HOTEL	05/18/19	5 PM	N806
HOTEL	05/18/19	5 PM	W160
HOTEL	05/18/19	5 PM	6498
HOTEL	05/18/19	5 PM	9063
HOTEL	05/18/19	5 PM	F547
HOTEL	05/18/19	5 PM	J128
HOTEL	05/18/19	5 PM	H410
HOTEL	05/18/19	5 PM	UST8
HOTEL	05/18/19	5 PM	1ZMA
HOTEL	05/18/19	5 PM	W802
HOTEL	05/18/19	5 PM	35C2
HOTEL	05/18/19	5 PM	H303

HOTEL	05/18/19	5 PM	7278
HOTEL	05/18/19	5 PM	J605
HOTEL	05/18/19	5 PM	N175
HOTEL	05/18/19	5 PM	V622
HOTEL	05/18/19	5 PM	G326
HOTEL	05/18/19	5 PM	S331
HOTEL	05/18/19	5 PM	Y224
HOTEL	05/18/19	5 PM	9D14
HOTEL	05/18/19	5 PM	N924
HOTEL	05/18/19	5 PM	E563
HOTEL	05/18/19	5 PM	NROX
HOTEL	05/18/19	5 PM	Z602
HOTEL	05/18/19	5 PM	A693
HOTEL	05/18/19	5 PM	W663
HOTEL	05/18/19	5 PM	T603
HOTEL	05/18/19	5 PM	T7431
HOTEL	05/18/19	5 PM	395T
HOTEL	05/18/19	5 PM	S988
HOTEL	05/18/19	5 PM	94ZV
HOTEL	05/18/19	5 PM	P461
HOTEL	05/18/19	5 PM	E853
HOTEL	05/18/19	5 PM	W807
HOTEL	05/18/19	5 PM	C662
HOTEL	05/18/19	5 PM	82H1
HOTEL	05/18/19	5 PM	U101
HOTEL	05/18/19	5 PM	P904
HOTEL	05/18/19	5 PM	D434
HOTEL	05/18/19	5 PM	S058
HOTEL	05/18/19	5 PM	5784
HOTEL	05/18/19	5 PM	E609
HOTEL	05/18/19	5 PM	s774
HOTEL	05/18/19	5 PM	7398
HOTEL	05/18/19	5 PM	V933
HOTEL	05/18/19	5 PM	B637
HOTEL	05/18/19	5 PM	5566
HOTEL	05/18/19	5 PM	W321
HOTEL	05/18/19	5 PM	A139
HOTEL	05/18/19	5 PM	M777
HOTEL	05/18/19	5 PM	X550
HOTEL	05/18/19	5 PM	N020
HOTEL	05/18/19	5 PM	M203
HOTEL	05/18/19	5 PM	V795
HOTEL	05/18/19	5 PM	C21E
HOTEL	05/18/19	5 PM	V220
HOTEL	05/18/19	5 PM	C419
HOTEL	05/18/19	5 PM	Z850
HOTEL	05/18/19	5 PM	729
HOTEL	05/18/19	5 PM	6855
HOTEL	05/18/19	5 PM	Z885
HOTEL	05/18/19	5 PM	S390
HOTEL	05/18/19	5 PM	KISS

HOTEL	05/18/19	5 PM	HAGN
HOTEL	05/18/19	5 PM	11J2
HOTEL	05/18/19	5 PM	B400
HOTEL	05/18/19	5 PM	L590
HOTEL	05/18/19	5 PM	D354
HOTEL	05/18/19	5 PM	D399
HOTEL	05/18/19	5 PM	T587
HOTEL	05/18/19	7 PM	W844
HOTEL	05/18/19	7 PM	G055
HOTEL	05/18/19	7 PM	CUTE
HOTEL	05/18/19	7 PM	151
HOTEL	05/18/19	7 PM	F242
HOTEL	05/18/19	7 PM	U220
HOTEL	05/18/19	7 PM	W663
HOTEL	05/18/19	7 PM	A693
HOTEL	05/18/19	7 PM	Z602
HOTEL	05/18/19	7 PM	TSND
HOTEL	05/18/19	7 PM	NROX
HOTEL	05/18/19	7 PM	M892
HOTEL	05/18/19	7 PM	N924
HOTEL	05/18/19	7 PM	N175
HOTEL	05/18/19	7 PM	6BRV
HOTEL	05/18/19	7 PM	S331
HOTEL	05/18/19	7 PM	G326
HOTEL	05/18/19	7 PM	V662
HOTEL	05/18/19	7 PM	U759
HOTEL	05/18/19	7 PM	X723
HOTEL	05/18/19	7 PM	7278
HOTEL	05/18/19	7 PM	H303
HOTEL	05/18/19	7 PM	M599
HOTEL	05/18/19	7 PM	35C2
HOTEL	05/18/19	7 PM	W802
HOTEL	05/18/19	7 PM	1ZHA
HOTEL	05/18/19	7 PM	L978
HOTEL	05/18/19	7 PM	1445
HOTEL	05/18/19	7 PM	G974
HOTEL	05/18/19	7 PM	W160
HOTEL	05/18/19	7 PM	J473
HOTEL	05/18/19	7 PM	R914
HOTEL	05/18/19	7 PM	6498
HOTEL	05/18/19	7 PM	B483
HOTEL	05/18/19	7 PM	9063
HOTEL	05/18/19	7 PM	F547
HOTEL	05/18/19	7 PM	J128
HOTEL	05/18/19	7 PM	H410
HOTEL	05/18/19	7 PM	UST8
HOTEL	05/18/19	7 PM	Z253
HOTEL	05/18/19	7 PM	S625
HOTEL	05/18/19	7 PM	7736
HOTEL	05/18/19	7 PM	Y274
HOTEL	05/18/19	7 PM	PUTT

HOTEL	05/18/19	7 PM	1ZEK
HOTEL	05/18/19	7 PM	S671
HOTEL	05/18/19	7 PM	266C
HOTEL	05/18/19	7 PM	P416
HOTEL	05/18/19	7 PM	N806
HOTEL	05/18/19	7 PM	6B47
HOTEL	05/18/19	7 PM	H988
HOTEL	05/18/19	7 PM	QA35
HOTEL	05/18/19	7 PM	N356
HOTEL	05/18/19	7 PM	H785
HOTEL	05/18/19	7 PM	F073
HOTEL	05/18/19	7 PM	L029
HOTEL	05/18/19	7 PM	E293
HOTEL	05/18/19	7 PM	X584
HOTEL	05/18/19	7 PM	B637
HOTEL	05/18/19	7 PM	S963
HOTEL	05/18/19	7 PM	5566
HOTEL	05/18/19	7 PM	W321
HOTEL	05/18/19	7 PM	A139
HOTEL	05/18/19	7 PM	D110
HOTEL	05/18/19	7 PM	5953
HOTEL	05/18/19	7 PM	N020
HOTEL	05/18/19	7 PM	C21E
HOTEL	05/18/19	7 PM	V220
HOTEL	05/18/19	7 PM	C419
HOTEL	05/18/19	7 PM	Z850
HOTEL	05/18/19	7 PM	729
HOTEL	05/18/19	7 PM	6855
HOTEL	05/18/19	7 PM	Z885
HOTEL	05/18/19	7 PM	S390
HOTEL	05/18/19	7 PM	KISS
HOTEL	05/18/19	7 PM	HAGN
HOTEL	05/18/19	7 PM	11J2
HOTEL	05/18/19	7 PM	B400
HOTEL	05/18/19	7 PM	M777
HOTEL	05/18/19	7 PM	E669
HOTEL	05/18/19	7 PM	D354
HOTEL	05/18/19	7 PM	D399
HOTEL	05/18/19	7 PM	T587
HOTEL	05/18/19	7 PM	UPTS
HOTEL	05/18/19	7 PM	SAKO
HOTEL	05/18/19	7 PM	T603
HOTEL	05/18/19	7 PM	T731
HOTEL	05/18/19	7 PM	E293
HOTEL	05/18/19	7 PM	S988
HOTEL	05/18/19	7 PM	9YZV
HOTEL	05/18/19	7 PM	P461
HOTEL	05/18/19	7 PM	E853
HOTEL	05/18/19	7 PM	W807
HOTEL	05/18/19	7 PM	V930
HOTEL	05/18/19	7 PM	C662

HOTEL	05/18/19	7 PM	82H1
HOTEL	05/18/19	7 PM	U101
HOTEL	05/18/19	7 PM	P904
HOTEL	05/18/19	7 PM	D434
HOTEL	05/18/19	7 PM	5784
HOTEL	05/18/19	7 PM	7398
HOTEL	05/18/19	7 PM	V933

Burbank Marriott Hotel Occupancy - Rolling 13 Months - May 2018 thru May 2019 - 488 Rooms

May-18			Jun-18			Jul-18			Aug-18			Sep-18			Oct-18		
Date	Rooms Sold	Occ %	Date	Rooms Sold	Occ %	Date	Rooms Sold	Occ %	Date	Rooms Sold	Occ %	Date	Rooms Sold	Occ %	Date	Rooms Sold	Occ %
Tuesday, May 1, 2018	487	100	Friday, June 1, 2018	487	100	Sunday, July 1, 2018	273	56	Wednesday, August 1, 2018	446	91	Saturday, September 1, 2018	483	99	Monday, October 1, 2018	459	94
Wednesday, May 2, 2018	487	100	Saturday, June 2, 2018	430	88	Monday, July 2, 2018	320	66	Thursday, August 2, 2018	453	93	Sunday, September 2, 2018	254	52	Tuesday, October 2, 2018	485	99
Thursday, May 3, 2018	345	71	Sunday, June 3, 2018	357	73	Tuesday, July 3, 2018	268	55	Friday, August 3, 2018	481	99	Monday, September 3, 2018	178	37	Wednesday, October 3, 2018	487	100
Friday, May 4, 2018	383	79	Monday, June 4, 2018	457	94	Wednesday, July 4, 2018	279	57	Saturday, August 4, 2018	483	99	Tuesday, September 4, 2018	314	64	Thursday, October 4, 2018	486	100
Saturday, May 5, 2018	418	86	Tuesday, June 5, 2018	486	100	Thursday, July 5, 2018	392	80	Sunday, August 5, 2018	384	79	Wednesday, September 5, 2018	354	73	Friday, October 5, 2018	480	98
Sunday, May 6, 2018	284	58	Wednesday, June 6, 2018	480	98	Friday, July 6, 2018	483	99	Monday, August 6, 2018	438	90	Thursday, September 6, 2018	348	71	Saturday, October 6, 2018	482	99
Monday, May 7, 2018	433	89	Thursday, June 7, 2018	442	91	Saturday, July 7, 2018	479	98	Tuesday, August 7, 2018	488	100	Friday, September 7, 2018	256	53	Sunday, October 7, 2018	386	79
Tuesday, May 8, 2018	484	99	Friday, June 8, 2018	484	99	Sunday, July 8, 2018	300	62	Wednesday, August 8, 2018	483	99	Saturday, September 8, 2018	293	60	Monday, October 8, 2018	423	87
Wednesday, May 9, 2018	477	98	Saturday, June 9, 2018	483	99	Monday, July 9, 2018	414	85	Thursday, August 9, 2018	486	100	Sunday, September 9, 2018	239	49	Tuesday, October 9, 2018	485	99
Thursday, May 10, 2018	405	83	Sunday, June 10, 2018	374	77	Tuesday, July 10, 2018	478	98	Friday, August 10, 2018	438	90	Monday, September 10, 2018	418	86	Wednesday, October 10, 2018	486	100
Friday, May 11, 2018	333	68	Monday, June 11, 2018	466	96	Wednesday, July 11, 2018	454	93	Saturday, August 11, 2018	477	98	Tuesday, September 11, 2018	477	98	Thursday, October 11, 2018	451	92
Saturday, May 12, 2018	343	70	Tuesday, June 12, 2018	487	100	Thursday, July 12, 2018	356	73	Sunday, August 12, 2018	351	72	Wednesday, September 12, 2018	483	99	Friday, October 12, 2018	453	93
Sunday, May 13, 2018	209	43	Wednesday, June 13, 2018	484	99	Friday, July 13, 2018	438	90	Monday, August 13, 2018	444	91	Thursday, September 13, 2018	382	78	Saturday, October 13, 2018	487	100
Monday, May 14, 2018	338	69	Thursday, June 14, 2018	430	88	Saturday, July 14, 2018	483	99	Tuesday, August 14, 2018	468	96	Friday, September 14, 2018	423	87	Sunday, October 14, 2018	408	84
Tuesday, May 15, 2018	463	95	Friday, June 15, 2018	437	90	Sunday, July 15, 2018	487	100	Wednesday, August 15, 2018	473	97	Saturday, September 15, 2018	480	98	Monday, October 15, 2018	482	99
Wednesday, May 16, 2018	468	96	Saturday, June 16, 2018	449	92	Monday, July 16, 2018	487	100	Thursday, August 16, 2018	374	77	Sunday, September 16, 2018	271	56	Tuesday, October 16, 2018	485	99
Thursday, May 17, 2018	434	89	Sunday, June 17, 2018	335	69	Tuesday, July 17, 2018	479	98	Friday, August 17, 2018	427	88	Monday, September 17, 2018	359	74	Wednesday, October 17, 2018	482	99
Friday, May 18, 2018	461	95	Monday, June 18, 2018	385	79	Wednesday, July 18, 2018	484	99	Saturday, August 18, 2018	480	98	Tuesday, September 18, 2018	478	98	Thursday, October 18, 2018	322	66
Saturday, May 19, 2018	480	98	Tuesday, June 19, 2018	473	97	Thursday, July 19, 2018	432	89	Sunday, August 19, 2018	306	63	Wednesday, September 19, 2018	433	89	Friday, October 19, 2018	402	82
Sunday, May 20, 2018	269	55	Wednesday, June 20, 2018	480	98	Friday, July 20, 2018	416	85	Monday, August 20, 2018	472	97	Thursday, September 20, 2018	383	79	Saturday, October 20, 2018	482	99
Monday, May 21, 2018	452	93	Thursday, June 21, 2018	485	99	Saturday, July 21, 2018	479	98	Tuesday, August 21, 2018	481	99	Friday, September 21, 2018	432	89	Sunday, October 21, 2018	330	68
Tuesday, May 22, 2018	479	98	Friday, June 22, 2018	467	96	Sunday, July 22, 2018	389	80	Wednesday, August 22, 2018	462	95	Saturday, September 22, 2018	479	98	Monday, October 22, 2018	384	79
Wednesday, May 23, 2018	426	87	Saturday, June 23, 2018	488	100	Monday, July 23, 2018	449	92	Thursday, August 23, 2018	371	76	Sunday, September 23, 2018	426	87	Tuesday, October 23, 2018	473	97
Thursday, May 24, 2018	275	56	Sunday, June 24, 2018	459	94	Tuesday, July 24, 2018	480	98	Friday, August 24, 2018	380	78	Monday, September 24, 2018	470	96	Wednesday, October 24, 2018	402	82
Friday, May 25, 2018	458	94	Monday, June 25, 2018	482	99	Wednesday, July 25, 2018	487	100	Saturday, August 25, 2018	414	85	Tuesday, September 25, 2018	488	100	Thursday, October 25, 2018	403	83
Saturday, May 26, 2018	488	100	Tuesday, June 26, 2018	487	100	Thursday, July 26, 2018	478	98	Sunday, August 26, 2018	319	65	Wednesday, September 26, 2018	487	100	Friday, October 26, 2018	484	99
Sunday, May 27, 2018	249	51	Wednesday, June 27, 2018	488	100	Friday, July 27, 2018	478	98	Monday, August 27, 2018	404	83	Thursday, September 27, 2018	488	100	Saturday, October 27, 2018	488	100
Monday, May 28, 2018	186	38	Thursday, June 28, 2018	440	90	Saturday, July 28, 2018	488	100	Tuesday, August 28, 2018	415	85	Friday, September 28, 2018	403	83	Sunday, October 28, 2018	335	69
Tuesday, May 29, 2018	290	59	Friday, June 29, 2018	414	85	Sunday, July 29, 2018	375	77	Wednesday, August 29, 2018	470	96	Saturday, September 29, 2018	441	90	Monday, October 29, 2018	384	79
Wednesday, May 30, 2018	483	99	Saturday, June 30, 2018	465	95	Monday, July 30, 2018	434	89	Thursday, August 30, 2018	429	88	Sunday, September 30, 2018	323	66	Tuesday, October 30, 2018	336	69
Thursday, May 31, 2018	488	100	**Total**	13,581	**93**	Tuesday, July 31, 2018	485	99	Friday, August 31, 2018	393	81	**Total**	11,743	**80**	Wednesday, October 31, 2018	274	56
Total	**12275**	**81**				**Total**	13,224	**87**	**Total**	13,390	**89**				Total	13,406	89

Nov-18			Dec-18			Jan-19			Feb-09			Mar-19			Apr-19			May-19		
Date	Rooms Sold	Occ %	Date	Rooms Sold	Occ %	Date	Rooms Sold	Occ %	Date	Rooms Sold	Occ %	Date	Rooms Sold	Occ %	Date	Rooms Sold	Occ %	Date	Rooms Sold	Occ %
Thursday, November 1, 2018	346	71	Saturday, December 1, 2018	297	61	Tuesday, January 1, 2019	433	89	Friday, February 1, 2019	241	49	Friday, March 1, 2019	282	58	Monday, April 1, 2019	388	80	Wednesday, May 1, 2019	487	100
Friday, November 2, 2018	449	92	Sunday, December 2, 2018	274	56	Wednesday, January 2, 2019	279	57	Saturday, February 2, 2019	257	53	Saturday, March 2, 2019	420	86	Tuesday, April 2, 2019	445	91	Thursday, May 2, 2019	399	82
Saturday, November 3, 2018	445	91	Monday, December 3, 2018	481	99	Thursday, January 3, 2019	220	45	Sunday, February 3, 2019	293	60	Sunday, March 3, 2019	240	49	Wednesday, April 3, 2019	468	96	Friday, May 3, 2019	355	73
Sunday, November 4, 2018	341	70	Tuesday, December 4, 2018	488	100	Friday, January 4, 2019	228	47	Monday, February 4, 2019	410	84	Monday, March 4, 2019	395	81	Thursday, April 4, 2019	488	100	Saturday, May 4, 2019	453	93
Monday, November 5, 2018	448	92	Wednesday, December 5, 2018	470	96	Saturday, January 5, 2019	229	47	Tuesday, February 5, 2019	455	93	Tuesday, March 5, 2019	478	98	Friday, April 5, 2019	482	99	Sunday, May 5, 2019	309	63
Tuesday, November 6, 2018	469	96	Thursday, December 6, 2018	419	86	Sunday, January 6, 2019	213	44	Wednesday, February 6, 2019	475	97	Wednesday, March 6, 2019	471	97	Saturday, April 6, 2019	433	89	Monday, May 6, 2019	357	73
Wednesday, November 7, 2018	480	98	Friday, December 7, 2018	401	82	Monday, January 7, 2019	289	59	Thursday, February 7, 2019	363	74	Thursday, March 7, 2019	405	83	Sunday, April 7, 2019	322	66	Tuesday, May 7, 2019	385	79
Thursday, November 8, 2018	487	100	Saturday, December 8, 2018	434	89	Tuesday, January 8, 2019	405	83	Friday, February 8, 2019	476	98	Friday, March 8, 2019	372	76	Monday, April 8, 2019	407	83	Wednesday, May 8, 2019	354	73
Friday, November 9, 2018	476	98	Sunday, December 9, 2018	264	54	Wednesday, January 9, 2019	382	78	Saturday, February 9, 2019	487	100	Saturday, March 9, 2019	407	83	Tuesday, April 9, 2019	465	95	Thursday, May 9, 2019	366	75
Saturday, November 10, 2018	488	100	Monday, December 10, 2018	410	84	Thursday, January 10, 2019	296	61	Sunday, February 10, 2019	267	55	Sunday, March 10, 2019	344	71	Wednesday, April 10, 2019	484	99	Friday, May 10, 2019	332	68
Sunday, November 11, 2018	464	95	Tuesday, December 11, 2018	482	99	Friday, January 11, 2019	327	67	Monday, February 11, 2019	429	88	Monday, March 11, 2019	452	93	Thursday, April 11, 2019	433	89	Saturday, May 11, 2019	294	60
Monday, November 12, 2018	434	89	Wednesday, December 12, 2018	488	100	Saturday, January 12, 2019	478	98	Tuesday, February 12, 2019	483	99	Tuesday, March 12, 2019	485	99	Friday, April 12, 2019	466	96	Sunday, May 12, 2019	209	43
Tuesday, November 13, 2018	474	97	Thursday, December 13, 2018	472	97	Sunday, January 13, 2019	480	98	Wednesday, February 13, 2019	408	84	Wednesday, March 13, 2019	464	95	Saturday, April 13, 2019	482	99	Monday, May 13, 2019	375	77
Wednesday, November 14, 2018	477	98	Friday, December 14, 2018	398	82	Monday, January 14, 2019	475	97	Thursday, February 14, 2019	278	57	Thursday, March 14, 2019	448	92	Sunday, April 14, 2019	476	98	Tuesday, May 14, 2019	460	94
Thursday, November 15, 2018	488	100	Saturday, December 15, 2018	402	82	Tuesday, January 15, 2019	436	89	Friday, February 15, 2019	477	98	Friday, March 15, 2019	467	96	Monday, April 15, 2019	485	99	Wednesday, May 15, 2019	487	100
Friday, November 16, 2018	484	99	Sunday, December 16, 2018	321	66	Wednesday, January 16, 2019	433	89	Saturday, February 16, 2019	485	99	Saturday, March 16, 2019	461	95	Tuesday, April 16, 2019	471	97	Thursday, May 16, 2019	418	86
Saturday, November 17, 2018	488	100	Monday, December 17, 2018	350	72	Thursday, January 17, 2019	296	61	Sunday, February 17, 2019	231	47	Sunday, March 17, 2019	331	68	Wednesday, April 17, 2019	484	99	Friday, May 17, 2019	435	89
Sunday, November 18, 2018	408	84	Tuesday, December 18, 2018	309	63	Friday, January 18, 2019	405	83	Monday, February 18, 2019	409	84	Monday, March 18, 2019	418	86	Thursday, April 18, 2019	370	76	Saturday, May 18, 2019	466	95
Monday, November 19, 2018	296	61	Wednesday, December 19, 2018	270	55	Saturday, January 19, 2019	448	92	Tuesday, February 19, 2019	464	95	Tuesday, March 19, 2019	453	93	Friday, April 19, 2019	288	59	Sunday, May 19, 2019	293	60
Tuesday, November 20, 2018	261	54	Thursday, December 20, 2018	213	44	Sunday, January 20, 2019	202	41	Wednesday, February 20, 2019	483	99	Wednesday, March 20, 2019	477	98	Saturday, April 20, 2019	286	59	Monday, May 20, 2019	452	93
Wednesday, November 21, 2018	355	73	Friday, December 21, 2018	365	75	Monday, January 21, 2019	274	56	Thursday, February 21, 2019	466	96	Thursday, March 21, 2019	386	79	Sunday, April 21, 2019	231	47	Tuesday, May 21, 2019	484	99
Thursday, November 22, 2018	430	88	Saturday, December 22, 2018	396	81	Tuesday, January 22, 2019	446	91	Friday, February 22, 2019	395	81	Friday, March 22, 2019	464	95	Monday, April 22, 2019	361	74	Wednesday, May 22, 2019	460	94
Friday, November 23, 2018	476	98	Sunday, December 23, 2018	347	71	Wednesday, January 23, 2019	487	100	Saturday, February 23, 2019	423	87	Saturday, March 23, 2019	426	87	Tuesday, April 23, 2019	459	94	Thursday, May 23, 2019	361	74
Saturday, November 24, 2018	460	94	Monday, December 24, 2018	351	72	Thursday, January 24, 2019	411	84	Sunday, February 24, 2019	352	72	Sunday, March 24, 2019	295	61	Wednesday, April 24, 2019	461	95	Friday, May 24, 2019	479	98
Sunday, November 25, 2018	396	81	Tuesday, December 25, 2018	275	56	Friday, January 25, 2019	381	78	Monday, February 25, 2019	470	96	Monday, March 25, 2019	400	82	Thursday, April 25, 2019	476	98	Saturday, May 25, 2019	486	100
Monday, November 26, 2018	405	83	Wednesday, December 26, 2018	373	76	Saturday, January 26, 2019	394	81	Tuesday, February 26, 2019	485	99	Tuesday, March 26, 2019	456	93	Friday, April 26, 2019	474	97	Sunday, May 26, 2019	461	95
Tuesday, November 27, 2018	485	99	Thursday, December 27, 2018	478	98	Sunday, January 27, 2019	271	56	Wednesday, February 27, 2019	440	90	Wednesday, March 27, 2019	476	98	Saturday, April 27, 2019	464	95	Monday, May 27, 2019	246	50
Wednesday, November 28, 2018	488	100	Friday, December 28, 2018	485	99	Monday, January 28, 2019	378	78	Thursday, February 28, 2019	352	72	Thursday, March 28, 2019	471	97	Sunday, April 28, 2019	269	55	Tuesday, May 28, 2019	361	74
Thursday, November 29, 2018	412	84	Saturday, December 29, 2018	487	100	Tuesday, January 29, 2019	457	94	**Total**	11,254	**82**	Friday, March 29, 2019	467	96	Monday, April 29, 2019	470	96	Wednesday, May 29, 2019	474	97
Friday, November 30, 2018	297	61	Sunday, December 30, 2018	431	88	Wednesday, January 30, 2019	440	90				Saturday, March 30, 2019	474	97	Tuesday, April 30, 2019	485	99	Thursday, May 30, 2019	487	100
Total	12,907	**81**	Monday, December 31, 2018	483	99	Thursday, January 31, 2019	388	80				Sunday, March 31, 2019	319	65	**Total**	12,773	**87**	Friday, May 31, 2019	482	99
			Total	12,114	**80**	**Total**	11,281	**75**				**Total**	12,904	**85**				**Total**	12467	**82**

May 2018 - May 2019 Function Space Occupancy

ATTACHMENT 6 - 155

Date	Quote Name	Function Space/Location	Actual
5/1/2018	Pet Boarding and Daycare Expo 2018	Academy 1/4/5/6	150
5/1/2018	Pet Boarding and Daycare Expo 2018	Academy 2	
5/1/2018	Pet Boarding and Daycare Expo 2018	Sunset A and B	
5/1/2018	Pet Boarding and Daycare Expo 2018	Vine A and B	
5/1/2018	Pet Boarding and Daycare Expo 2018	Academy 3	
5/1/2018	Pet Boarding and Daycare Expo 2018	Pasadena/Glendale	
5/1/2018	MasterPlan Pet Care Meeting	Burbank	30
5/2/2018	Pet Boarding and Daycare Expo 2018	Academy 1/4/5/6	150
5/2/2018	Pet Boarding and Daycare Expo 2018	Vine A and B	
5/2/2018	Pet Boarding and Daycare Expo 2018	Sunset A and B	
5/2/2018	Pet Boarding and Daycare Expo 2018	Academy 3	
5/2/2018	Pet Boarding and Daycare Expo 2018	Academy 2	
5/2/2018	Pet Boarding and Daycare Expo 2018	Pasadena/Glendale	
5/2/2018	Micro Focus Meeting	Producer A and B	12
5/2/2018	Valvoline Meeting	Executive Boardroom	9
5/3/2018	Pet Boarding and Daycare Expo 2018	Academy 1/4/5/6	150
5/3/2018	Pet Boarding and Daycare Expo 2018	Vine A and B	
5/3/2018	Pet Boarding and Daycare Expo 2018	Sunset A and B	
5/3/2018	Pet Boarding and Daycare Expo 2018	Academy 3	
5/3/2018	Pet Boarding and Daycare Expo 2018	Academy 2	
5/3/2018	Pet Boarding and Daycare Expo 2018	Pasadena/Glendale	
5/3/2018	Valvoline Meeting	Executive Boardroom	9
5/4/2018	Helena Laboratories May2018	Hollywood/Burbank	25
5/4/2018	KinderCare KCE OneCMS Training West May2018	Executive Boardroom	14
5/5/2018	AFSCME Council 57 Local 2620 May2018	Academy 1	160
5/5/2018	AFSCME Council 57 Local 2620 May2018	Academy 4	
5/5/2018	AFSCME Council 57 Local 2620 May2018	Academy 5	
5/5/2018	AFSCME Council 57 Local 2620 May2018	Academy 6	
5/5/2018	AFSCME Council 57 Local 2620 May2018	P123E	
5/5/2018	AFSCME Council 57 Local 2620 May2018	P129E	
5/5/2018	AFSCME Council 57 Local 2620 May2018	P125E	
5/5/2018	AFSCME Council 57 Local 2620 May2018	P127E	
5/5/2018	AFSCME Council 57 Local 2620 May2018	Beverly Hills	
5/6/2018	National Charity League Annual Fundraiser May2018	Academy 1	185
5/6/2018	National Charity League Annual Fundraiser May2018	Academy 6	
5/6/2018	National Charity League Annual Fundraiser May2018	Academy 5	
5/7/2018	Intermountain Power Agency -Burbank Power & Water Mtg	Beverly Hills	30
5/7/2018	KinderCare KCE OneCMS Training West May2018	Academy 1	310
5/7/2018	KinderCare KCE OneCMS Training West May2018	Academy 2	
5/7/2018	KinderCare KCE OneCMS Training West May2018	Academy 3	
5/7/2018	KinderCare KCE OneCMS Training West May2018	Academy 4	
5/7/2018	KinderCare KCE OneCMS Training West May2018	Academy 5	
5/7/2018	KinderCare KCE OneCMS Training West May2018	Academy 6	
5/7/2018	KinderCare KCE OneCMS Training West May2018	Vine A and B	
5/7/2018	KinderCare KCE OneCMS Training West May2018	Sunset A and B	
5/7/2018	KinderCare KCE OneCMS Training West May2018	Producer A and B	
5/7/2018	KinderCare KCE OneCMS Training West May2018	Pasadena	
5/7/2018	KinderCare KCE OneCMS Training West May2018	Glendale	
5/7/2018	KinderCare KCE OneCMS Training West May2018	Hollywood	
5/7/2018	KinderCare KCE OneCMS Training West May2018	Burbank	
5/7/2018	KinderCare KCE OneCMS Training West May2018	Executive Boardroom	
5/7/2018	Magnolia Meeting	P123E	10
5/8/2018	KinderCare KCE OneCMS Training West May2018	Academy 1	310
5/8/2018	KinderCare KCE OneCMS Training West May2018	Executive Boardroom	
5/8/2018	KinderCare KCE OneCMS Training West May2018	P125E	
5/8/2018	KinderCare KCE OneCMS Training West May2018	Academy 2	
5/8/2018	KinderCare KCE OneCMS Training West May2018	Academy 3	
5/8/2018	KinderCare KCE OneCMS Training West May2018	Academy 4	
5/8/2018	KinderCare KCE OneCMS Training West May2018	Academy 5	
5/8/2018	KinderCare KCE OneCMS Training West May2018	Academy 6	
5/8/2018	KinderCare KCE OneCMS Training West May2018	Vine A and B	
5/8/2018	KinderCare KCE OneCMS Training West May2018	Sunset A and B	

Date	Quote Name	Function Space/Location	Actual
5/8/2018	KinderCare KCE OneCMS Training West May2018	Producer A and B	
5/8/2018	KinderCare KCE OneCMS Training West May2018	Hollywood	
5/8/2018	KinderCare KCE OneCMS Training West May2018	Burbank	
5/8/2018	KinderCare KCE OneCMS Training West May2018	Glendale	
5/8/2018	KinderCare KCE OneCMS Training West May2018	Pasadena	
5/8/2018	NCUA Interviews	P127E	4
5/8/2018	Magnolia Meeting	P123E	10
5/9/2018	KinderCare KCE OneCMS Training West May2018	Academy 1	310
5/9/2018	KinderCare KCE OneCMS Training West May2018	Academy 2	
5/9/2018	KinderCare KCE OneCMS Training West May2018	Academy 3	
5/9/2018	KinderCare KCE OneCMS Training West May2018	Academy 4	
5/9/2018	KinderCare KCE OneCMS Training West May2018	Academy 5	
5/9/2018	KinderCare KCE OneCMS Training West May2018	Academy 6	
5/9/2018	KinderCare KCE OneCMS Training West May2018	Vine A and B	
5/9/2018	KinderCare KCE OneCMS Training West May2018	Sunset A and B	
5/9/2018	KinderCare KCE OneCMS Training West May2018	Producer A and B	
5/9/2018	KinderCare KCE OneCMS Training West May2018	Pasadena	
5/9/2018	KinderCare KCE OneCMS Training West May2018	Glendale	
5/9/2018	KinderCare KCE OneCMS Training West May2018	Hollywood	
5/9/2018	KinderCare KCE OneCMS Training West May2018	Burbank	
5/9/2018	KinderCare KCE OneCMS Training West May2018	Executive Boardroom	
5/9/2018	KinderCare KCE OneCMS Training West May2018	P125E	
5/9/2018	NCUA Interviews	P127E	4
5/9/2018	Magnolia Meeting	P123E	10
5/10/2018	KinderCare KCE OneCMS Training West May2018	Academy 1	310
5/10/2018	KinderCare KCE OneCMS Training West May2018	Beverly Hills	
5/10/2018	KinderCare KCE OneCMS Training West May2018	Academy 2	
5/10/2018	KinderCare KCE OneCMS Training West May2018	Academy 3	
5/10/2018	KinderCare KCE OneCMS Training West May2018	Academy 4	
5/10/2018	KinderCare KCE OneCMS Training West May2018	Academy 5	
5/10/2018	KinderCare KCE OneCMS Training West May2018	Academy 6	
5/10/2018	KinderCare KCE OneCMS Training West May2018	Vine A and B	
5/10/2018	KinderCare KCE OneCMS Training West May2018	Sunset A and B	
5/10/2018	KinderCare KCE OneCMS Training West May2018	Producer A and B	
5/10/2018	KinderCare KCE OneCMS Training West May2018	Pasadena	
5/10/2018	KinderCare KCE OneCMS Training West May2018	Glendale	
5/10/2018	KinderCare KCE OneCMS Training West May2018	Hollywood	
5/10/2018	KinderCare KCE OneCMS Training West May2018	Burbank	
5/10/2018	KinderCare KCE OneCMS Training West May2018	Executive Boardroom	
5/10/2018	Lawyers Mutual Meeting	P123E	12
5/10/2018	Magnolia Meeting	P127E	10
5/10/2018	Law Office of Steven Wolfson Meeting	P125E	10
5/11/2018	Faculty Association of California Community College May2018	Sunset A and B	25
5/11/2018	KinderCare KCE OneCMS Training West May2018	Academy 4	30
5/11/2018	KinderCare KCE OneCMS Training West May2018	Executive Boardroom	
5/11/2018	The Story Makers May2018	Academy 1	5
5/11/2018	RE Mentor May2018	Glen/Holly/Bur	60
5/11/2018	Magnolia Meeting	P127E	10
5/12/2018	The Story Makers May2018	Academy 1	300
5/12/2018	The Story Makers May2018	Academy 2/3	250
5/12/2018	SOAR and MIT CLAIRVOYANCE May2018	P127E	20
5/12/2018	RE Mentor May2018	Glen/Holly/Bur	60
5/12/2018	Equipo Vision 05.12.18	Academy 1	300
5/13/2018	Equipo Vision May2018	Academy Ballroom	1,200
5/13/2018	SOAR and MIT CLAIRVOYANCE May2018	P127E	20
5/13/2018	RE Mentor May2018	Glen/Holly/Bur	60
5/15/2018	Kaiser Permanente Marketing & Digital Services Extended Leadership May2018	Glen/Holly/Bur	58
5/15/2018	Kaiser Permanente Marketing & Digital Services Extended Leadership May2018	P123E	
5/15/2018	Hawker Pacific Meeting 2018** DO NOT MOVE**	Vine A and B	35
5/15/2018	Kaiser Permanente Labor & Trust Staff Meeting May2018	Academy 4	35
5/15/2018	Kaiser Permanente Labor & Trust Staff Meeting May2018	Academy 5/6	40
5/15/2018	Kaiser Permanente IBR Deck Planning May2018	P127E	3

Date	Quote Name	Function Space/Location	Actual
5/16/2018	Kaiser Permanente Managing Your Workforce May16-17.2018	Sunset A and B	27
5/16/2018	CA Conference of Local Health Data Managers and Epidemiologists	Burbank	40
5/16/2018	Private Meeting	Executive Boardroom	4
5/17/2018	Kaiser Permanente Managing Your Workforce May16-17.2018	Sunset A and B	27
5/17/2018	CA Conference of Local Health Data Managers and Epidemiologists	Burbank	35
5/17/2018	7-Eleven Franchise Meeting May2018	Academy 1/2/3	400
5/17/2018	Eldredge Woodworks, Inc.	P125E	4
5/17/2018	Private Meeting# 2	Executive Boardroom	4
5/18/2018	Entertainment Partners Shareholder Meeting May18	Academy Ballroom	800
5/18/2018	Celtic Gladiator May 2018	Pasadena	30
5/18/2018	Alcohol Justice May2018	Executive Boardroom	12
5/18/2018	Nueva Vision Meeting - May20188	Burbank	40
5/19/2018	Celtic Gladiator May 2018	Academy Ballroom	950
5/19/2018	Celtic Gladiator May 2018	Academy Ballroom	
5/19/2018	Celtic Gladiator May 2018	Vine A and B	
5/19/2018	Celtic Gladiator May 2018	Sunset A and B	
5/19/2018	CCIDC Annual Board Meeting May2018	Pasadena	50
5/19/2018	Nueva Vision Meeting - May20188	Burbank	40
5/19/2018	C-Net Certification Exams	Producer A and B	15
5/20/2018	Nueva Vision Meeting - May20188	Burbank	40
5/21/2018	Portland State University Out of State New Student Orientation May2018	Hollywood/Burbank	75
5/21/2018	Portland State University Out of State New Student Orientation May2018	Pasadena/Glendale	75
5/21/2018	Portland State University Out of State New Student Orientation May2018	Producer A and B	
5/21/2018	U.S. Bank Meeting	Executive Boardroom	4
5/22/2018	Kaiser Permanente Managing Your Workforce May22-23.2018	Sunset A and B	35
5/22/2018	Alisa Ann Ruch Burn Foundation -Fire Safety Meeting	P125E	5
5/22/2018	California Association of Health Plans May2018	Academy 2	65
5/22/2018	California Schools K-12	Glendale/Hollywood	75
5/22/2018	Kaiser Permanente KPIF Systems Meeting May2018	Producer A and B	18
5/23/2018	Kaiser Permanente Managing Your Workforce May22-23.2018	Sunset A and B	35
5/23/2018	Kaiser Permanente Managing Your Workforce May22-23.2018	P123E	
5/23/2018	Alisa Ann Ruch Burn Foundation -Fire Safety Meeting	Burbank	13
5/23/2018	California Schools K-12	Hollywood	
5/23/2018	California Schools K-12	Glendale	
5/23/2018	California Schools K-12	P125E	
5/23/2018	Homevestors Meeting May2018	Academy 3	100
5/23/2018	Homevestors Meeting May2018	Academy 4/5	100
5/23/2018	Homevestors Meeting May2018	Academy 2	
5/23/2018	Calise Partners Media Lab May2018	Academy 6	40
5/24/2018	Alisa Ann Ruch Burn Foundation -Fire Safety Meeting	Burbank	13
5/24/2018	Widex Meeting May2018	Pasadena	25
5/24/2018	Discovery Day Meeting May2018	Glendale	50
5/24/2018	ASCCC May 2018	Executive Boardroom	10
5/25/2018	A.A. California State Hispanic Convention	Academy Ballroom	1,300
5/25/2018	A.A. California State Hispanic Convention	Glendale	
5/25/2018	A.A. California State Hispanic Convention	Executive Boardroom	
5/25/2018	A.A. California State Hispanic Convention	Burbank	
5/25/2018	A.A. California State Hispanic Convention	Pasadena	
5/25/2018	A.A. California State Hispanic Convention	Hollywood	
5/25/2018	A.A. California State Hispanic Convention	Beverly Hills	
5/25/2018	A.A. California State Hispanic Convention	Sunset A	
5/25/2018	A.A. California State Hispanic Convention	Sunset B	
5/25/2018	A.A. California State Hispanic Convention	Producer A	
5/25/2018	A.A. California State Hispanic Convention	Producer B	
5/25/2018	A.A. California State Hispanic Convention	Vine A and B	
5/25/2018	A.A. California State Hispanic Convention	P127E	
5/25/2018	A.A. California State Hispanic Convention	P129E	
5/25/2018	A.A. California State Hispanic Convention	P131E	
5/26/2018	A.A. California State Hispanic Convention	Academy Ballroom	1,300
5/26/2018	A.A. California State Hispanic Convention	Glendale	
5/26/2018	A.A. California State Hispanic Convention	Hollywood	
5/26/2018	A.A. California State Hispanic Convention	Pasadena	

Date	Quote Name	Function Space/Location	Actual
5/26/2018	A.A. California State Hispanic Convention	Burbank	
5/26/2018	A.A. California State Hispanic Convention	Beverly Hills	
5/26/2018	A.A. California State Hispanic Convention	Executive Boardroom	
5/26/2018	A.A. California State Hispanic Convention	Producer B	
5/26/2018	A.A. California State Hispanic Convention	Sunset A	
5/26/2018	A.A. California State Hispanic Convention	Sunset B	
5/26/2018	A.A. California State Hispanic Convention	Producer A	
5/26/2018	A.A. California State Hispanic Convention	Vine A and B	
5/26/2018	A.A. California State Hispanic Convention	P127E	
5/26/2018	A.A. California State Hispanic Convention	P129E	
5/26/2018	A.A. California State Hispanic Convention	P131E	
5/27/2018	A.A. California State Hispanic Convention	Academy Ballroom	1,300
5/27/2018	A.A. California State Hispanic Convention	Glendale	
5/27/2018	A.A. California State Hispanic Convention	Hollywood	
5/27/2018	A.A. California State Hispanic Convention	Pasadena	
5/27/2018	A.A. California State Hispanic Convention	Burbank	
5/27/2018	A.A. California State Hispanic Convention	Beverly Hills	
5/27/2018	A.A. California State Hispanic Convention	Executive Boardroom	
5/27/2018	A.A. California State Hispanic Convention	Producer A	
5/27/2018	A.A. California State Hispanic Convention	Sunset A	
5/27/2018	A.A. California State Hispanic Convention	Sunset B	
5/27/2018	A.A. California State Hispanic Convention	Producer B	
5/27/2018	A.A. California State Hispanic Convention	Vine A and B	
5/27/2018	A.A. California State Hispanic Convention	P127E	
5/27/2018	A.A. California State Hispanic Convention	P129E	
5/27/2018	A.A. California State Hispanic Convention	P131E	
5/29/2018	World Wide Dreambuilders Second Look Meeting May2018	Academy 1/2/3	550
5/29/2018	Grass Valley Meeting May2018	Glendale	10
5/29/2018	Philips Healthcare North America	Producer A and B	20
5/30/2018	Grass Valley Meeting May2018	Hollywood	30
5/30/2018	Grass Valley Meeting May2018	Glendale	
5/30/2018	Grass Valley Meeting May2018	Pasadena	
5/30/2018	LA CCAM Team Meeting	Sunset A and B	14
5/31/2018	Jamboree 2018	Academy 1/4/5/6	100
5/31/2018	Jamboree 2018	Pasadena	100
5/31/2018	Jamboree 2018	Academy 3	125
5/31/2018	Jamboree 2018	Pavillion #1	120
5/31/2018	Jamboree 2018	Academy 2	125
5/31/2018	Jamboree 2018	Glendale	100
5/31/2018	Jamboree 2018	Hollywood/Burbank	180
5/31/2018	Jamboree 2018	Vine A and B	80
5/31/2018	Jamboree 2018	Sunset A and B	80
5/31/2018	Jamboree 2018	Producer A and B	
5/31/2018	Jamboree 2018	P129E	
5/31/2018	Jamboree 2018	P125E	
5/31/2018	Jamboree 2018	P123E	
5/31/2018	Jamboree 2018	P127E	
5/31/2018	Jamboree 2018	P131E	
5/31/2018	Jamboree 2018	Executive Boardroom	
5/31/2018	Dream Team Beaute Meeting	Beverly Hills	15
6/1/2018	Jamboree 2018	Academy 1/4/5/6	100
6/1/2018	Jamboree 2018	Pasadena	55
6/1/2018	Jamboree 2018	Vine A and B	48
6/1/2018	Jamboree 2018	Pavillion #1	120
6/1/2018	Jamboree 2018	Sunset A and B	80
6/1/2018	Jamboree 2018	Academy 2	125
6/1/2018	Jamboree 2018	Burbank	100
6/1/2018	Jamboree 2018	Hollywood	100
6/1/2018	Jamboree 2018	Academy 3	125
6/1/2018	Jamboree 2018	Glendale	100
6/1/2018	Jamboree 2018	Producer A and B	
6/1/2018	Jamboree 2018	P123E	

Date	Quote Name	Function Space/Location	Actual
6/1/2018	Jamboree 2018	P125E	
6/1/2018	Jamboree 2018	P127E	
6/1/2018	Jamboree 2018	P129E	
6/1/2018	Jamboree 2018	P131E	
6/1/2018	Jamboree 2018	Executive Boardroom	
6/1/2018	Jamboree 2018	Academy 3	121
6/2/2018	Jamboree 2018	Academy 1/4/5/6	100
6/2/2018	Jamboree 2018	Pasadena	55
6/2/2018	Jamboree 2018	Pavillion #1	120
6/2/2018	Jamboree 2018	Vine A and B	80
6/2/2018	Jamboree 2018	Sunset A and B	80
6/2/2018	Jamboree 2018	Academy 2	125
6/2/2018	Jamboree 2018	Academy 3	125
6/2/2018	Jamboree 2018	Glendale	100
6/2/2018	Jamboree 2018	Burbank	100
6/2/2018	Jamboree 2018	Hollywood	100
6/2/2018	Jamboree 2018	Producer A and B	
6/2/2018	Jamboree 2018	P123E	
6/2/2018	Jamboree 2018	P125E	
6/2/2018	Jamboree 2018	P127E	
6/2/2018	Jamboree 2018	P129E	
6/2/2018	Jamboree 2018	P131E	
6/2/2018	Jamboree 2018	Executive Boardroom	
6/3/2018	Nueva Vision June 2018	Sunset A and B	50
6/3/2018	Equipo Vision Jun2018	Academy 1	500
6/3/2018	MVM Strategy Group Meeting	Burbank	14
6/4/2018	Kaiser Permanente National Mid Year Meeting 2018	Pasadena/Glendale	29
6/4/2018	CALABA Meeting	Vine A and B	15
6/4/2018	Kaiser Permanente NCSC Kick Off Jun2018	Sunset A and B	22
6/4/2018	Tuacahn Meeting	Executive Boardroom	4
6/5/2018	Kaiser Permanente National Mid Year Meeting 2018	Pasadena/Glendale	28
6/5/2018	Kaiser Permanente National Mid Year Meeting 2018	P123E	
6/5/2018	Amgen Meeting	Executive Boardroom	9
6/5/2018	Dignity Health	Sunset A and B	20
6/5/2018	Abbott Laboratories Interviews	Vine A	2
6/6/2018	Online Trading Academy Workshop June #1	Burbank	20
6/6/2018	2019 Honda Insight Competitive Drive Jun2018	Academy 5/6	30
6/6/2018	Centre for Neuro Meeting June2018	Executive Boardroom	3
6/7/2018	2019 Honda Insight Competitive Drive Jun2018	Academy 4	
6/7/2018	Centre for Neuro Meeting June2018	Executive Boardroom	3
6/7/2018	Nueva Vision June	Producer A and B	15
6/8/2018	WCK Muay Thai Boxing June2018	Sunset A and B	
6/8/2018	Smart & Final SAM Meeting Jun2018	Academy 2/3	110
6/8/2018	Zoetis Interviews	Executive Boardroom	4
6/9/2018	WCK Muay Thai Boxing June2018	Vine A and B	
6/9/2018	WCK Muay Thai Boxing June2018	Sunset A and B	
6/9/2018	WCK Muay Thai Boxing June2018	Academy Ballroom	1,000
6/10/2018	Equipo Vision Jun2018	Academy 1	300
6/11/2018	Universal Television, LLC "The Good Place" Jun2018	Academy Ballroom	100
6/11/2018	Universal Television, LLC "The Good Place" Jun2018	Vine A and B	
6/11/2018	Universal Television, LLC "The Good Place" Jun2018	Sunset A and B	
6/12/2018	Chipotle Mexican Grill Training June2018	Pasadena/Glendale	35
6/12/2018	W20 Group Meeting	Executive Boardroom	6
6/12/2018	Donaldson Meeting	P123E	6
6/12/2018	Universal Television, LLC "The Good Place" Jun2018	Academy 1/6	100
6/12/2018	Universal Television, LLC "The Good Place" Jun2018	Sunset A and B	
6/12/2018	Universal Television, LLC "The Good Place" Jun2018	Vine A and B	
6/12/2018	Universal Television, LLC "The Good Place" Jun2018	Academy 2/3	
6/13/2018	Adventist Health Physicians Network	Hollywood	25
6/13/2018	Carnegie Academy Jun2018	Academy 2	50
6/13/2018	Chipotle Mexican Grill Training June2018	Pasadena/Glendale	35
6/13/2018	AstraZeneca Meeting	Executive Boardroom	4

Date	Quote Name	Function Space/Location	Actual
6/13/2018	Neodent Interviews	P123E	3
6/14/2018	Summit Professional Education Burbank, CA June2018	Sunset A and B	30
6/14/2018	Adventist Health Physicians Network	Hollywood	24
6/14/2018	Regal Medical Group	Burbank	40
6/15/2018	Kaiser Permanente Panorama City Perfect Attendance Dinner Jun2018	Academy 1/2/3	295
6/15/2018	Kaiser Permanente Panorama City Perfect Attendance Dinner Jun2018	Vine B	
6/15/2018	Align Technology ICL IFC IIC ITT Jun2018	Pasadena/Glendale	30
6/15/2018	Align Technology ICL IFC IIC ITT Jun2018	Burbank	
6/15/2018	Align Technology ICL IFC IIC ITT Jun2018	Hollywood	
6/15/2018	Align Technology ICL IFC IIC ITT Jun2018	P123E	
6/15/2018	Online Trading Academy Workshop June#2	Academy 6	20
6/16/2018	World Wide Dreambuilders Regional Rally Jun2018	Academy 1/2/3	650
6/18/2018	National Alliance CISR Elements of Risk Management Jun2018	Pasadena	33
6/18/2018	Kaiser Permanente NCSC Meeting Jun2018	Glendale	23
6/18/2018	Stephen Larson MeetingJune2018	Executive Boardroom	4
6/19/2018	Kaiser Permanente Managing Your Workforce Jun2018	Producer A and B	35
6/19/2018	Kaiser Permanente Managing Your Workforce Jun2018	P123E	
6/19/2018	Brookmore Meeting June2018	Executive Boardroom	15
6/20/2018	Kaiser Permanente Managing Your Workforce Jun2018	Producer A and B	45
6/20/2018	Kaiser Permanente Managing Your Workforce Jun2018	P123E	
6/21/2018	BuildaBEAST	Academy Ballroom	200
6/21/2018	BuildaBEAST	City Ballroom	150
6/21/2018	BuildaBEAST	Vine B	
6/21/2018	BuildaBEAST	Vine A	
6/21/2018	BuildaBEAST	Sunset A and B	
6/21/2018	BuildaBEAST	Executive Boardroom	
6/21/2018	US Lion Trvl MDRT Group Jun2018	City Ballroom	143
6/22/2018	BuildaBEAST	Academy Ballroom	200
6/22/2018	BuildaBEAST	City Ballroom	150
6/22/2018	BuildaBEAST	Vine B	
6/22/2018	BuildaBEAST	Vine A	
6/22/2018	BuildaBEAST	Sunset A and B	
6/22/2018	BuildaBEAST	Executive Boardroom	
6/22/2018	US Lion Trvl MDRT Group Jun2018	City Ballroom	328
6/22/2018	Pac Surge Meeting	P123E	2
6/23/2018	BuildaBEAST	Academy Ballroom	1,300
6/23/2018	BuildaBEAST	Academy Ballroom	
6/23/2018	BuildaBEAST	Vine B	
6/23/2018	BuildaBEAST	Vine A	
6/23/2018	BuildaBEAST	Sunset A and B	
6/23/2018	BuildaBEAST	Executive Boardroom	
6/23/2018	BuildaBEAST	City Ballroom	
6/23/2018	US Lion Trvl MDRT Group Jun2018	City Ballroom	329
6/24/2018	BuildaBEAST	Academy Ballroom	200
6/24/2018	BuildaBEAST	City Ballroom	150
6/24/2018	BuildaBEAST	Vine B	
6/24/2018	BuildaBEAST	Vine A	
6/24/2018	BuildaBEAST	Sunset A and B	
6/24/2018	BuildaBEAST	Executive Boardroom	
6/24/2018	US Lion Trvl MDRT Group Jun2018	City Ballroom	330
6/25/2018	California Association of Work Experience Educators (CAWEE) Board Meeting Jun2018	P125E	12
6/25/2018	CAHN California Association of Hostage Negotiators Board Meeting Jun2018	Executive Boardroom	12
6/25/2018	BuildaBEAST	Academy Ballroom	
6/25/2018	US Lion Trvl MDRT Group Jun2018	City Ballroom	330
6/25/2018	So CA Gas Company Safety and Health Congress Jun2018	Academy 1/2/3	485
6/26/2018	California Association of Work Experience Educators (CAWEE) Board Meeting Jun2018	P125E	12
6/26/2018	US Lion Trvl MDRT Group Jun2018	City Ballroom	330
6/26/2018	So CA Gas Company Safety and Health Congress Jun2018	Academy 1/2/3	485
6/26/2018	So CA Gas Company Safety and Health Congress Jun2018	Academy 4	
6/26/2018	So CA Gas Company Safety and Health Congress Jun2018	Academy 6	
6/26/2018	So CA Gas Company Safety and Health Congress Jun2018	Vine A and B	
6/26/2018	So CA Gas Company Safety and Health Congress Jun2018	Burbank	

Date	Quote Name	Function Space/Location	Actual
6/26/2018	So CA Gas Company Safety and Health Congress Jun2018	Hollywood	
6/26/2018	So CA Gas Company Safety and Health Congress Jun2018	Glendale	
6/26/2018	So CA Gas Company Safety and Health Congress Jun2018	Pasadena	
6/26/2018	So CA Gas Company Safety and Health Congress Jun2018	Sunset A and B	
6/26/2018	So CA Gas Company Safety and Health Congress Jun2018	Academy 5	
6/26/2018	Pacifica Hospital Meeting	Producer A and B	45
6/27/2018	California Association of Work Experience Educators (CAWEE) Board Meeting Jun2018	P125E	12
6/27/2018	US Lion Trvl MDRT Group Jun2018	Academy 2/3	320
6/27/2018	Online Trading Academy Workshop June #3	Glendale	20
6/27/2018	TheLANDING Jun2018	Executive Boardroom	12
6/27/2018	DBP & PerfX Wireline Services Meeting	P127E	4
6/28/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Academy 1	300
6/28/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Academy 2/3	
6/28/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Vine B	
6/28/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Vine A	
6/28/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Academy 4	
6/28/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Academy 5/6	
6/28/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Academy 4	
6/28/2018	California Association of Work Experience Educators (CAWEE) Board Meeting Jun2018	P125E	12
6/28/2018	US Lion Trvl MDRT Group Jun2018	Academy 2/3	320
6/28/2018	Miller Kaplan Arase LLP Meeting 2018 **DO NOT MOVE ROOM**	Pasadena	27
6/28/2018	Miller Kaplan Arase LLP Meeting 2018 **DO NOT MOVE ROOM**	P127E	10
6/29/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Sunset A and B	10
6/29/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Academy 4	30
6/29/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Vine B	2
6/29/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Vine A	10
6/29/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Academy 2/3	240
6/29/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Academy 5	30
6/29/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Academy 1	300
6/29/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Academy 6	
6/29/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Academy 5/6	
6/29/2018	US Lion Trvl MDRT Group Jun2018	City Ballroom	180
6/30/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Academy 1/2/3	400
6/30/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Academy 1	
6/30/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Academy 2/3	
6/30/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Sunset A and B	
6/30/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Vine B	
6/30/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Vine A	
6/30/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Academy 4/5	
6/30/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Academy 6	
6/30/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Academy 5/6	
6/30/2018	SOAR and MIT CLAIRVOYANCE Jun2018	P127E	20
7/1/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Academy 1	300
7/1/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Academy 4	
7/1/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Vine B	
7/1/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Sunset A and B	
7/1/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Academy 2/3	
7/1/2018	Armenian Evangelical Union of North America AEUNA Bi-Annual Convention Jun2018	Vine A	
7/1/2018	SOAR and MIT CLAIRVOYANCE Jun2018	P127E	20
7/2/2018	Wellcare Health Plans Meeting	P125E	3
7/5/2018	Los Angeles Pool League (LAPL) Summer WCC Jul2018	City Ballroom	140
7/5/2018	Bash Boxing - CxF California Xtreme Fighting Jul2018	Vine A and B	30
7/5/2018	Online Trading Academy Workshop July #1	Producer A and B	20
7/6/2018	Los Angeles Pool League (LAPL) Summer WCC Jul2018	City Ballroom	140
7/6/2018	Bash Boxing - CxF California Xtreme Fighting Jul2018	Academy Ballroom	1000
7/6/2018	Bash Boxing - CxF California Xtreme Fighting Jul2018	Vine A and B	
7/6/2018	Bash Boxing - CxF California Xtreme Fighting Jul2018	Sunset A and B	
7/7/2018	Word Cup Scrabble Championship	Academy 2/3	120
7/7/2018	Los Angeles Pool League (LAPL) Summer WCC Jul2018	City Ballroom	140
7/7/2018	Hindsight Radio Meeting	Producer A and B	40
7/8/2018	Word Cup Scrabble Championship	Academy 2/3	120
7/8/2018	Los Angeles Pool League (LAPL) Summer WCC Jul2018	City Ballroom	140

Date	Quote Name	Function Space/Location	Actual
7/9/2018	Word Cup Scrabble Championship	Academy 2/3	120
7/9/2018	Intermountain Power Agency -Burbank Power & Water Mtg July 9	Vine A and B	30
7/9/2018	Intermountain Power Agency -Burbank Power & Water Mtg July 9	Academy 6	30
7/9/2018	California Association of Realtors Meeting	Academy 4	30
7/10/2018	Word Cup Scrabble Championship	Academy 2/3	120
7/10/2018	Dignity Health BPCI- Advanced Market Roll Out	Academy 4/5	65
7/10/2018	Dignity Health BPCI- Advanced Market Roll Out	Sunset B	
7/10/2018	Dignity Health BPCI- Advanced Market Roll Out	Sunset A	
7/10/2018	Aegis Treatment Center - July 2018	Producer A and B	20
7/10/2018	Arleta Facilities Meeting	Executive Boardroom	10
7/11/2018	Word Cup Scrabble Championship	Academy 2/3	120
7/11/2018	Aegis Treatment Center - July 2018	Producer A and B	20
7/12/2018	Insomniac Games Meeting July2018	Producer A and B	40
7/12/2018	Lawyers Mutual July Meeting	Executive Boardroom	10
7/12/2018	Dell Technologies Meeting	P125E	6
7/13/2018	Nueva Vision Meeting- July 2018	Producer A and B	50
7/13/2018	Nueva Vision Meeting- July 2018	P131E	50
7/14/2018	Nueva Vision Meeting- July 2018	Producer A and B	50
7/14/2018	Nueva Vision Meeting- July 2018	P131E	50
7/15/2018	ANME SHOW JULY 2018	Pavillion #2	675
7/15/2018	ANME SHOW JULY 2018	Pavillion #1	
7/15/2018	ANME SHOW JULY 2018	Academy Ballroom	
7/15/2018	ANME SHOW JULY 2018	City Ballroom	
7/15/2018	ANME SHOW JULY 2018	Sunset A and B	
7/15/2018	Nueva Vision Meeting- July 2018	Producer A and B	50
7/15/2018	Nueva Vision Meeting- July 2018	P131E	50
7/16/2018	ANME SHOW JULY 2018	Pavillion #2	675
7/16/2018	ANME SHOW JULY 2018	City Ballroom	
7/16/2018	ANME SHOW JULY 2018	Academy Ballroom	
7/16/2018	ANME SHOW JULY 2018	Pavillion #1	
7/16/2018	ANME SHOW JULY 2018	Sunset A and B	
7/16/2018	ANME SHOW JULY 2018	Pavillion #2	
7/17/2018	ANME SHOW JULY 2018	Pavillion #2	400
7/17/2018	ANME SHOW JULY 2018	City Ballroom	
7/17/2018	ANME SHOW JULY 2018	Academy Ballroom	
7/17/2018	ANME SHOW JULY 2018	Pavillion #1	
7/17/2018	ANME SHOW JULY 2018	Sunset A and B	
7/17/2018	Lancome L'Academie Training Jul2018	Producer A and B	20
7/17/2018	Lancome L'Academie Training Jul2018	P131E	
7/18/2018	Lancome L'Academie Training Jul2018	Producer A and B	20
7/18/2018	Lancome L'Academie Training Jul2018	P131E	
7/18/2018	Private Meeting	P131E	
7/19/2018	WCK Muay Thai Boxing July2018	Vine A and B	
7/19/2018	Lancome L'Academie Training Jul2018	Producer A and B	20
7/19/2018	Lancome L'Academie Training Jul2018	P131E	
7/19/2018	Miller Kaplan Meeting - July2018	Executive Boardroom	10
7/19/2018	Private Meeting	P125E	6
7/19/2018	LMLM Law Meeting	P129E	6
7/20/2018	WCK Muay Thai Boxing July2018	Vine A and B	
7/20/2018	WCK Muay Thai Boxing July2018	Sunset A and B	
7/20/2018	WCK Muay Thai Boxing July2018	Academy Ballroom	1,000
7/20/2018	Rockwell Trading Jul2018	Pasadena/Glendale	7
7/20/2018	Rockwell Trading Jul2018	Pasadena/Glendale	40
7/20/2018	7 - Eleven Franchise Meeting Jul2018	Hollywood/Burbank	100
7/20/2018	7 - Eleven Franchise Meeting Jul2018	Producer A and B	
7/21/2018	Step It Up	Producer A and B	30
7/21/2018	Online Trading Academy Workshiop July #3	Pasadena	20
7/21/2018	Equipo Vision Jul2018	Glen/Holly/Bur	300
7/22/2018	Monsters of Hip Hop Dance Convention Jul2018	Academy 1/4/5/6	200
7/22/2018	Monsters of Hip Hop Dance Convention Jul2018	Academy 2/3	
7/22/2018	Monsters of Hip Hop Dance Convention Jul2018	Sunset B	
7/22/2018	Monsters of Hip Hop Dance Convention Jul2018	Vine A and B	

Date	Quote Name	Function Space/Location	Actual
7/22/2018	Monsters of Hip Hop Dance Convention Jul2018	Sunset A	
7/22/2018	Step It Up	Producer A and B	25
7/22/2018	Highway Content LSB Shorties Jul18	P129E	20
7/23/2018	Monsters of Hip Hop Dance Convention Jul2018	Academy 2/3	
7/23/2018	Monsters of Hip Hop Dance Convention Jul2018	Academy 1/4/5/6	200
7/23/2018	Monsters of Hip Hop Dance Convention Jul2018	Vine A and B	
7/23/2018	Monsters of Hip Hop Dance Convention Jul2018	Sunset B	
7/23/2018	Monsters of Hip Hop Dance Convention Jul2018	Sunset A	
7/23/2018	Sneak on the Lot Summer Workshop Jul2018	Producer A and B	13
7/24/2018	Monsters of Hip Hop Dance Convention Jul2018	Academy 2/3	
7/24/2018	Monsters of Hip Hop Dance Convention Jul2018	Academy 1/4/5/6	200
7/24/2018	Monsters of Hip Hop Dance Convention Jul2018	Vine A and B	
7/24/2018	Monsters of Hip Hop Dance Convention Jul2018	Sunset B	
7/24/2018	Monsters of Hip Hop Dance Convention Jul2018	Sunset A	
7/24/2018	Step It Up	P131E	25
7/24/2018	Sneak on the Lot Summer Workshop Jul2018	Producer A and B	13
7/24/2018	CA Association of Public Hospitals SNI Behavioral Health Roundtables Jul2018	Hollywood/Burbank	30
7/24/2018	Marchon District Manager Meeting Burbank Jul 2018	P125E	8
7/24/2018	Highway Content LSB Shorties Jul18	Pasadena	20
7/24/2018	Arleta Facilities Meeting- August	Executive Boardroom	10
7/25/2018	Monsters of Hip Hop Dance Convention Jul2018	Academy 1/4/5/6	200
7/25/2018	Monsters of Hip Hop Dance Convention Jul2018	Academy 2/3	
7/25/2018	Monsters of Hip Hop Dance Convention Jul2018	Vine A and B	
7/25/2018	Monsters of Hip Hop Dance Convention Jul2018	Sunset B	
7/25/2018	Monsters of Hip Hop Dance Convention Jul2018	Sunset A	
7/25/2018	Step It Up	P131E	10
7/25/2018	Sneak on the Lot Summer Workshop Jul2018	Producer A and B	13
7/25/2018	California Association of Health Plans July2018	City Ballroom	180
7/25/2018	Shire Interviews	Executive Boardroom	4
7/26/2018	Monsters of Hip Hop Dance Convention Jul2018	Academy 2/3	
7/26/2018	Monsters of Hip Hop Dance Convention Jul2018	Sunset B	
7/26/2018	Monsters of Hip Hop Dance Convention Jul2018	Vine A and B	
7/26/2018	Monsters of Hip Hop Dance Convention Jul2018	Sunset A	
7/26/2018	Step It Up	P131E	25
7/26/2018	Step It Up	Burbank	25
7/26/2018	Sneak on the Lot Summer Workshop Jul2018	Producer A and B	13
7/26/2018	AIDS Healthcare Foundation - July2018	Pasadena	32
7/26/2018	Transdev Interviews	P125E	5
7/27/2018	Monsters of Hip Hop Dance Convention Jul2018	Academy 1/4/5/6	200
7/27/2018	Monsters of Hip Hop Dance Convention Jul2018	Academy 2/3	
7/27/2018	Monsters of Hip Hop Dance Convention Jul2018	Vine A and B	
7/27/2018	Monsters of Hip Hop Dance Convention Jul2018	Sunset B	
7/27/2018	Monsters of Hip Hop Dance Convention Jul2018	Sunset A	
7/27/2018	Sneak on the Lot Summer Workshop Jul2018	Producer A and B	13
7/27/2018	Nueva Vision Meeting-#2 July 2018	Pasadena	25
7/28/2018	Monsters of Hip Hop Dance Convention Jul2018	Academy 1/4/5/6	200
7/28/2018	Monsters of Hip Hop Dance Convention Jul2018	Academy 2/3	
7/28/2018	Monsters of Hip Hop Dance Convention Jul2018	Sunset B	
7/28/2018	Monsters of Hip Hop Dance Convention Jul2018	Vine A and B	
7/28/2018	Monsters of Hip Hop Dance Convention Jul2018	Sunset A	
7/28/2018	Monsters of Hip Hop Dance Convention Jul2018	Glendale/Hollywood	
7/28/2018	Sneak on the Lot Summer Workshop Jul2018	Producer A and B	13
7/28/2018	Nueva Vision Meeting-#2 July 2018	Pasadena	25
7/28/2018	Lucid Dreaming - Certified Coaching Jul2018	P127E	20
7/28/2018	Casting Final WRP	Burbank	30
7/28/2018	Highway Content LSB Shorties Jul18	P129E	20
7/29/2018	Step It Up	Beverly Hills	25
7/29/2018	Nueva Vision Meeting-#2 July 2018	Pasadena	25
7/29/2018	Cook Medical Meeting July2018	P125E	4
7/29/2018	Lucid Dreaming - Certified Coaching Jul2018	P127E	20
7/29/2018	Casting Final WRP	Burbank	30
7/30/2018	Step It Up	Pasadena	35

Date	Quote Name	Function Space/Location	Actual
7/30/2018	World of Dance Convention	Academy 1	125
7/30/2018	World of Dance Convention	Academy 2/3	100
7/30/2018	World of Dance Convention	Academy 4/5/6	100
7/30/2018	Highway Content LSB Shorties Jul18	Sunset A and B	20
7/31/2018	Step It Up	Pasadena	60
7/31/2018	World of Dance Convention	Academy 1	125
7/31/2018	World of Dance Convention	Academy 2	50
7/31/2018	World of Dance Convention	Academy 4/5/6	100
7/31/2018	World of Dance Convention	Academy 3	50
8/1/2018	Henry Wine Group Meeting	P125E	8
8/2/2018	Online Trading Academy Workshop Aug	Producer A and B	20
8/2/2018	Novartis Pharmaceuticals Meeting	Executive Boardroom	10
8/2/2018	Transdev Meeting	P125E	5
8/4/2018	Online Trading Academy Workshop Aug#2	Producer A and B	16
8/4/2018	Highway Content LSB Shorties Jul18	P129E	20
8/5/2018	Casting Final WRP	Burbank	30
8/6/2018	Casting Final WRP	Burbank	30
8/6/2018	Highway Content LSB Shorties Jul18	Producer A and B	20
8/6/2018	Online Trading Academy Workshop August#1	Pasadena	10
8/7/2018	Kaiser Permanente All Staff and KPIF OE Readiness Meetings Aug2018	Hollywood/Burbank	78
8/7/2018	Kaiser Permanente All Staff and KPIF OE Readiness Meetings Aug2018	Glendale	
8/8/2018	California Cancer Registrars Association (CCRA) Aug2018	Academy 1	175
8/8/2018	California Cancer Registrars Association (CCRA) Aug2018	Academy 2/3	
8/8/2018	California Cancer Registrars Association (CCRA) Aug2018	Academy 2/3	
8/8/2018	Western Clash 2	Pasadena/Glendale	67
8/9/2018	California Cancer Registrars Association (CCRA) Aug2018	Academy 1	175
8/9/2018	California Cancer Registrars Association (CCRA) Aug2018	Academy 2/3	
8/9/2018	California Cancer Registrars Association (CCRA) Aug2018	Academy 2/3	
8/9/2018	California Cancer Registrars Association (CCRA) Aug2018	Producer A and B	
8/9/2018	Western Clash 2	Pasadena/Glendale	92
8/9/2018	Matrix Discovery Meeting	Academy 4	30
8/9/2018	Online Trading Academy Workshop Aug#3	Vine A and B	12
8/9/2018	Highway Content LSB Shorties Jul18	P129E	20
8/9/2018	Smart & Final Produce Lead Meeting Aug2018	Academy 4/5/6	110
8/9/2018	Mariner Healthcare Meeting	Sunset A and B	21
8/9/2018	Private Meeting	P125E	4
8/10/2018	California Cancer Registrars Association (CCRA) Aug2018	Academy 1	175
8/10/2018	California Cancer Registrars Association (CCRA) Aug2018	Academy 2/3	
8/10/2018	Nueva Vision Meeting - August2018	Vine A	35
8/10/2018	Nueva Vision Meeting - August2018	Producer A	35
8/10/2018	Western Clash 2	Pasadena/Glendale	96
8/10/2018	Mariner Healthcare Meeting	Executive Boardroom	13
8/11/2018	Nueva Vision Meeting - August2018	Sunset A and B	50
8/11/2018	Western Clash 2	Pasadena/Glendale	107
8/11/2018	Equipo Vision 081118	Academy 1	500
8/12/2018	Nueva Vision Meeting - August2018	Sunset A and B	50
8/12/2018	Western Clash 2	Pasadena/Glendale	108
8/12/2018	Equipo Vision Aug2018	Academy Ballroom	1,300
8/12/2018	Highway Content LSB Shorties Jul18	Producer A and B	20
8/13/2018	Western Clash 2	Pasadena/Glendale	88
8/13/2018	Sanofi Meeting	Vine A and B	17
8/14/2018	Dignity Health Hospitality in Health Care Facilitator Training	P127E	8
8/14/2018	Online Trading Academy Workshop August#2	Producer A and B	10
8/14/2018	Sanofi Meeting	Vine A and B	17
8/15/2018	World Wide Dreambuilders Second Look Meeting Aug2018	Academy 1/4/5/6	850
8/15/2018	Dignity Health Hospitality in Health Care Facilitator Training	Academy 3	63
8/15/2018	Dignity Health Hospitality in Health Care Facilitator Training	P127E	
8/15/2018	Dignity Health Hospitality in Health Care Facilitator Training	Sunset A and B	
8/15/2018	Product Video Taping	Beverly Hills	6
8/15/2018	Pearson	P125E	5
8/15/2018	Kaiser Permanente Large Group Account Management Aug2018	Executive Boardroom	4
8/16/2018	Anime California	Pasadena	90

Date	Quote Name	Function Space/Location	Actual
8/16/2018	Anime California	Vine A and B	
8/16/2018	Anime California	Sunset A and B	
8/16/2018	Anime California	Glendale	
8/16/2018	Anime California	Hollywood	
8/16/2018	Anime California	Burbank	
8/16/2018	Anime California	Beverly Hills	
8/16/2018	Anime California	Academy 2/3	
8/16/2018	Anime California	Academy 4/5/6	
8/16/2018	California New Car Dealers Association Aug2018	Academy 2	59
8/16/2018	Dignity Health Hospitality in Health Care Facilitator Training	Academy 3	63
8/16/2018	Dignity Health Hospitality in Health Care Facilitator Training	P127E	
8/16/2018	Dignity Health Hospitality in Health Care Facilitator Training	Producer A	
8/16/2018	Dignity Health Hospitality in Health Care Facilitator Training	Producer B	
8/16/2018	Dignity Health Hospitality in Health Care Facilitator Training	Executive Boardroom	
8/16/2018	Dignity Health Hospitality in Health Care Facilitator Training	P123E	
8/16/2018	Dignity Health Hospitality in Health Care Facilitator Training	P129E	
8/16/2018	Novo Nordisk Meeting	P131E	8
8/17/2018	Anime California	Academy 1	420
8/17/2018	Anime California	Beverly Hills	
8/17/2018	Anime California	Academy 2/3	
8/17/2018	Anime California	Academy 4/5/6	
8/17/2018	Anime California	P129E	
8/17/2018	Anime California	P131E	
8/17/2018	Anime California	Glendale	
8/17/2018	Anime California	P123E	
8/17/2018	Anime California	Executive Boardroom	
8/17/2018	Anime California	P125E	
8/17/2018	Anime California	P127E	
8/17/2018	Anime California	Sunset A and B	
8/17/2018	Anime California	Pasadena	
8/17/2018	Anime California	Hollywood	
8/17/2018	Anime California	Vine A and B	
8/17/2018	Anime California	Burbank	
8/17/2018	Anime California	Producer A and B	
8/17/2018	Anime California	Academy 1	
8/17/2018	Anime California	Academy 1	
8/17/2018	California Law Revision Commission Meeting Aug2018	Producer A and B	20
8/18/2018	Anime California	Academy 1	420
8/18/2018	Anime California	Glendale	
8/18/2018	Anime California	Beverly Hills	
8/18/2018	Anime California	P123E	
8/18/2018	Anime California	Executive Boardroom	
8/18/2018	Anime California	P125E	
8/18/2018	Anime California	P127E	
8/18/2018	Anime California	P129E	
8/18/2018	Anime California	P131E	
8/18/2018	Anime California	Glendale	
8/18/2018	Anime California	Glendale	
8/18/2018	Anime California	Academy 2/3	
8/18/2018	Anime California	Academy 4/5/6	
8/18/2018	Anime California	Sunset A and B	
8/18/2018	Anime California	Vine A and B	
8/18/2018	Anime California	Burbank	
8/18/2018	Anime California	Pasadena	
8/18/2018	Anime California	Glendale	
8/18/2018	Anime California	Producer A and B	
8/18/2018	Anime California	Hollywood	
8/18/2018	Anime California	Glendale	
8/18/2018	Anime California	Producer A and B	
8/18/2018	Anime California	Producer A and B	
8/18/2018	Anime California	Academy 1	
8/18/2018	Anime California	Academy 1	

Date	Quote Name	Function Space/Location	Actual
8/19/2018	Anime California	Academy 1	420
8/19/2018	Anime California	Glendale	
8/19/2018	Anime California	P123E	
8/19/2018	Anime California	Executive Boardroom	
8/19/2018	Anime California	P125E	
8/19/2018	Anime California	P129E	
8/19/2018	Anime California	P127E	
8/19/2018	Anime California	P131E	
8/19/2018	Anime California	Sunset A and B	
8/19/2018	Anime California	Vine A and B	
8/19/2018	Anime California	Academy 2/3	
8/19/2018	Anime California	Academy 4/5/6	
8/19/2018	Anime California	Hollywood	
8/19/2018	Anime California	Burbank	
8/19/2018	Anime California	Beverly Hills	
8/19/2018	Anime California	Producer A and B	
8/19/2018	Anime California	Pasadena	
8/19/2018	Executive Call Backs S16 Aug18	Burbank	100
8/20/2018	Executive Call Backs S16 Aug18	Burbank	100
8/20/2018	Executive Call Backs S16 Aug18	Hollywood	72
8/21/2018	Kaiser Permanente MMSA All Hands Aug2018	Pasadena/Glendale	58
8/21/2018	Executive Call Backs S16 Aug18	Burbank	100
8/21/2018	Executive Call Backs S16 Aug18	Hollywood	72
8/21/2018	Insight Schools of California Professional Development Aug2018	Academy 4/5	55
8/21/2018	Drake Software Corporate Meeting CA 13	Vine A and B	25
8/21/2018	Insight Schools of CA (ISCA) Department Meeting Aug2018	Academy 2	70
8/21/2018	Insight Schools of CA (ISCA) Department Meeting Aug2018	Academy 3	
8/21/2018	The Story Makers Aug2018	Academy 1	10
8/21/2018	The Story Makers Aug2018	Academy 1	300
8/22/2018	Executive Call Backs S16 Aug18	Burbank	100
8/22/2018	Executive Call Backs S16 Aug18	Hollywood	72
8/22/2018	Monument Administrators Quality Comp Annual Meeting Aug2018	Pasadena/Glendale	2
8/22/2018	Monument Administrators Quality Comp Annual Meeting Aug2018	Pasadena/Glendale	60
8/22/2018	Insight Schools of California Professional Development Aug2018	Academy 4/5	55
8/22/2018	Insight Schools of California Professional Development Aug2018	Academy 6	
8/22/2018	Insight Schools of CA (ISCA) Department Meeting Aug2018	Academy 2	70
8/22/2018	Insight Schools of CA (ISCA) Department Meeting Aug2018	Academy 3	
8/22/2018	Online Trading Academy Workshop August#3	Vine A and B	20
8/22/2018	California Society of CPAs	P125E	8
8/23/2018	Executive Call Backs S16 Aug18	Hollywood	72
8/23/2018	Executive Call Backs S16 Aug18	Burbank	100
8/23/2018	CA Association of Public Hospitals SNI DPH/The Plans Convening Aug2018	Academy 1	183
8/23/2018	CA Association of Public Hospitals SNI DPH/The Plans Convening Aug2018	Sunset A	
8/23/2018	CA Association of Public Hospitals SNI DPH/The Plans Convening Aug2018	Sunset B	
8/23/2018	CalCPA Education Foundation AFCSA Aug2018	Pasadena	18
8/23/2018	Central California Regional Meeting	P125E	10
8/23/2018	Trianz Meeting	P127E	8
8/24/2018	Nueva Vision Meeting- August#2	Pasadena	50
8/24/2018	Equipo Vision 082418	Academy 4/5/6	200
8/24/2018	Central California Regional Meeting	P125E	10
8/25/2018	Caring Hand for Children Gala Aug2018	Academy 1/2/3	320
8/25/2018	Caring Hand for Children Gala Aug2018	Vine A and B	
8/25/2018	Caring Hand for Children Gala Aug2018	Sunset A and B	
8/25/2018	Work Comp Central Aug2018	Hollywood/Burbank	85
8/25/2018	Work Comp Central Aug2018	Hollywood/Burbank	80
8/25/2018	Work Comp Central Aug2018	Glendale	80
8/25/2018	Counting Sheep Production Aug18	Producer A and B	6
8/25/2018	Nueva Vision Meeting- August#2	Pasadena	50
8/25/2018	Nueva Vision Meeting- August#2	P131E	30
8/26/2018	Counting Sheep Production Aug18	Producer A and B	6
8/26/2018	Nueva Vision Meeting- August#2	Pasadena	50
8/26/2018	Nueva Vision Meeting- August#2	P131E	30

Date	Quote Name	Function Space/Location	Actual
8/26/2018	Aegis Treatment Center - Aug2018	Burbank	25
8/26/2018	Equipo Vision 082618	Academy 2/3	250
8/27/2018	Counting Sheep Production Aug18	Producer A and B	6
8/27/2018	Alston Construction/ American Fruits and Flavors, LLC. Aug2018	Executive Boardroom	12
8/28/2018	Counting Sheep Production Aug18	Producer A and B	6
8/28/2018	Aegis Treatment Center August #2	Sunset A and B	20
8/28/2018	Novo Nordisk Meeting	P125E	8
8/28/2018	Varian Training	P129E	8
8/29/2018	Counting Sheep Production Aug18	Producer A and B	6
8/29/2018	CalCPA Education Foundation T1041 Aug2018	Pasadena	25
8/29/2018	Dirty John Aug 18	Hollywood/Burbank	20
8/29/2018	Dirty John Aug 18	Beverly Hills	
8/29/2018	Dirty John Aug 18	Glendale	
8/29/2018	Content	P127E	6
8/29/2018	MIG INC.	P127E	6
8/30/2018	National Birmingham Roller Club (NBRC) Annual Convention 2018	Pasadena	20
8/30/2018	Counting Sheep Production Aug18	Producer A and B	6
8/30/2018	Bernards Meeting	Executive Boardroom	8
8/30/2018	Dirty John Aug 18	Hollywood/Burbank	20
8/30/2018	Dirty John Aug 18	Glendale	
8/31/2018	Counting Sheep Production Aug18	Producer A and B	6
8/31/2018	Diamond Resorts International Aug2018	Vine A and B	24
8/31/2018	Diamond Resorts International Aug2018	Sunset A and B	
8/31/2018	Tornier Meeting	P125E	10
8/31/2018	Kleiner Perkins	P127E	4
9/1/2018	Southern District Young Buddhist League Sep2018	Pasadena/Glendale	160
9/1/2018	Southern District Young Buddhist League Sep2018	P131E	
9/1/2018	Southern District Young Buddhist League Sep2018	Producer A and B	
9/1/2018	Southern District Young Buddhist League Sep2018	Hollywood/Burbank	
9/1/2018	Southern District Young Buddhist League Sep2018	Academy 4	
9/1/2018	Southern District Young Buddhist League Sep2018	Academy 5	
9/1/2018	Southern District Young Buddhist League Sep2018	Academy 6	
9/1/2018	Southern District Young Buddhist League Sep2018	Pasadena	
9/1/2018	National Birmingham Roller Club (NBRC) Annual Convention 2018	Academy 2	100
9/1/2018	SOAR and MIT Master Clairvoyance Sep2018	P127E	20
9/1/2018	Diamond Resorts International Aug2018	Vine A and B	24
9/1/2018	Diamond Resorts International Aug2018	Sunset A and B	
9/2/2018	Southern District Young Buddhist League Sep2018	Pasadena/Glendale	160
9/2/2018	Southern District Young Buddhist League Sep2018	Producer A and B	
9/2/2018	Southern District Young Buddhist League Sep2018	Hollywood/Burbank	
9/2/2018	SOAR and MIT Master Clairvoyance Sep2018	P127E	20
9/2/2018	Diamond Resorts International Aug2018	Vine A and B	24
9/2/2018	Diamond Resorts International Aug2018	Sunset A and B	
9/5/2018	Allergan Meeting	P125E	8
9/5/2018	Carl Zeiss Microscopy Interviews	P127E	4
9/6/2018	Online Trading Academy Sep#1	Producer A and B	12
9/7/2018	Nueva Vision Meeting Sep#1	Vine A and B	50
9/7/2018	California Medical Transportation Association Aug2018	Pasadena/Glendale	80
9/8/2018	Nueva Vision Meeting Sep#1	Hollywood	50
9/8/2018	Nueva Vision Meeting Sep#1	Burbank	50
9/8/2018	Online Trading Academy Sep#2	Producer A and B	12
9/8/2018	World Wide Dreambuilders Regional Rally Sep2018	Academy Ballroom	1,300
9/9/2018	Burbank International Film Festival Sep2018	Academy 1/2/3	625
9/9/2018	Burbank International Film Festival Sep2018	Academy 4/5/6	
9/9/2018	University of Michigan Prospective Student and Family Information Session Sep2018	Pasadena/Glendale	1
9/9/2018	University of Michigan Prospective Student and Family Information Session Sep2018	Pasadena/Glendale	2
9/9/2018	University of Michigan Prospective Student and Family Information Session Sep2018	Pasadena/Glendale	150
9/9/2018	Nueva Vision Meeting Sep#1	Burbank	50
9/9/2018	Beauty Secrets Meeting September 2018	Producer A and B	18
9/9/2018	Woodbury University Meeting	P125E	6
9/10/2018	Beauty Secrets Meeting September 2018	Burbank	14
9/10/2018	Alston Contruction American Fruits and Flavors, LLC	Executive Boardroom	12

Date	Quote Name	Function Space/Location	Actual
9/11/2018	Ally Financial F&I Management Seminar	Producer A and B	25
9/11/2018	Beauty Secrets Meeting September 2018	Burbank	14
9/12/2018	Kaiser Permanente M&DS New Employee/Manager Orientation/Marketing Leadership Team S	Pasadena/Glendale	46
9/12/2018	Kaiser Permanente M&DS New Employee/Manager Orientation/Marketing Leadership Team S	Executive Boardroom	
9/12/2018	Ally Financial F&I Management Seminar	Producer A and B	25
9/13/2018	Son of Monsterpalooza - 2018	Academy Ballroom	153
9/13/2018	Son of Monsterpalooza - 2018	City Ballroom	300
9/13/2018	Son of Monsterpalooza - 2018	Vine A and B	
9/13/2018	Son of Monsterpalooza - 2018	Sunset A and B	
9/13/2018	Kaiser Permanente ALDP Sep2018	Producer A and B	27
9/13/2018	XIX Entertainment / Now United Sep 18	P127E	12
9/14/2018	Son of Monsterpalooza - 2018	Academy Ballroom	153
9/14/2018	Son of Monsterpalooza - 2018	City Ballroom	300
9/14/2018	Son of Monsterpalooza - 2018	Sunset A and B	
9/14/2018	Son of Monsterpalooza - 2018	Vine A and B	
9/15/2018	Son of Monsterpalooza - 2018	Academy Ballroom	153
9/15/2018	Son of Monsterpalooza - 2018	City Ballroom	300
9/15/2018	Son of Monsterpalooza - 2018	Sunset A and B	
9/15/2018	Son of Monsterpalooza - 2018	Vine A and B	
9/16/2018	Son of Monsterpalooza - 2018	Academy Ballroom	153
9/16/2018	Son of Monsterpalooza - 2018	City Ballroom	300
9/16/2018	Son of Monsterpalooza - 2018	Sunset A and B	
9/16/2018	Son of Monsterpalooza - 2018	Vine A and B	
9/17/2018	Octapharma Plasma OLA 2.0 West Coast	Pasadena	20
9/17/2018	Online Trading Academy 091718	Producer A and B	15
9/18/2018	2018 Los Angeles State of Reform Conference Sep2018	Academy 1/2/3	200
9/18/2018	2018 Los Angeles State of Reform Conference Sep2018	Vine A and B	
9/18/2018	2018 Los Angeles State of Reform Conference Sep2018	Academy 4	
9/18/2018	2018 Los Angeles State of Reform Conference Sep2018	Sunset A and B	
9/18/2018	2018 Los Angeles State of Reform Conference Sep2018	Academy 6	
9/18/2018	2018 Los Angeles State of Reform Conference Sep2018	Academy 5	
9/18/2018	Octapharma Plasma OLA 2.0 West Coast	Pasadena	20
9/18/2018	Acrisure Meeting	Burbank	35
9/19/2018	2018 Los Angeles State of Reform Conference Sep2018	Vine A and B	
9/19/2018	2018 Los Angeles State of Reform Conference Sep2018	Academy 1	
9/19/2018	2018 Los Angeles State of Reform Conference Sep2018	Academy 5	
9/19/2018	2018 Los Angeles State of Reform Conference Sep2018	Academy 1/2/3	
9/19/2018	2018 Los Angeles State of Reform Conference Sep2018	Academy 6	
9/19/2018	2018 Los Angeles State of Reform Conference Sep2018	Academy 4	
9/19/2018	2018 Los Angeles State of Reform Conference Sep2018	Sunset A and B	
9/19/2018	Octapharma Plasma OLA 2.0 West Coast	Pasadena	20
9/19/2018	Vulcan Materials Meeting Sep2018	Hollywood/Burbank	65
9/20/2018	Octapharma Plasma OLA 2.0 West Coast	Sunset A and B	20
9/20/2018	Smart & Final Meeting Sep2018	Academy 2/3	110
9/20/2018	Elk Grove Milling Meeting	P125E	10
9/20/2018	Riboli Family Wine Estates Meeting	P127E	6
9/21/2018	Tamburitza Extravaganza Sep2018	Academy 1/2/3	300
9/21/2018	Tamburitza Extravaganza Sep2018	Pas/Glen/Holly	
9/21/2018	Tamburitza Extravaganza Sep2018	Burbank	
9/21/2018	Tamburitza Extravaganza Sep2018	Sunset A and B	
9/21/2018	Tamburitza Extravaganza Sep2018	Vine A and B	
9/21/2018	Tamburitza Extravaganza Sep2018	Academy 4/5	
9/21/2018	Tamburitza Extravaganza Sep2018	Academy 6	
9/21/2018	Tamburitza Extravaganza Sep2018	P131E	
9/21/2018	Tamburitza Extravaganza Sep2018	Producer A and B	
9/21/2018	Tamburitza Extravaganza Sep2018	Executive Boardroom	
9/21/2018	Tamburitza Extravaganza Sep2018	Glendale	
9/21/2018	Tamburitza Extravaganza Sep2018	Pasadena	
9/21/2018	Tamburitza Extravaganza Sep2018	Hollywood	
9/21/2018	Riboli Family Wine Estates Meeting	P127E	6
9/22/2018	Tamburitza Extravaganza Sep2018	Academy 4/5	600
9/22/2018	Tamburitza Extravaganza Sep2018	Producer A and B	

Date	Quote Name	Function Space/Location	Actual
9/22/2018	Tamburitza Extravaganza Sep2018	Vine A and B	
9/22/2018	Tamburitza Extravaganza Sep2018	Sunset A and B	
9/22/2018	Tamburitza Extravaganza Sep2018	Academy 6	
9/22/2018	Tamburitza Extravaganza Sep2018	P131E	
9/22/2018	Tamburitza Extravaganza Sep2018	Burbank	
9/22/2018	Tamburitza Extravaganza Sep2018	Hollywood	
9/22/2018	Tamburitza Extravaganza Sep2018	Pasadena	
9/22/2018	Tamburitza Extravaganza Sep2018	Glendale	
9/22/2018	Tamburitza Extravaganza Sep2018	Academy 1/2/3	
9/23/2018	Tamburitza Extravaganza Sep2018	Academy Ballroom	600
9/23/2018	Tamburitza Extravaganza Sep2018	Producer A and B	
9/23/2018	Tamburitza Extravaganza Sep2018	P131E	
9/23/2018	Tamburitza Extravaganza Sep2018	Burbank	
9/23/2018	Tamburitza Extravaganza Sep2018	Executive Boardroom	
9/23/2018	Chin/Tovar Wedding Sep2018	Pas/Glen/Holly	70
9/24/2018	Tamburitza Extravaganza Sep2018	P131E	
9/24/2018	CAHN Training Conference Sept2018	Academy Ballroom	540
9/24/2018	CAHN Training Conference Sept2018	Sunset A and B	
9/24/2018	CAHN Training Conference Sept2018	Vine A and B	
9/24/2018	CALABA September Meeting	Producer A and B	15
9/25/2018	CAHN Training Conference Sept2018	Academy Ballroom	540
9/25/2018	CAHN Training Conference Sept2018	Sunset A and B	
9/25/2018	CAHN Training Conference Sept2018	Vine A and B	
9/25/2018	CAHN Training Conference Sept2018	City Ballroom	
9/25/2018	CAHN Training Conference Sept2018	Pavillion #1	
9/25/2018	CAHN Training Conference Sept2018	Academy 1	
9/25/2018	CAHN Training Conference Sept2018	Academy 2/3	
9/25/2018	CAHN Training Conference Sept2018	Academy 4/5/6	
9/25/2018	CALABA September Meeting	Producer A and B	7
9/25/2018	Computershare Meeting	P125E	6
9/26/2018	CAHN Training Conference Sept2018	Sunset A and B	
9/26/2018	CAHN Training Conference Sept2018	Academy Ballroom	540
9/26/2018	CAHN Training Conference Sept2018	Vine A and B	
9/26/2018	CAHN Training Conference Sept2018	City Ballroom	
9/26/2018	CAHN Training Conference Sept2018	Pavillion #1	
9/26/2018	Agriculture Capital Meeting Sep2018	Pasadena/Glendale	50
9/26/2018	Agriculture Capital Meeting Sep2018	Executive Boardroom	
9/26/2018	Computershare Meeting	P125E	6
9/27/2018	CAHN Training Conference Sept2018	Academy Ballroom	540
9/27/2018	CAHN Training Conference Sept2018	Sunset A and B	
9/27/2018	CAHN Training Conference Sept2018	Vine A and B	
9/27/2018	CAHN Training Conference Sept2018	City Ballroom	
9/27/2018	CAHN Training Conference Sept2018	Pavillion #1	
9/27/2018	CAHN Training Conference Sept2018	Academy 1	
9/27/2018	CAHN Training Conference Sept2018	Academy 2/3	
9/27/2018	CAHN Training Conference Sept2018	Academy 4/5/6	
9/27/2018	Down to Details-Scrapbooking Convention	Pasadena	30
9/27/2018	Down to Details-Scrapbooking Convention	Glendale	
9/27/2018	Down to Details-Scrapbooking Convention	Hollywood	
9/27/2018	Down to Details-Scrapbooking Convention	Burbank	
9/27/2018	Down to Details-Scrapbooking Convention	P131E	
9/27/2018	Down to Details-Scrapbooking Convention	Producer A and B	
9/27/2018	Down to Details-Scrapbooking Convention	Beverly Hills	
9/27/2018	Sunovion Interviews	P125E	3
9/28/2018	CAHN Training Conference Sept2018	Academy Ballroom	540
9/28/2018	CAHN Training Conference Sept2018	Sunset A and B	
9/28/2018	CAHN Training Conference Sept2018	Vine A and B	
9/28/2018	Down to Details-Scrapbooking Convention	Glendale/Hollywood	100
9/28/2018	Down to Details-Scrapbooking Convention	Pasadena	
9/28/2018	Down to Details-Scrapbooking Convention	Burbank	
9/28/2018	Down to Details-Scrapbooking Convention	P131E	
9/28/2018	Down to Details-Scrapbooking Convention	Producer A and B	

Date	Quote Name	Function Space/Location	Actual
9/28/2018	WCK Muay Thai Boxing Sep2018	Beverly Hills	
9/29/2018	Down to Details-Scrapbooking Convention	Glendale/Hollywood	100
9/29/2018	Down to Details-Scrapbooking Convention	Pasadena	
9/29/2018	Down to Details-Scrapbooking Convention	Burbank	
9/29/2018	Down to Details-Scrapbooking Convention	P131E	
9/29/2018	Down to Details-Scrapbooking Convention	Producer A and B	
9/29/2018	WCK Muay Thai Boxing Sep2018	Vine A and B	
9/29/2018	WCK Muay Thai Boxing Sep2018	Sunset A and B	
9/29/2018	WCK Muay Thai Boxing Sep2018	Academy Ballroom	1,000
9/30/2018	Berkeley Productions Meeting Sep18	Producer A	6
9/30/2018	Berkeley Productions Meeting Sep18	Producer B	6
10/1/2018	Alston Contruction American Fruits and Flavors,	Executive Boardroom	12
10/1/2018	Berkeley Productions Meeting Sep18	Producer A	6
10/1/2018	Berkeley Productions Meeting Sep18	Producer B	6
10/2/2018	CAWEE Annual Meeting	Beverly Hills	15
10/2/2018	Insomniac Games Meeting Oct2018	Sunset A and B	40
10/2/2018	AIDS Healthcare Foundation - Oct2018	Pasadena	27
10/2/2018	Bio-Rad Meeting	Executive Boardroom	6
10/2/2018	Berkeley Productions Meeting Sep18	Producer A	6
10/2/2018	Berkeley Productions Meeting Sep18	Producer B	6
10/3/2018	CAWEE Annual Meeting	Hollywood/Burbank	160
10/3/2018	CAWEE Annual Meeting	Pasadena/Glendale	
10/3/2018	CAWEE Annual Meeting	Beverly Hills	
10/3/2018	Burbank Chamber of Commerce State of the City Luncheon Oct2018	Academy 1/2/3	480
10/4/2018	CAWEE Annual Meeting	Pas/Glen/Holly	220
10/4/2018	CAWEE Annual Meeting	Beverly Hills	
10/4/2018	CAWEE Annual Meeting	Pasadena/Glendale	
10/4/2018	CAWEE Annual Meeting	Hollywood/Burbank	
10/4/2018	InD'Scribe Author and Reader Conference 2018	Academy 4/5	218
10/4/2018	InD'Scribe Author and Reader Conference 2018	Vine A	
10/4/2018	InD'Scribe Author and Reader Conference 2018	Vine B	
10/4/2018	InD'Scribe Author and Reader Conference 2018	Sunset A and B	
10/4/2018	InD'Scribe Author and Reader Conference 2018	Sunset A and B	
10/4/2018	InD'Scribe Author and Reader Conference 2018	Academy 6	
10/4/2018	InD'Scribe Author and Reader Conference 2018	Academy 2/3	
10/4/2018	InD'Scribe Author and Reader Conference 2018	Academy 2/3	
10/5/2018	CAWEE Annual Meeting	Pasadena/Glendale	140
10/5/2018	CAWEE Annual Meeting	Beverly Hills	
10/5/2018	CAWEE Annual Meeting	Hollywood/Burbank	
10/5/2018	InD'Scribe Author and Reader Conference 2018	Academy 4/5	218
10/5/2018	InD'Scribe Author and Reader Conference 2018	Vine A	
10/5/2018	InD'Scribe Author and Reader Conference 2018	Vine B	
10/5/2018	InD'Scribe Author and Reader Conference 2018	Sunset A and B	
10/5/2018	InD'Scribe Author and Reader Conference 2018	Academy 6	
10/5/2018	InD'Scribe Author and Reader Conference 2018	Academy 2/3	
10/5/2018	InD'Scribe Author and Reader Conference 2018	Academy 1	
10/5/2018	InD'Scribe Author and Reader Conference 2018	Academy 2/3	
10/5/2018	InD'Scribe Author and Reader Conference 2018	Academy 2/3	
10/5/2018	Kaiser Permanente Large Group Account Management Meetings Oct2018	Producer A and B	25
10/6/2018	CAWEE Annual Meeting	Beverly Hills	15
10/6/2018	InD'Scribe Author and Reader Conference 2018	Academy 2/3	258
10/6/2018	InD'Scribe Author and Reader Conference 2018	Academy 1	
10/6/2018	InD'Scribe Author and Reader Conference 2018	Vine A	
10/6/2018	InD'Scribe Author and Reader Conference 2018	Vine B	
10/6/2018	InD'Scribe Author and Reader Conference 2018	Academy 2	
10/6/2018	InD'Scribe Author and Reader Conference 2018	Sunset A and B	
10/6/2018	InD'Scribe Author and Reader Conference 2018	Academy 6	
10/6/2018	InD'Scribe Author and Reader Conference 2018	Academy 4/5	
10/6/2018	InD'Scribe Author and Reader Conference 2018	Academy 3	
10/7/2018	InD'Scribe Author and Reader Conference 2018	Academy 4/5	120
10/7/2018	InD'Scribe Author and Reader Conference 2018	Academy 6	
10/7/2018	Equipo Vision - Aviles MeetingOct2018	Academy 1	400

Date	Quote Name	Function Space/Location	Actual
10/7/2018	Equipo Vision - Sanchez MeetingOct2018	Academy 2/3	350
10/8/2018	Bio-Rad Meeting	Executive Boardroom	5
10/8/2018	PerkinElmer Meeting	P131E	3
10/9/2018	Kaiser Foundation Health Plan Inc. Direct Marketing Speak Up Forum Oct2018	Pas/Glen/Holly	91
10/9/2018	Kaiser Permanente Large Group Account Management Meetings Oct2018	Producer A and B	20
10/9/2018	PerkinElmer Meeting	P131E	3
10/10/2018	Online Tradeing Academy - Oct	Producer A and B	15
10/10/2018	Abbvie Meeting -Oct2018	Vine A and B	15
10/10/2018	PerkinElmer Meeting	P131E	3
10/10/2018	Novartis Meeting	Executive Boardroom	3
10/11/2018	Chipotle Meeting Oct2018	Academy 2	30
10/11/2018	Abbvie Meeting -Oct2018	Vine A and B	15
10/11/2018	PerkinElmer Meeting	P131E	3
10/12/2018	Kaiser Permanente Large Group Account Management Meetings Oct2018	Producer A and B	12
10/12/2018	Chipotle Meeting Oct2018	Academy 2	30
10/12/2018	PerkinElmer Meeting	P131E	3
10/13/2018	Fiesta Franchise Corp Training	Academy 2	31
10/15/2018	California Catholic Conference Oct2018	Sunset A and B	32
10/15/2018	California Catholic Conference Oct2018	Producer A and B	
10/15/2018	Glenair North American Fall Sales Training	Academy 1	135
10/15/2018	Glenair North American Fall Sales Training	Academy 2	
10/15/2018	Glenair North American Fall Sales Training	Academy 2/3	
10/15/2018	Hot Dog on a Stick/Global Franchise Group	Academy 4/5/6	100
10/15/2018	Hot Dog on a Stick/Global Franchise Group	Academy 1	
10/15/2018	Regeneron Meeting	P131E	5
10/16/2018	California Catholic Conference Oct2018	Sunset A and B	32
10/16/2018	California Catholic Conference Oct2018	Producer A and B	
10/16/2018	Glenair North American Fall Sales Training	Academy 1	135
10/16/2018	Glenair North American Fall Sales Training	Academy 2	
10/16/2018	Glenair North American Fall Sales Training	Academy 2/3	
10/16/2018	Hot Dog on a Stick/Global Franchise Group	Academy 4/5/6	100
10/16/2018	Hot Dog on a Stick/Global Franchise Group	Vine A and B	
10/16/2018	EIKON VP Workshop	P131E	7
10/16/2018	Alkermes, Inc Meeting Oct2018 Los Angeles Marriott Burbank Airport	Executive Boardroom	5
10/16/2018	AT & T Sales Training Oct2018	Pasadena	40
10/16/2018	AT & T Sales Training Oct2018	Glendale	40
10/17/2018	Glenair North American Fall Sales Training	Academy 2/3	135
10/17/2018	Glenair North American Fall Sales Training	Academy 2	
10/17/2018	Hot Dog on a Stick/Global Franchise Group	Vine A and B	
10/17/2018	Rodan + Fields Post Convention Tour LA Oct2018	Academy 1/4/5/6	750
10/17/2018	Online Trading Academy Oct	Producer A and B	15
10/17/2018	EIKON VP Workshop	P131E	7
10/17/2018	Envision Physician Services Meeting	Executive Boardroom	3
10/18/2018	Dignity Health Patient Experience Meeting	Sunset A and B	36
10/18/2018	Smart & Final Meat Lead Meeting Oct2018	Academy 2/3	110
10/18/2018	CharterSAFE Annual Regional Workshop Oct2018	Academy 4/5	65
10/18/2018	First Legal Deposition	P131E	10
10/19/2018	Bash Boxing Oct2018	Vine A and B	30
10/19/2018	Spectrum Life Design Education	Producer A and B	15
10/20/2018	CLA Workers' Compensation Rating Extravaganza Oct2018	Pas/Glen/Holly	135
10/20/2018	Bash Boxing Oct2018	Academy Ballroom	1000
10/20/2018	Bash Boxing Oct2018	Vine A and B	
10/20/2018	Bash Boxing Oct2018	Sunset A and B	
10/20/2018	Spectrum Life Design Education	Producer A and B	15
10/21/2018	Spectrum Life Design Education	Producer A and B	15
10/23/2018	Response Real Estate Investment Seminar Oct2018	Academy 2	60
10/23/2018	Drake Software Corporate Meeting CA 20 South Burbank Valley Oct2018	Vine A and B	25
10/24/2018	CAPH Meeting Oct2018	Academy 2/3	80
10/24/2018	Jack Morton Worldwide Chevrolet Product Training Oct2018	Academy 1	100
10/24/2018	Jack Morton Worldwide Chevrolet Product Training Oct2018	Academy 4/5/6	
10/24/2018	Kaiser Permanente NSO Meeting Oct2018	Sunset A and B	30
10/24/2018	Mariner Healthcare Meeting	Vine A and B	20

Date	Quote Name	Function Space/Location	Actual
10/24/2018	Regis Corporation Meeting	Hollywood	40
10/24/2018	Regis Corporation Meeting	Hollywood	40
10/25/2018	Kaiser Permanente Panorama City Service Awards Oct2018	Academy 1/2/3	341
10/25/2018	Kaiser Permanente NSO Meeting Oct2018	Sunset A and B	10
10/25/2018	Syneos Health/ Janssen	P127E	3
10/26/2018	The Art of Movement 2018	City Ballroom	100
10/26/2018	The Art of Movement 2018	Academy 2	100
10/26/2018	The Art of Movement 2018	Academy 3	100
10/26/2018	The Art of Movement 2018	Academy 1/4/5/6	200
10/26/2018	The Art of Movement 2018	Vine B	
10/26/2018	The Art of Movement 2018	Sunset A and B	
10/26/2018	The Art of Movement 2018	Vine A	
10/27/2018	The Art of Movement 2018	Sunset A and B	
10/27/2018	The Art of Movement 2018	Academy 1/4/5/6	200
10/27/2018	The Art of Movement 2018	Academy 2	100
10/27/2018	The Art of Movement 2018	Academy 3	100
10/27/2018	The Art of Movement 2018	City Ballroom	100
10/27/2018	The Art of Movement 2018	Vine A	
10/27/2018	The Art of Movement 2018	Vine B	
10/28/2018	The Art of Movement 2018	Sunset A and B	
10/28/2018	The Art of Movement 2018	Academy 1/4/5/6	200
10/28/2018	The Art of Movement 2018	Academy 2	100
10/28/2018	The Art of Movement 2018	Academy 3	100
10/28/2018	The Art of Movement 2018	City Ballroom	100
10/28/2018	The Art of Movement 2018	Vine A	
10/28/2018	The Art of Movement 2018	Vine B	
10/29/2018	Online Trading Academy Oct#2	Producer A and B	15
10/29/2018	Unity Technologies Meeting	Burbank	15
10/29/2018	Peloton Advisory Meeting	P125E	7
10/30/2018	Brookmore Meeting Oct2018	Producer A and B	20
10/30/2018	Unity Technologies Meeting	Burbank	15
10/31/2018	Unity Technologies Meeting	Burbank	15
11/1/2018	Stinson Advising Meeting	P125E	2
11/2/2018	HentaiCon Nov2018 JWN3KJCBVPK	Academy 1	200
11/2/2018	HentaiCon Nov2018 JWN3KJCBVPK	Vine A	
11/2/2018	HentaiCon Nov2018 JWN3KJCBVPK	Sunset A	
11/2/2018	HentaiCon Nov2018 JWN3KJCBVPK	Producer A and B	
11/2/2018	HentaiCon Nov2018 JWN3KJCBVPK	P125E	
11/2/2018	HentaiCon Nov2018 JWN3KJCBVPK	P127E	
11/2/2018	HentaiCon Nov2018 JWN3KJCBVPK	P123E	
11/2/2018	HentaiCon Nov2018 JWN3KJCBVPK	P129E	
11/2/2018	HentaiCon Nov2018 JWN3KJCBVPK	P131E	
11/2/2018	HentaiCon Nov2018 JWN3KJCBVPK	Executive Boardroom	
11/2/2018	HentaiCon Nov2018 JWN3KJCBVPK	Academy 2/3	
11/2/2018	HentaiCon Nov2018 JWN3KJCBVPK	Academy 6	
11/2/2018	HentaiCon Nov2018 JWN3KJCBVPK	Academy 5	
11/2/2018	HentaiCon Nov2018 JWN3KJCBVPK	Academy 4	
11/2/2018	HentaiCon Nov2018 JWN3KJCBVPK	Sunset B	
11/2/2018	HentaiCon Nov2018 JWN3KJCBVPK	Vine B	
11/3/2018	HentaiCon Nov2018 JWN3KJCBVPK	Academy 1	200
11/3/2018	HentaiCon Nov2018 JWN3KJCBVPK	P127E	
11/3/2018	HentaiCon Nov2018 JWN3KJCBVPK	P125E	
11/3/2018	HentaiCon Nov2018 JWN3KJCBVPK	Producer A and B	
11/3/2018	HentaiCon Nov2018 JWN3KJCBVPK	Sunset A	
11/3/2018	HentaiCon Nov2018 JWN3KJCBVPK	Vine A	
11/3/2018	HentaiCon Nov2018 JWN3KJCBVPK	P123E	
11/3/2018	HentaiCon Nov2018 JWN3KJCBVPK	P129E	
11/3/2018	HentaiCon Nov2018 JWN3KJCBVPK	P131E	
11/3/2018	HentaiCon Nov2018 JWN3KJCBVPK	Executive Boardroom	
11/3/2018	HentaiCon Nov2018 JWN3KJCBVPK	Academy 2/3	
11/3/2018	HentaiCon Nov2018 JWN3KJCBVPK	Academy 6	
11/3/2018	HentaiCon Nov2018 JWN3KJCBVPK	Academy 5	

Date	Quote Name	Function Space/Location	Actual
11/3/2018	HentaiCon Nov2018 JWN3KJCBVPK	Academy 4	
11/3/2018	HentaiCon Nov2018 JWN3KJCBVPK	Sunset B	
11/3/2018	HentaiCon Nov2018 JWN3KJCBVPK	Vine B	
11/3/2018	AFCC Meeting Nov2018	Glendale	20
11/4/2018	HentaiCon Nov2018 JWN3KJCBVPK	Academy 1	200
11/4/2018	HentaiCon Nov2018 JWN3KJCBVPK	Academy 2/3	
11/4/2018	HentaiCon Nov2018 JWN3KJCBVPK	Vine A	
11/4/2018	HentaiCon Nov2018 JWN3KJCBVPK	P125E	
11/4/2018	HentaiCon Nov2018 JWN3KJCBVPK	Sunset A	
11/4/2018	HentaiCon Nov2018 JWN3KJCBVPK	P127E	
11/4/2018	HentaiCon Nov2018 JWN3KJCBVPK	Producer A and B	
11/4/2018	HentaiCon Nov2018 JWN3KJCBVPK	P123E	
11/4/2018	HentaiCon Nov2018 JWN3KJCBVPK	P129E	
11/4/2018	HentaiCon Nov2018 JWN3KJCBVPK	P131E	
11/4/2018	HentaiCon Nov2018 JWN3KJCBVPK	Executive Boardroom	
11/4/2018	HentaiCon Nov2018 JWN3KJCBVPK	Academy 6	
11/4/2018	HentaiCon Nov2018 JWN3KJCBVPK	Academy 5	
11/4/2018	HentaiCon Nov2018 JWN3KJCBVPK	Academy 4	
11/4/2018	HentaiCon Nov2018 JWN3KJCBVPK	Sunset B	
11/4/2018	HentaiCon Nov2018 JWN3KJCBVPK	Vine B	
11/5/2018	Intermountain Power Agency- Burbank	Vine A and B	40
11/5/2018	CalCPA Education Foundation STFAA3 Nov2018	Pasadena	20
11/5/2018	CalCPA Education Foundation FDCLU Nov2018	Glendale	20
11/5/2018	Million Dollar Mile	Burbank	50
11/5/2018	Kaiser Permanente - James' Retirement Nov2018	Sunset A and B	50
11/5/2018	Alston Contruction American Fruits and Flavors	Executive Boardroom	10
11/6/2018	Kaiser Permanente Marketing & Digital Services Extended Leadership Nov2018	Glen/Holly/Bur	80
11/6/2018	Kaiser Permanente Marketing & Digital Services Extended Leadership Nov2018	Executive Boardroom	
11/6/2018	Intermountain Power Agency- Burbank	Academy 5/6	40
11/6/2018	Intermountain Power Agency- Burbank	Vine A and B	40
11/6/2018	CalCPA Education Foundation STFAA3 Nov2018	Pasadena	20
11/6/2018	Online Trading Academy Seminar - Nov	Academy 4	20
11/6/2018	World Pay Integration Training	Sunset A and B	25
11/6/2018	Compassion and Choices Training Nov2018	Producer A and B	10
11/7/2018	Leadership Academy Seminar Nov2018	Sunset A and B	15
11/7/2018	Leadership & Management in Geriatrics (LMG- CALTCM) Nov2018	Academy 4/5	60
11/7/2018	Leadership & Management in Geriatrics (LMG- CALTCM) Nov2018	P125E	
11/7/2018	Leadership & Management in Geriatrics (LMG- CALTCM) Nov2018	Vine A	
11/7/2018	Leadership & Management in Geriatrics (LMG- CALTCM) Nov2018	Vine B	
11/7/2018	Leadership & Management in Geriatrics (LMG- CALTCM) Nov2018	Executive Boardroom	
11/7/2018	Leadership & Management in Geriatrics (LMG- CALTCM) Nov2018	P123E	
11/7/2018	Leadership & Management in Geriatrics (LMG- CALTCM) Nov2018	Academy 6	
11/7/2018	Leadership & Management in Geriatrics (LMG- CALTCM) Nov2018	Academy 6	
11/7/2018	CalCPA Education Foundation STFAA3 Nov2018	Pasadena	20
11/7/2018	Department of Parks and Recreation OHV Division Commission Meeting Nov2018	Academy 2	75
11/7/2018	Compassion and Choices Training Nov2018	Producer A and B	10
11/7/2018	La Brea Dining Meeting	P127E	4
11/8/2018	California Health Collaborative Nov2018	Burbank	20
11/8/2018	Leadership Academy Seminar Nov2018	Sunset A and B	15
11/8/2018	Vertafore@LA Nov2018	Academy 2/3	1
11/8/2018	Vertafore@LA Nov2018	Academy 2/3	50
11/8/2018	Vertafore@LA Nov2018	Academy 2/3	75
11/8/2018	Leadership & Management in Geriatrics (LMG- CALTCM) Nov2018	Academy 4/5	60
11/8/2018	Leadership & Management in Geriatrics (LMG- CALTCM) Nov2018	Academy 4/5	
11/8/2018	Leadership & Management in Geriatrics (LMG- CALTCM) Nov2018	Academy 6	
11/8/2018	Leadership & Management in Geriatrics (LMG- CALTCM) Nov2018	Vine A	
11/8/2018	Leadership & Management in Geriatrics (LMG- CALTCM) Nov2018	P123E	
11/8/2018	Leadership & Management in Geriatrics (LMG- CALTCM) Nov2018	Vine B	
11/8/2018	Leadership & Management in Geriatrics (LMG- CALTCM) Nov2018	Executive Boardroom	
11/8/2018	Leadership & Management in Geriatrics (LMG- CALTCM) Nov2018	P125E	
11/8/2018	Compassion and Choices Training Nov2018	Producer A and B	10
11/8/2018	Onkos Surgical	Glendale	7

Date	Quote Name	Function Space/Location	Actual
11/9/2018	Once Upon A Time Tour Nov2018	Academy Ballroom	1,150
11/9/2018	Once Upon A Time Tour Nov2018	Vine A	
11/9/2018	Once Upon A Time Tour Nov2018	P125E	
11/9/2018	Once Upon A Time Tour Nov2018	Executive Boardroom	
11/9/2018	Once Upon A Time Tour Nov2018	Sunset A and B	
11/9/2018	Once Upon A Time Tour Nov2018	P131E	
11/9/2018	Once Upon A Time Tour Nov2018	P123E	
11/9/2018	Once Upon A Time Tour Nov2018	Vine B	
11/9/2018	CalCPA Education Foundation TCFS Nov2018	Pasadena	19
11/9/2018	Department of Parks and Recreation OHV Division Commission Meeting Nov2018	Glen/Holly/Bur	75
11/10/2018	Once Upon A Time Tour Nov2018	Academy Ballroom	1,150
11/10/2018	Once Upon A Time Tour Nov2018	P125E	
11/10/2018	Once Upon A Time Tour Nov2018	Executive Boardroom	
11/10/2018	Once Upon A Time Tour Nov2018	Vine A	
11/10/2018	Once Upon A Time Tour Nov2018	Sunset A and B	
11/10/2018	Once Upon A Time Tour Nov2018	P131E	
11/10/2018	Once Upon A Time Tour Nov2018	P123E	
11/10/2018	Once Upon A Time Tour Nov2018	Vine B	
11/10/2018	St. Joseph's Indian School Luncheon Nov2018	Pas/Glen/Holly	112
11/10/2018	SOAR MIT Clairvoyance Nov2018	P127E	14
11/10/2018	Hemophilia Council of California Board Meeting	Burbank	12
11/11/2018	Once Upon A Time Tour Nov2018	Academy Ballroom	1,150
11/11/2018	Once Upon A Time Tour Nov2018	P125E	
11/11/2018	Once Upon A Time Tour Nov2018	Executive Boardroom	
11/11/2018	Once Upon A Time Tour Nov2018	Vine A	
11/11/2018	Once Upon A Time Tour Nov2018	Sunset A and B	
11/11/2018	Once Upon A Time Tour Nov2018	P123E	
11/11/2018	Once Upon A Time Tour Nov2018	Vine B	
11/11/2018	St. Joseph's Indian School Luncheon Nov2018	Pasadena/Glendale	90
11/11/2018	SOAR MIT Clairvoyance Nov2018	P127E	14
11/11/2018	Million Dollar Mile	Burbank	50
11/12/2018	Workplace & Employment Law Update Nov2018	Academy 1	5
11/12/2018	Workplace & Employment Law Update Nov2018	Academy 4/5	50
11/12/2018	Workplace & Employment Law Update Nov2018	Academy 3	50
11/12/2018	Workplace & Employment Law Update Nov2018	Academy 2	50
11/12/2018	Workplace & Employment Law Update Nov2018	Academy 1	100
11/12/2018	Neodent Interviews	P123E	3
11/13/2018	Online Trading Academy Seminar - Nov 2018	Producer A and B	15
11/13/2018	Air Parts International Sales Inc	P125E	6
11/13/2018	Donaldson Meeting	P123E	6
11/13/2018	Private Interviews	P127E	2
11/14/2018	Unity 3D Meeting Nov2018	P125E	6
11/15/2018	CTN Animation Expo Nov2018	Hollywood/Burbank	200
11/15/2018	CTN Animation Expo Nov2018	Pasadena/Glendale	200
11/15/2018	CTN Animation Expo Nov2018	Pavillion #1	400
11/15/2018	CTN Animation Expo Nov2018	Academy 1/4/5/6	500
11/15/2018	CTN Animation Expo Nov2018	Academy 2/3	370
11/15/2018	CTN Animation Expo Nov2018	Producer A and B	
11/15/2018	CTN Animation Expo Nov2018	P131E	
11/15/2018	CTN Animation Expo Nov2018	Vine A	
11/15/2018	CTN Animation Expo Nov2018	P129E	
11/15/2018	CTN Animation Expo Nov2018	P127E	
11/15/2018	CTN Animation Expo Nov2018	Executive Boardroom	
11/15/2018	CTN Animation Expo Nov2018	Vine B	
11/15/2018	CTN Animation Expo Nov2018	Sunset A and B	
11/15/2018	CTN Animation Expo Nov2018	P125E	
11/15/2018	CTN Animation Expo Nov2018	Pavillion #2	
11/16/2018	CTN Animation Expo Nov2018	Pasadena/Glendale	200
11/16/2018	CTN Animation Expo Nov2018	Hollywood/Burbank	200
11/16/2018	CTN Animation Expo Nov2018	Pavillion #1	400
11/16/2018	CTN Animation Expo Nov2018	Academy 1/4/5/6	500
11/16/2018	CTN Animation Expo Nov2018	Academy 2/3	370

Date	Quote Name	Function Space/Location	Actual
11/16/2018	CTN Animation Expo Nov2018	Sunset A and B	
11/16/2018	CTN Animation Expo Nov2018	P125E	
11/16/2018	CTN Animation Expo Nov2018	P131E	
11/16/2018	CTN Animation Expo Nov2018	P123E	
11/16/2018	CTN Animation Expo Nov2018	Pavillion #2	
11/16/2018	CTN Animation Expo Nov2018	P127E	
11/16/2018	CTN Animation Expo Nov2018	P129E	
11/16/2018	CTN Animation Expo Nov2018	Producer A and B	
11/16/2018	CTN Animation Expo Nov2018	Vine A	
11/16/2018	CTN Animation Expo Nov2018	Executive Boardroom	
11/16/2018	CTN Animation Expo Nov2018	Vine B	
11/17/2018	CTN Animation Expo Nov2018	P131E	
11/17/2018	CTN Animation Expo Nov2018	Pavillion #1	400
11/17/2018	CTN Animation Expo Nov2018	Academy 1/4/5/6	500
11/17/2018	CTN Animation Expo Nov2018	Hollywood/Burbank	200
11/17/2018	CTN Animation Expo Nov2018	Pasadena/Glendale	200
11/17/2018	CTN Animation Expo Nov2018	Academy 2/3	370
11/17/2018	CTN Animation Expo Nov2018	P125E	
11/17/2018	CTN Animation Expo Nov2018	P123E	
11/17/2018	CTN Animation Expo Nov2018	P127E	
11/17/2018	CTN Animation Expo Nov2018	P129E	
11/17/2018	CTN Animation Expo Nov2018	Pavillion #2	
11/17/2018	CTN Animation Expo Nov2018	Producer A and B	
11/17/2018	CTN Animation Expo Nov2018	Vine A	
11/17/2018	CTN Animation Expo Nov2018	Executive Boardroom	
11/17/2018	CTN Animation Expo Nov2018	Vine B	
11/17/2018	CTN Animation Expo Nov2018	Sunset A and B	
11/18/2018	CTN Animation Expo Nov2018	P131E	
11/18/2018	CTN Animation Expo Nov2018	Academy 1/4/5/6	500
11/18/2018	CTN Animation Expo Nov2018	Pavillion #1	400
11/18/2018	CTN Animation Expo Nov2018	Academy 2/3	370
11/18/2018	CTN Animation Expo Nov2018	City Ballroom	500
11/18/2018	CTN Animation Expo Nov2018	Academy 2/3	370
11/18/2018	CTN Animation Expo Nov2018	P125E	
11/18/2018	CTN Animation Expo Nov2018	P127E	
11/18/2018	CTN Animation Expo Nov2018	P123E	
11/18/2018	CTN Animation Expo Nov2018	P129E	
11/18/2018	CTN Animation Expo Nov2018	Pavillion #2	
11/18/2018	CTN Animation Expo Nov2018	Producer A and B	
11/18/2018	CTN Animation Expo Nov2018	Vine A	
11/18/2018	CTN Animation Expo Nov2018	Executive Boardroom	
11/18/2018	CTN Animation Expo Nov2018	Vine B	
11/18/2018	CTN Animation Expo Nov2018	Sunset A and B	
11/19/2018	Alkermes, Inc Meeting Nov2018	P125E	5
11/20/2018	Daily Grill Thanksgiving Dinner 2018	Hollywood/Burbank	70
11/21/2018	US OPEN Swing Dance Championships 2018	Academy Ballroom	880
11/21/2018	US OPEN Swing Dance Championships 2018	City Ballroom	100
11/21/2018	US OPEN Swing Dance Championships 2018	Executive Boardroom	
11/21/2018	US OPEN Swing Dance Championships 2018	P123E	
11/21/2018	US OPEN Swing Dance Championships 2018	P127E	
11/21/2018	US OPEN Swing Dance Championships 2018	P131E	
11/21/2018	US OPEN Swing Dance Championships 2018	Producer A and B	
11/21/2018	US OPEN Swing Dance Championships 2018	Sunset A	
11/21/2018	US OPEN Swing Dance Championships 2018	Sunset B	
11/21/2018	US OPEN Swing Dance Championships 2018	Vine A and B	
11/22/2018	US OPEN Swing Dance Championships 2018	Academy Ballroom	880
11/22/2018	US OPEN Swing Dance Championships 2018	City Ballroom	100
11/22/2018	US OPEN Swing Dance Championships 2018	Beverly Hills	
11/22/2018	US OPEN Swing Dance Championships 2018	Executive Boardroom	
11/22/2018	US OPEN Swing Dance Championships 2018	P123E	
11/22/2018	US OPEN Swing Dance Championships 2018	P127E	
11/22/2018	US OPEN Swing Dance Championships 2018	P131E	

Date	Quote Name	Function Space/Location	Actual
11/22/2018	US OPEN Swing Dance Championships 2018	Producer A and B	
11/22/2018	US OPEN Swing Dance Championships 2018	Sunset A	
11/22/2018	US OPEN Swing Dance Championships 2018	Sunset B	
11/22/2018	US OPEN Swing Dance Championships 2018	Vine A and B	
11/23/2018	US OPEN Swing Dance Championships 2018	Academy Ballroom	880
11/23/2018	US OPEN Swing Dance Championships 2018	City Ballroom	100
11/23/2018	US OPEN Swing Dance Championships 2018	Beverly Hills	
11/23/2018	US OPEN Swing Dance Championships 2018	Executive Boardroom	
11/23/2018	US OPEN Swing Dance Championships 2018	P123E	
11/23/2018	US OPEN Swing Dance Championships 2018	P127E	
11/23/2018	US OPEN Swing Dance Championships 2018	P131E	
11/23/2018	US OPEN Swing Dance Championships 2018	Producer A and B	
11/23/2018	US OPEN Swing Dance Championships 2018	Sunset A	
11/23/2018	US OPEN Swing Dance Championships 2018	Sunset B	
11/23/2018	US OPEN Swing Dance Championships 2018	Vine A and B	
11/24/2018	US OPEN Swing Dance Championships 2018	Academy Ballroom	880
11/24/2018	US OPEN Swing Dance Championships 2018	City Ballroom	100
11/24/2018	US OPEN Swing Dance Championships 2018	Beverly Hills	
11/24/2018	US OPEN Swing Dance Championships 2018	Executive Boardroom	
11/24/2018	US OPEN Swing Dance Championships 2018	P123E	
11/24/2018	US OPEN Swing Dance Championships 2018	P127E	
11/24/2018	US OPEN Swing Dance Championships 2018	P131E	
11/24/2018	US OPEN Swing Dance Championships 2018	Producer A and B	
11/24/2018	US OPEN Swing Dance Championships 2018	Sunset A	
11/24/2018	US OPEN Swing Dance Championships 2018	Sunset B	
11/24/2018	US OPEN Swing Dance Championships 2018	Vine A and B	
11/25/2018	US OPEN Swing Dance Championships 2018	Academy Ballroom	880
11/25/2018	US OPEN Swing Dance Championships 2018	City Ballroom	100
11/25/2018	US OPEN Swing Dance Championships 2018	Beverly Hills	
11/25/2018	US OPEN Swing Dance Championships 2018	Executive Boardroom	
11/25/2018	US OPEN Swing Dance Championships 2018	P123E	
11/25/2018	US OPEN Swing Dance Championships 2018	P127E	
11/25/2018	US OPEN Swing Dance Championships 2018	P131E	
11/25/2018	US OPEN Swing Dance Championships 2018	Producer A and B	
11/25/2018	US OPEN Swing Dance Championships 2018	Sunset A	
11/25/2018	US OPEN Swing Dance Championships 2018	Sunset B	
11/25/2018	US OPEN Swing Dance Championships 2018	Vine A and B	
11/26/2018	US OPEN Swing Dance Championships 2018	Academy Ballroom	880
11/26/2018	US OPEN Swing Dance Championships 2018	City Ballroom	100
11/26/2018	US OPEN Swing Dance Championships 2018	P123E	
11/26/2018	US OPEN Swing Dance Championships 2018	P127E	
11/26/2018	US OPEN Swing Dance Championships 2018	P131E	
11/26/2018	US OPEN Swing Dance Championships 2018	Producer A and B	
11/26/2018	US OPEN Swing Dance Championships 2018	Sunset A and B	
11/26/2018	US OPEN Swing Dance Championships 2018	Vine A and B	
11/27/2018	US OPEN Swing Dance Championships 2018	City Ballroom	100
11/27/2018	US OPEN Swing Dance Championships 2018	P123E	
11/27/2018	US OPEN Swing Dance Championships 2018	P127E	
11/27/2018	US OPEN Swing Dance Championships 2018	P131E	
11/27/2018	US OPEN Swing Dance Championships 2018	Producer A and B	
11/27/2018	Blue Shield Meeting - Nov2018	Vine A and B	7
11/27/2018	Private Deposition	P125E	6
11/27/2018	Brand Addition Meeting	Executive Boardroom	5
11/28/2018	US OPEN Swing Dance Championships 2018	City Ballroom	100
11/28/2018	US OPEN Swing Dance Championships 2018	P131E	
11/28/2018	US OPEN Swing Dance Championships 2018	Producer A and B	
11/28/2018	7-Eleven Franchise Meeting Nov2018	Academy 4	
11/28/2018	Vizient for KP Promo Products	Sunset A and B	20
11/28/2018	Vizient for KP Promo Products	Academy 5	15
11/28/2018	Staples Promotional Products Meeting	Vine A	25
11/28/2018	Private Deposition	P125E	6
11/28/2018	Flir Security Meeting	Executive Boardroom	4

Date	Quote Name	Function Space/Location	Actual
11/29/2018	7-Eleven Franchise Meeting Nov2018	Academy 1/2/3	400
11/29/2018	US OPEN Swing Dance Championships 2018	P131E	
11/29/2018	Providence Orthopedics & Sports Medicine Institute 2018 Annual Meeting Nov2018	P127E	10
11/29/2018	Providence Orthopedics & Sports Medicine Institute 2018 Annual Meeting Nov2018	Academy 4	5
11/29/2018	Providence Orthopedics & Sports Medicine Institute 2018 Annual Meeting Nov2018	Academy 4	65
11/29/2018	Western CPE Nov2018	City Ballroom	2
11/29/2018	Western CPE Nov2018	City Ballroom	119
11/29/2018	Pacifica Hospital Meeting Nov2018	Academy 2	5
11/29/2018	Pacifica Hospital Meeting Nov2018	Academy 2	45
11/29/2018	PADIC	Producer A and B	20
11/29/2018	Vizient for KP Promo Products	Sunset A and B	20
11/29/2018	Vizient for KP Promo Products	Academy 5	25
11/29/2018	Staples Promotional Products Meeting	Vine A	25
11/29/2018	Churchwell White Meeting	P125E	6
11/30/2018	Western CPE Nov2018	City Ballroom	2
11/30/2018	Western CPE Nov2018	City Ballroom	119
11/30/2018	WCK Muay Thai Boxing Nov2018	Sunset A and B	
11/30/2018	California Joint Powers Authorities	Producer A and B	18
12/1/2018	WCK Muay Thai Boxing Nov2018	Vine A and B	
12/1/2018	WCK Muay Thai Boxing Nov2018	Sunset A and B	
12/1/2018	WCK Muay Thai Boxing Nov2018	Academy Ballroom	1,000
12/1/2018	PHP Agency Training Dec2018	Hollywood	50
12/1/2018	PHP Agency Training Dec2018	Pasadena/Glendale	200
12/2/2018	Equipo Vision Dec2018	Academy 2	250
12/3/2018	Miller Kaplan Arase LLP Meeting Dec2018 ** DO NOT MOVE**	Pasadena	26
12/3/2018	User Study	Beverly Hills	5
12/4/2018	HPBTSS Year End All Hands Dec2018	City Ballroom	150
12/4/2018	User Study	Beverly Hills	5
12/4/2018	Securitas USA/Union Negotiations	Vine A and B	20
12/4/2018	Securitas USA/Union Negotiations	Sunset B	5
12/5/2018	CalCPA Education Foundation STFAA4 Dec2018	Pasadena	15
12/5/2018	Online Trading Academy 120518	Glendale	15
12/5/2018	User Study	Beverly Hills	5
12/5/2018	Securitas USA/Union Negotiations	Vine A and B	20
12/5/2018	Securitas USA/Union Negotiations	Sunset B	5
12/6/2018	Ministerios Ebenezer Women's Retreat Dec2018	Vine A and B	1
12/6/2018	Ministerios Ebenezer Women's Retreat Dec2018	Sunset A and B	30
12/6/2018	CalCPA Education Foundation STFAA4 Dec2018	Pasadena	15
12/6/2018	User Study	Beverly Hills	5
12/6/2018	Nevro Meeting	Sunset A	4
12/7/2018	Ministerios Ebenezer Women's Retreat Dec2018	Academy 2/3	300
12/7/2018	Ministerios Ebenezer Women's Retreat Dec2018	Academy 1/4/5/6	400
12/7/2018	Ministerios Ebenezer Women's Retreat Dec2018	Vine A and B	1
12/7/2018	Ministerios Ebenezer Women's Retreat Dec2018	Sunset A and B	30
12/7/2018	CalCPA Education Foundation STFAA4 Dec2018	Pasadena	15
12/7/2018	CLRC Meeting Dec2018	Producer A and B	20
12/7/2018	User Study	Beverly Hills	5
12/8/2018	Ministerios Ebenezer Women's Retreat Dec2018	Academy 2/3	450
12/8/2018	Ministerios Ebenezer Women's Retreat Dec2018	Academy 1/4/5/6	400
12/8/2018	Ministerios Ebenezer Women's Retreat Dec2018	Vine A and B	1
12/8/2018	Ministerios Ebenezer Women's Retreat Dec2018	Sunset A and B	30
12/9/2018	ARTS Dec2018	P131E	5
12/9/2018	Ministerios Ebenezer Women's Retreat Dec2018	Academy 1/4/5/6	1,000
12/9/2018	Ministerios Ebenezer Women's Retreat Dec2018	Academy 2	1
12/9/2018	Ministerios Ebenezer Women's Retreat Dec2018	Academy 3	150
12/9/2018	Ministerios Ebenezer Women's Retreat Dec2018	Sunset A and B	5
12/9/2018	Ministerios Ebenezer Women's Retreat Dec2018	Vine A and B	10
12/9/2018	Daily Grill Year End Meeting Dec2018	Pasadena/Glendale	70
12/9/2018	California Sunburst Beauty Pageant Dec2018	Producer A and B	50
12/10/2018	ARTS Dec2018	P131E	
12/10/2018	ARTS Dec2018	Vine A and B	12
12/10/2018	CalCPA Education Foundation Dec2018	Hollywood/Burbank	64

Date	Quote Name	Function Space/Location	Actual
12/10/2018	Intermountain Power Agency- Burbank DEC	Glendale	30
12/10/2018	Intermountain Power Agency- Burbank DEC	Pasadena	29
12/10/2018	Private Deposition	P125E	6
12/11/2018	ARTS Dec2018	Academy 1/4/5/6	450
12/11/2018	ARTS Dec2018	P131E	
12/11/2018	ARTS Dec2018	Vine A and B	
12/11/2018	ARTS Dec2018	Sunset A and B	
12/11/2018	ARTS Dec2018	Academy 2/3	
12/11/2018	ARTS Dec2018	Academy 1/4/5/6	
12/11/2018	CalCPA Education Foundation Dec2018	Hollywood/Burbank	60
12/11/2018	Meggitt Control System Dec2018	Glendale	23
12/11/2018	Teva Interviews Dec2018	P125E	3
12/12/2018	ARTS Dec2018	Academy 1/4/5/6	450
12/12/2018	ARTS Dec2018	P131E	
12/12/2018	ARTS Dec2018	Vine A and B	
12/12/2018	ARTS Dec2018	Sunset A and B	
12/12/2018	ARTS Dec2018	Academy 2	
12/12/2018	ARTS Dec2018	Academy 3	
12/12/2018	ARTS Dec2018	Sunset A and B	
12/12/2018	Kaiser Permanente Meeting	Producer A and B	10
12/12/2018	Meggitt Control System Dec2018	Burbank	20
12/12/2018	Kaiser Permanente KPIF Dec2018	Glendale	25
12/12/2018	Eldredge Woodworks Interviews	P125E	5
12/12/2018	Signature Equipo Vision Open Dec12.2018	Hollywood/Burbank	200
12/13/2018	ARTS Dec2018	Academy 1/4/5/6	450
12/13/2018	ARTS Dec2018	Vine A and B	
12/13/2018	ARTS Dec2018	Sunset A and B	
12/13/2018	ARTS Dec2018	Academy 2	
12/13/2018	ARTS Dec2018	Academy 3	
12/13/2018	Department of Justice Meeting Dec2018	Pasadena/Glendale	100
12/13/2018	Kaiser Permanente Panorama City Emergency Department Holiday Party Dec2018	Glen/Holly/Bur	125
12/14/2018	ARTS Dec2018	Academy 1/4/5/6	450
12/14/2018	ARTS Dec2018	Vine A and B	
12/14/2018	ARTS Dec2018	Sunset A and B	
12/14/2018	ARTS Dec2018	Academy 2	
12/14/2018	ARTS Dec2018	Academy 3	
12/14/2018	ARTS Dec2018	Sunset A and B	
12/14/2018	ARTS Dec2018	Academy 3	
12/14/2018	ARTS Dec2018	Academy 2	
12/14/2018	The Potter's House at OneLA Christmas Party Dec2018	City Ballroom	1
12/14/2018	The Potter's House at OneLA Christmas Party Dec2018	City Ballroom	200
12/14/2018	The Potter's House at OneLA Christmas Party Dec2018	City Ballroom	200
12/15/2018	ARTS Dec2018	Academy 1/4/5/6	450
12/15/2018	ARTS Dec2018	Academy 2/3	
12/15/2018	ARTS Dec2018	Vine A and B	
12/15/2018	ARTS Dec2018	Sunset A and B	
12/15/2018	ARTS Dec2018	Producer A and B	
12/15/2018	FF Los Angeles Auditions Dec2018	Pasadena/Glendale	250
12/15/2018	FF Los Angeles Auditions Dec2018	Hollywood/Burbank	
12/15/2018	FF Los Angeles Auditions Dec2018	P131E	
12/16/2018	ARTS Dec2018	Academy 1/4/5/6	450
12/16/2018	ARTS Dec2018	Vine A and B	12
12/16/2018	FF Los Angeles Auditions Dec2018	Pasadena/Glendale	250
12/16/2018	FF Los Angeles Auditions Dec2018	Hollywood/Burbank	
12/16/2018	FF Los Angeles Auditions Dec2018	P131E	
12/17/2018	ARTS Dec2018	Vine A and B	12
12/17/2018	Online Trading Academy 121718	Producer A and B	15
12/17/2018	HTS Meeting	Sunset A	14
12/17/2018	Abbott Meeting	P125E	5
12/18/2018	Fisher Client Forum Dec2018	Pasadena/Glendale	45
12/18/2018	Direct Marketing Manager Meeting Dec2018	Sunset A and B	14
12/18/2018	Greenhill & Co.	P125E	8

Date	Quote Name	Function Space/Location	Actual
12/18/2018	Nelson Meeting	Executive Boardroom	7
12/19/2018	Signature Equipo Vision Open 121918	Hollywood/Burbank	200
12/20/2018	Coloplast Meeting	P125E	10
12/20/2018	JetSuite AFS Hiring Event Dec2018	Pasadena	30
12/20/2018	Arleta Facilities Meeting -Dec	Executive Boardroom	5
12/20/2018	Dynamic Rentals Meeting	P127E	3
12/21/2018	Hydra-Electric Holiday Employee Luncheon Dec2018	City Ballroom	175
12/22/2018	Shadow Hills Bible Conference 2018	Academy 1/5	800
12/22/2018	Shadow Hills Bible Conference 2018	P131E	
12/22/2018	Shadow Hills Bible Conference 2018	Academy 4	
12/22/2018	Shadow Hills Bible Conference 2018	Academy 6	
12/22/2018	Shadow Hills Bible Conference 2018	Vine A and B	
12/22/2018	Shadow Hills Bible Conference 2018	P129E	
12/22/2018	Shadow Hills Bible Conference 2018	Sunset A and B	
12/22/2018	Shadow Hills Bible Conference 2018	Academy 2/3	
12/22/2018	Shadow Hills Bible Conference 2018	City Ballroom	
12/22/2018	Shadow Hills Bible Conference 2018	Academy 2/3	
12/22/2018	Shadow Hills Bible Conference 2018	City Ballroom	
12/22/2018	Shadow Hills Bible Conference 2018	Academy 2/3	
12/23/2018	Shadow Hills Bible Conference 2018	Academy 1/5	800
12/23/2018	Shadow Hills Bible Conference 2018	P131E	
12/23/2018	Shadow Hills Bible Conference 2018	Academy 4	
12/23/2018	Shadow Hills Bible Conference 2018	Academy 6	
12/23/2018	Shadow Hills Bible Conference 2018	P129E	
12/23/2018	Shadow Hills Bible Conference 2018	Sunset A and B	
12/23/2018	Shadow Hills Bible Conference 2018	Vine A and B	
12/23/2018	Shadow Hills Bible Conference 2018	Academy 2/3	
12/23/2018	Shadow Hills Bible Conference 2018	City Ballroom	
12/23/2018	Shadow Hills Bible Conference 2018	Academy 2/3	
12/23/2018	Shadow Hills Bible Conference 2018	City Ballroom	
12/23/2018	Shadow Hills Bible Conference 2018	Academy 2/3	
12/24/2018	Shadow Hills Bible Conference 2018	Academy 1/5	800
12/24/2018	Shadow Hills Bible Conference 2018	P131E	
12/24/2018	Shadow Hills Bible Conference 2018	Academy 4	
12/24/2018	Shadow Hills Bible Conference 2018	Academy 6	
12/24/2018	Shadow Hills Bible Conference 2018	P129E	
12/24/2018	Shadow Hills Bible Conference 2018	Sunset A and B	
12/24/2018	Shadow Hills Bible Conference 2018	Vine A and B	
12/24/2018	Shadow Hills Bible Conference 2018	Academy 2/3	
12/24/2018	Shadow Hills Bible Conference 2018	City Ballroom	
12/24/2018	Shadow Hills Bible Conference 2018	Academy 2/3	
12/24/2018	Shadow Hills Bible Conference 2018	City Ballroom	
12/24/2018	Shadow Hills Bible Conference 2018	Academy 2/3	
12/26/2018	Signature Equipo Vision Open 122618	Hollywood/Burbank	200
12/30/2018	In Honor of Dr. Herbert Karlow Dec2018	Pasadena	40
12/31/2018	Iglesia De Cristo Service Dec2018	Academy Ballroom	1000
12/31/2018	Iglesia De Cristo Service Dec2018	Sunset A	
12/31/2018	Iglesia De Cristo Service Dec2018	Vine A and B	
12/31/2018	Iglesia De Cristo Service Dec2018	Sunset B	
12/31/2018	Vessels of Honor NYE Gala Dec2018	Hollywood/Burbank	55
1/2/2019	Signature Equipo Vision Open 010219	Hollywood/Burbank	200
1/2/2019	Paylocity Sales Training 12-12-18 11:28:29	Pasadena	20
1/3/2019	Online Trading Academy Workshop 010319	Producer A and B	12
1/3/2019	Vulcan Materials Meeting Jan2019	Pasadena/Glendale	110
1/3/2019	California Performance Discussions	P125E	3
1/4/2019	WCK Muay Thai Boxing January2019	Vine A and B	
1/4/2019	Peloton Advisory Meeting Jan2019	P125E	4
1/5/2019	Filipino American Chamber of Commerce Gala Jan2019	City Ballroom	150
1/5/2019	Online Trading Academy Workshop - 010519	Producer A and B	12
1/5/2019	WCK Muay Thai Boxing January2019	Sunset A and B	
1/5/2019	WCK Muay Thai Boxing January2019	Vine A and B	
1/5/2019	WCK Muay Thai Boxing January2019	Academy Ballroom	1,000

Date	Quote Name	Function Space/Location	Actual
1/5/2019	Private Meeting Deposition	P125E	5
1/8/2019	Notary Learning Center 01/08	Burbank	40
1/8/2019	AstraZeneca Meeting	Hollywood	40
1/9/2019	Online Trading Academy 010919	Producer A and B	15
1/9/2019	Private Meeting	P125E	10
1/10/2019	David C. Copley Foundation Jan 2019	P125E	8
1/10/2019	Brightstar Capital Partners January	P127E	10
1/11/2019	LA North Meeting	P125E	4
1/11/2019	LA North Meeting	P127E	4
1/12/2019	ANME SHOW JAN2019	Pavillion #2	350
1/12/2019	ANME SHOW JAN2019	Academy Ballroom	
1/12/2019	ANME SHOW JAN2019	Pavillion #1	
1/12/2019	ANME SHOW JAN2019	City Ballroom	
1/12/2019	JetSuiteX Hospitality Training Jan2019	Producer A and B	18
1/13/2019	ANME SHOW JAN2019	Pavillion #2	650
1/13/2019	ANME SHOW JAN2019	Academy Ballroom	
1/13/2019	ANME SHOW JAN2019	Pavillion #1	
1/13/2019	ANME SHOW JAN2019	City Ballroom	
1/13/2019	ANME SHOW JAN2019	Sunset A and B	
1/13/2019	ANME SHOW JAN2019	Pavillion #2	
1/14/2019	ANME SHOW JAN2019	Pavillion #2	650
1/14/2019	ANME SHOW JAN2019	Academy Ballroom	
1/14/2019	ANME SHOW JAN2019	Pavillion #1	
1/14/2019	ANME SHOW JAN2019	City Ballroom	
1/14/2019	ANME SHOW JAN2019	Sunset A and B	
1/14/2019	ANME SHOW JAN2019	Executive Boardroom	
1/14/2019	Business Meeting for Patrick Doyle	P125E	5
1/15/2019	State Street	Executive Boardroom	6
1/15/2019	Nelson Meeting	P125E	7
1/15/2019	Business Meeting for Patrick Doyle	P127E	5
1/16/2019	Signature Equipo Vision Open 011619	Hollywood/Burbank	200
1/16/2019	John Edward Event Jan2019	Academy 1	500
1/17/2019	Bicon Dental Implants Lecture Jan2019	Pasadena/Glendale	110
1/17/2019	Cast and Crew Annual Meeting Jan2019	Academy Ballroom	500
1/17/2019	Response Scott Yancey Real Estate Conference Jan2018	Hollywood/Burbank	110
1/17/2019	Response Scott Yancey Real Estate Conference Jan2018	Academy 2/3	210
1/17/2019	Private Meeting	P125E	4
1/18/2019	SFVACNA 2019	Academy Ballroom	1,200
1/18/2019	SFVACNA 2019	Executive Boardroom	
1/18/2019	SFVACNA 2019	P129E	
1/18/2019	SFVACNA 2019	P123E	
1/18/2019	SFVACNA 2019	Sunset A and B	
1/18/2019	SFVACNA 2019	P131E	
1/18/2019	SFVACNA 2019	Hollywood/Burbank	
1/18/2019	SFVACNA 2019	P125E	
1/18/2019	SFVACNA 2019	Vine A and B	
1/18/2019	SFVACNA 2019	Pasadena/Glendale	
1/18/2019	SFVACNA 2019	Producer A and B	
1/18/2019	SFVACNA 2019	P127E	
1/18/2019	SFVACNA 2019	Academy 1/4/5/6	
1/18/2019	SFVACNA 2019	Academy 2/3	
1/19/2019	SFVACNA 2019	Academy 1/4/5/6	880
1/19/2019	SFVACNA 2019	City Ballroom	380
1/19/2019	SFVACNA 2019	Executive Boardroom	
1/19/2019	SFVACNA 2019	P131E	
1/19/2019	SFVACNA 2019	Sunset A and B	
1/19/2019	SFVACNA 2019	P127E	
1/19/2019	SFVACNA 2019	P123E	
1/19/2019	SFVACNA 2019	P129E	
1/19/2019	SFVACNA 2019	Producer A and B	
1/19/2019	SFVACNA 2019	P125E	
1/19/2019	SFVACNA 2019	Vine A and B	

Date	Quote Name	Function Space/Location	Actual
1/19/2019	SFVACNA 2019	Academy 2/3	
1/19/2019	SFVACNA 2019	Academy Ballroom	
1/19/2019	SFVACNA 2019	Academy 1/4/5/6	
1/19/2019	SFVACNA 2019	Academy 2/3	
1/20/2019	SFVACNA 2019	Academy 1/4/5/6	600
1/20/2019	SFVACNA 2019	Academy 2/3	
1/20/2019	SFVACNA 2019	Sunset A and B	
1/20/2019	SFVACNA 2019	Burbank	
1/20/2019	SFVACNA 2019	P131E	
1/20/2019	SFVACNA 2019	Executive Boardroom	
1/20/2019	SFVACNA 2019	P129E	
1/20/2019	SFVACNA 2019	Producer A and B	
1/20/2019	SFVACNA 2019	Vine A and B	
1/20/2019	SFVACNA 2019	P123E	
1/20/2019	Treating Multicultural Skin Jan2019	Pas/Glen/Holly	6
1/20/2019	Treating Multicultural Skin Jan2019	Pas/Glen/Holly	45
1/21/2019	PIHRA Jan2019	Academy 1/4/5/6	500
1/21/2019	Online Trading Academy 012119	Pasadena	15
1/21/2019	Kaiser Permanente IMC Team Meeting Jan2019	P127E	10
1/22/2019	PIHRA Jan2019	Academy 2	200
1/22/2019	PIHRA Jan2019	Academy 3	250
1/22/2019	PIHRA Jan2019	City Ballroom	250
1/22/2019	PIHRA Jan2019	Academy 1/4/5/6	550
1/22/2019	PIHRA Jan2019	Vine A and B	8
1/22/2019	Centre for NEURO Skills Jan 2019	Executive Boardroom	5
1/22/2019	JetSuiteX Hospitality Training Jan.22-23.2019	P129E	14
1/22/2019	JetSuiteX Hospitality Training Jan.22-23.2019	P127E	
1/22/2019	Flint Hills Resources Meeting	P125E	4
1/23/2019	In Home Supported Services Jan19	Pasadena	35
1/23/2019	FortuneBuilders Bootcamp Summit	Academy 3	108
1/23/2019	FortuneBuilders Bootcamp Summit	Academy 4/5/6	168
1/23/2019	FortuneBuilders Bootcamp Summit	Academy 2	102
1/23/2019	FortuneBuilders Bootcamp Summit	Academy 1	258
1/23/2019	FortuneBuilders Bootcamp Summit	Producer A and B	
1/23/2019	FortuneBuilders Bootcamp Summit	Vine A and B	
1/23/2019	FortuneBuilders Bootcamp Summit	P131E	
1/23/2019	FortuneBuilders Bootcamp Summit	P129E	
1/23/2019	Kaiser Permanente HPPSA EID Jan2019	Hollywood/Burbank	65
1/23/2019	Kaiser Permanente HPPSA EID Jan2019	Glendale	
1/23/2019	Kang Chiao Bilingual School (Group Code 19AB119BRY)	Glendale	24
1/23/2019	Signature Equipo Vision Open 012319	Hollywood/Burbank	200
1/23/2019	Centre for NEURO Skills Jan 2019	Executive Boardroom	5
1/23/2019	JetSuiteX Hospitality Training Jan.22-23.2019	P123E	14
1/23/2019	JetSuiteX Hospitality Training Jan.22-23.2019	P127E	
1/24/2019	In Home Supported Services Jan19	Pasadena	35
1/24/2019	FortuneBuilders Bootcamp Summit	Academy 1/4/5/6	540
1/24/2019	FortuneBuilders Bootcamp Summit	Academy 3	
1/24/2019	FortuneBuilders Bootcamp Summit	Academy 2	
1/24/2019	FortuneBuilders Bootcamp Summit	Academy 1	
1/24/2019	FortuneBuilders Bootcamp Summit	Academy 4/5/6	
1/24/2019	FortuneBuilders Bootcamp Summit	Sunset A and B	
1/24/2019	FortuneBuilders Bootcamp Summit	Producer A and B	
1/24/2019	FortuneBuilders Bootcamp Summit	Vine A and B	
1/24/2019	FortuneBuilders Bootcamp Summit	P131E	
1/24/2019	FortuneBuilders Bootcamp Summit	P129E	
1/24/2019	FortuneBuilders Bootcamp Summit	Academy 2/3	
1/24/2019	Roche Diagnostics	Hollywood	15
1/24/2019	Devon Park Specialty Customer Event	Glendale	40
1/25/2019	FortuneBuilders Bootcamp Summit	Academy 1/4/5/6	540
1/25/2019	FortuneBuilders Bootcamp Summit	Academy 2/3	
1/25/2019	FortuneBuilders Bootcamp Summit	Sunset A and B	
1/25/2019	FortuneBuilders Bootcamp Summit	Producer A and B	

Date	Quote Name	Function Space/Location	Actual
1/25/2019	FortuneBuilders Bootcamp Summit	Vine A and B	
1/25/2019	FortuneBuilders Bootcamp Summit	P131E	
1/25/2019	FortuneBuilders Bootcamp Summit	P129E	
1/25/2019	FortuneBuilders Bootcamp Summit	Glendale	
1/25/2019	Roche Diagnostics	Hollywood	15
1/25/2019	CALAPRS Series 1 Jan2019 ** DO NOT MOVE ROOM***	Burbank	15
1/26/2019	FortuneBuilders Bootcamp Summit	Academy 1/4/5/6	540
1/26/2019	FortuneBuilders Bootcamp Summit	Sunset A and B	
1/26/2019	FortuneBuilders Bootcamp Summit	Producer A and B	
1/26/2019	FortuneBuilders Bootcamp Summit	Vine A and B	
1/26/2019	FortuneBuilders Bootcamp Summit	Academy 2/3	
1/26/2019	FortuneBuilders Bootcamp Summit	Glendale	
1/26/2019	FortuneBuilders Bootcamp Summit	P131E	
1/26/2019	FortuneBuilders Bootcamp Summit	P129E	
1/26/2019	FortuneBuilders Bootcamp Summit	Pasadena	
1/26/2019	Notary Learning Center 01/26	Hollywood	40
1/27/2019	FortuneBuilders Bootcamp Summit	Academy 1/4/5/6	540
1/27/2019	FortuneBuilders Bootcamp Summit	Glendale	
1/27/2019	FortuneBuilders Bootcamp Summit	Academy 2/3	
1/27/2019	FortuneBuilders Bootcamp Summit	Sunset A and B	
1/27/2019	FortuneBuilders Bootcamp Summit	Producer A and B	
1/27/2019	FortuneBuilders Bootcamp Summit	Vine A and B	
1/27/2019	FortuneBuilders Bootcamp Summit	P131E	
1/27/2019	FortuneBuilders Bootcamp Summit	P129E	
1/27/2019	FortuneBuilders Bootcamp Summit	Pasadena	
1/27/2019	Beauty Secrets Meeting Jan2019	Burbank	30
1/27/2019	Woodbury University Reception Jan19	Hollywood	10
1/28/2019	FortuneBuilders Bootcamp Summit	Academy 2/3	189
1/28/2019	FortuneBuilders Bootcamp Summit	Vine A and B	
1/28/2019	FortuneBuilders Bootcamp Summit	Producer A and B	
1/28/2019	Beauty Secrets Meeting Jan2019	Burbank	30
1/28/2019	JetSuite Flight Attendant Hiring Event Jan2019	Glendale	45
1/28/2019	JetSuite Flight Attendant Hiring Event Jan2019	Pasadena	
1/28/2019	JetSuite Flight Attendant Hiring Event Jan2019	P131E	
1/28/2019	JetSuite Flight Attendant Hiring Event Jan2019	P129E	
1/28/2019	JetSuite Flight Attendant Hiring Event Jan2019	P127E	
1/29/2019	FortuneBuilders Bootcamp Summit	Academy 2/3	189
1/29/2019	FortuneBuilders Bootcamp Summit	Producer A and B	
1/29/2019	FortuneBuilders Bootcamp Summit	Vine A and B	
1/29/2019	Beauty Secrets Meeting Jan2019	Burbank	30
1/29/2019	Talkaphone Roadshow- L.A	Pasadena	50
1/29/2019	Talkaphone Roadshow- L.A	Glendale	50
1/29/2019	Brookmore Meeting Jan2019	Hollywood	20
1/29/2019	Homeowners Financial Group	Executive Boardroom	10
1/29/2019	Kaiser Permanente CMSSP Meeting Jan2019	Academy 4	20
1/29/2019	JetSuite Board Meeting Jan2019	P125E	10
1/30/2019	Quality Care Health Foundation - New Laws Jan2019	Pasadena/Glendale	55
1/30/2019	FortuneBuilders Bootcamp Summit	Vine B	
1/30/2019	Online Trading Academy 013019	Burbank	15
1/30/2019	Leadership Academy Seminar Jan2019	Sunset A and B	15
1/30/2019	General Mills Meeting	Vine A	15
1/30/2019	Signature Equipo Vision Open 013019	Hollywood/Burbank	200
1/30/2019	The Story Makers - Super Saturday Jan2019	Academy 1	10
1/30/2019	The Story Makers - Super Saturday Jan2019	Academy 1	300
1/30/2019	Homeowners Financial Group	Executive Boardroom	10
1/31/2019	California Interscholastic Federation Winter Federated Council Jan2019 XBNKL82GQP9	Glendale	60
1/31/2019	California Interscholastic Federation Winter Federated Council Jan2019 XBNKL82GQP9	Hollywood/Burbank	
1/31/2019	Transcend Productions 2019 Tour California Jan2019 c x	Academy 1/4/5/6	100
1/31/2019	Transcend Productions 2019 Tour California Jan2019 c x	Sunset A and B	25
1/31/2019	Transcend Productions 2019 Tour California Jan2019 c x	Vine A	15
1/31/2019	Transcend Productions 2019 Tour California Jan2019 c x	Academy 2/3	70
1/31/2019	Transcend Productions 2019 Tour California Jan2019 c x	Vine B	1

Date	Quote Name	Function Space/Location	Actual
1/31/2019	Leadership Academy Seminar Jan2019	Sunset A and B	15
1/31/2019	AI Productions January 2019	Beverly Hills	30
1/31/2019	AI Productions January 2019	P131E	
1/31/2019	JetSuite Fit Line/Wear Test Jan2019	P129E	5
1/31/2019	Roche Molecular Meeting - Jan2019	P125E	4
1/31/2019	Seni TZMO USA Inc Meeting Jan2019	P123E	5
2/1/2019	California Interscholastic Federation Winter Federated Council Jan2019 XBNKL82GQP9	Pasadena	68
2/1/2019	California Interscholastic Federation Winter Federated Council Jan2019 XBNKL82GQP9	Producer A and B	
2/1/2019	California Interscholastic Federation Winter Federated Council Jan2019 XBNKL82GQP9	P123E	
2/1/2019	California Interscholastic Federation Winter Federated Council Jan2019 XBNKL82GQP9	P127E	
2/1/2019	California Interscholastic Federation Winter Federated Council Jan2019 XBNKL82GQP9	P125E	
2/1/2019	California Interscholastic Federation Winter Federated Council Jan2019 XBNKL82GQP9	Glen/Holly/Bur	
2/1/2019	Transcend Productions 2019 Tour California Jan2019 c x	Sunset A and B	25
2/1/2019	Transcend Productions 2019 Tour California Jan2019 c x	Academy 1/4/5/6	100
2/1/2019	Transcend Productions 2019 Tour California Jan2019 c x	Vine A	15
2/1/2019	Transcend Productions 2019 Tour California Jan2019 c x	Vine B	1
2/1/2019	Transcend Productions 2019 Tour California Jan2019 c x	Academy 2/3	70
2/1/2019	AI Productions January 2019	Beverly Hills	30
2/1/2019	AI Productions January 2019	P131E	
2/1/2019	JetSuite Fit Line/Wear Test Jan2019	P129E	5
2/2/2019	Transcend Productions 2019 Tour California Jan2019 c x	Sunset A and B	25
2/2/2019	Transcend Productions 2019 Tour California Jan2019 c x	Academy 1/4/5/6	100
2/2/2019	Transcend Productions 2019 Tour California Jan2019 c x	Vine A	15
2/2/2019	Transcend Productions 2019 Tour California Jan2019 c x	Vine B	1
2/2/2019	Transcend Productions 2019 Tour California Jan2019 c x	Academy 2/3	70
2/2/2019	AI Productions January 2019	P131E	15
2/2/2019	Do It! Marketing Meeting Feb2019	Executive Boardroom	8
2/2/2019	Gonzales Shower	Hollywood/Burbank	80
2/3/2019	Transcend Productions 2019 Tour California Jan2019 c x	Academy 1/4/5/6	100
2/3/2019	Transcend Productions 2019 Tour California Jan2019 c x	Sunset A and B	25
2/3/2019	Transcend Productions 2019 Tour California Jan2019 c x	Academy 2/3	70
2/3/2019	Transcend Productions 2019 Tour California Jan2019 c x	Vine A	15
2/3/2019	Transcend Productions 2019 Tour California Jan2019 c x	Vine B	1
2/3/2019	Beauty Secrets Meeting Feb2019	Burbank	30
2/3/2019	AI Productions January 2019	P131E	15
2/3/2019	Do It! Marketing Meeting Feb2019	Executive Boardroom	8
2/4/2019	IEPI Guided Pathways Workshop Burbank	Academy 1/2/3	170
2/4/2019	IEPI Guided Pathways Workshop Burbank	Academy 4	
2/4/2019	IEPI Guided Pathways Workshop Burbank	Academy 5	
2/4/2019	IEPI Guided Pathways Workshop Burbank	Academy 6	
2/4/2019	IEPI Guided Pathways Workshop Burbank	Sunset A and B	
2/4/2019	IEPI Guided Pathways Workshop Burbank	Vine A and B	
2/4/2019	IEPI Guided Pathways Workshop Burbank	Producer A and B	
2/4/2019	Beauty Secrets Meeting Feb2019	Burbank	30
2/4/2019	AI Productions January 2019	P131E	15
2/4/2019	Varian Medical Systems- Western Region Meeting	Executive Boardroom	8
2/5/2019	Beauty Secrets Meeting Feb2019	Burbank	30
2/5/2019	AI Productions January 2019	P131E	15
2/5/2019	MESA Directors' Meeting Feb2019	Pasadena/Glendale	91
2/5/2019	MESA Directors' Meeting Feb2019	Producer A	
2/5/2019	MESA Directors' Meeting Feb2019	Producer B	
2/5/2019	California Ambulatory Surgery Association Meeting	Sunset A and B	20
2/5/2019	Masco Cabinetry Training Feb2019	Academy 2	30
2/5/2019	Masco Cabinetry Training Feb2019	Academy 3	30
2/5/2019	Aegis Treatment Center Feb 2019	Vine A and B	20
2/5/2019	Varian Medical Systems- Western Region Meeting	Executive Boardroom	8
2/5/2019	Guided Pathways Regional Coordinators	Hollywood	45
2/5/2019	ACCO 360 ERP Kickoff Feb2019	Academy 4/5	70
2/6/2019	Meggitt Control System FEB 2019	P123E	12
2/6/2019	Meggitt Control System FEB 2019	Burbank	26
2/6/2019	Greenbaum /Junik Wedding Feb2019	Academy 1/2/3	400
2/6/2019	Greenbaum /Junik Wedding Feb2019	Academy 4/5	

Date	Quote Name	Function Space/Location	Actual
2/6/2019	Greenbaum /Junik Wedding Feb2019	Vine A and B	
2/6/2019	Greenbaum /Junik Wedding Feb2019	Sunset A and B	
2/6/2019	Greenbaum /Junik Wedding Feb2019	Academy 6	
2/6/2019	Greenbaum /Junik Wedding Feb2019	P127E	
2/6/2019	Greenbaum /Junik Wedding Feb2019	P129E	
2/6/2019	Greenbaum /Junik Wedding Feb2019	Academy 4/5	
2/6/2019	Greenbaum /Junik Wedding Feb2019	P125E	
2/6/2019	Greenbaum /Junik Wedding Feb2019	Academy 1/2/3	
2/6/2019	AI Productions January 2019	P131E	25
2/6/2019	MESA Directors' Meeting Feb2019	Pasadena	45
2/6/2019	MESA Directors' Meeting Feb2019	Producer A and B	
2/6/2019	MESA Directors' Meeting Feb2019	Glendale	
2/6/2019	Guided Pathways Regional Coordinators	Hollywood	23
2/7/2019	24Seven Burbank Feb2019 52130	Academy 1/2/3	500
2/7/2019	24Seven Burbank Feb2019 52130	Vine A and B	
2/7/2019	24Seven Burbank Feb2019 52130	Glen/Holly/Bur	
2/7/2019	24Seven Burbank Feb2019 52130	Sunset A and B	
2/7/2019	24Seven Burbank Feb2019 52130	Academy 5/6	
2/7/2019	24Seven Burbank Feb2019 52130	Pasadena	
2/7/2019	24Seven Burbank Feb2019 52130	Academy 4	
2/7/2019	California Board of Accountancy Meeting Feb2019	Producer A and B	30
2/7/2019	California Board of Accountancy Meeting Feb2019	P127E	
2/7/2019	California Board of Accountancy Meeting Feb2019	P129E	
2/7/2019	California Board of Accountancy Meeting Feb2019	P125E	
2/7/2019	California Board of Accountancy Meeting Feb2019	Executive Boardroom	
2/7/2019	Meggitt Control System FEB 2019	Academy 4	26
2/7/2019	Meggitt Control System FEB 2019	P123E	12
2/7/2019	Greenbaum /Junik Wedding Feb2019	Beverly Hills	30
2/7/2019	AI Productions January 2019	P131E	25
2/8/2019	24Seven Burbank Feb2019 52130	Academy 1/2/3	500
2/8/2019	24Seven Burbank Feb2019 52130	Pasadena	
2/8/2019	24Seven Burbank Feb2019 52130	Vine A and B	
2/8/2019	24Seven Burbank Feb2019 52130	Academy 4/5/6	
2/8/2019	24Seven Burbank Feb2019 52130	Glen/Holly/Bur	
2/8/2019	24Seven Burbank Feb2019 52130	Sunset A and B	
2/8/2019	AI Productions January 2019	P131E	25
2/9/2019	24Seven Burbank Feb2019 52130	Academy 1/2/3	500
2/9/2019	24Seven Burbank Feb2019 52130	Pasadena	
2/9/2019	24Seven Burbank Feb2019 52130	Vine A and B	
2/9/2019	24Seven Burbank Feb2019 52130	Academy 4/5/6	
2/9/2019	24Seven Burbank Feb2019 52130	Glen/Holly/Bur	
2/9/2019	24Seven Burbank Feb2019 52130	Sunset A and B	
2/9/2019	AI Productions January 2019	P131E	25
2/9/2019	JetSuiteX Hospitality Training Feb2019	Producer A and B	9
2/9/2019	XIX Now United Feb19	P123E	5
2/10/2019	24Seven Burbank Feb2019 52130	Academy 1/2/3	500
2/10/2019	24Seven Burbank Feb2019 52130	Pasadena	
2/10/2019	24Seven Burbank Feb2019 52130	Vine A and B	
2/10/2019	24Seven Burbank Feb2019 52130	Academy 4/5/6	
2/10/2019	24Seven Burbank Feb2019 52130	Glen/Holly/Bur	
2/10/2019	24Seven Burbank Feb2019 52130	Sunset A and B	
2/10/2019	AI Productions January 2019	P131E	25
2/11/2019	AI Productions January 2019	P131E	25
2/11/2019	APLD California Chapter MeetingFeb2019 ** Do not Move**	Executive Boardroom	12
2/11/2019	Kaiser Permanente NCSC/TTEC Lesson’s Learned Feb2019	Burbank	30
2/11/2019	XIX Now United Feb19	P123E	5
2/11/2019	Kern Oil & Refining Co | Casey Co	P125E	8
2/12/2019	Centre for NEURO Skills FEB2019	Executive Boardroom	10
2/12/2019	AI Productions January 2019	P131E	25
2/12/2019	Kaiser Permanente KPIF OE Readiness Feb2019	Hollywood/Burbank	54
2/12/2019	MacAndrews & Forbes, Inc	Sunset A and B	20
2/12/2019	XIX Now United Feb19	P123E	5

Date	Quote Name	Function Space/Location	Actual
2/12/2019	Burbank Rooms Only Feb.2019	Pasadena	15
2/12/2019	Databricks	P125E	2
2/13/2019	Centre for NEURO Skills FEB2019	Executive Boardroom	10
2/13/2019	Online Trading Academy 021119	Burbank	15
2/13/2019	MacAndrews & Forbes, Inc	Sunset A and B	20
2/13/2019	XIX Now United Feb19	P123E	5
2/13/2019	Bring The Funny / Open 4 Business LLC	Academy 4/5	55
2/13/2019	Bring The Funny / Open 4 Business LLC	Academy 2	
2/14/2019	MacAndrews & Forbes, Inc	Sunset A and B	20
2/15/2019	Hollywood Connection Feb 2019	Academy 1/4/5/6	250
2/15/2019	Hollywood Connection Feb 2019	Vine A and B	
2/15/2019	Hollywood Connection Feb 2019	Academy 2/3	
2/15/2019	Hollywood Connection Feb 2019	City Ballroom	
2/15/2019	Hollywood Connection Feb 2019	Sunset A and B	
2/15/2019	California School Nutrition Association CSNA Board Meeting Feb2019	Producer A and B	16
2/15/2019	Songland Feb19	P123E	4
2/16/2019	Hollywood Connection Feb 2019	Academy 1/4/5/6	250
2/16/2019	Hollywood Connection Feb 2019	Academy 2/3	
2/16/2019	Hollywood Connection Feb 2019	City Ballroom	
2/16/2019	Hollywood Connection Feb 2019	Vine A and B	
2/16/2019	Hollywood Connection Feb 2019	Sunset A and B	
2/16/2019	Hollywood Connection Feb 2019	Academy 6	
2/16/2019	California School Nutrition Association CSNA Board Meeting Feb2019	Producer A and B	40
2/16/2019	Songland Feb19	P123E	4
2/16/2019	Songland Feb19	P131E	25
2/16/2019	VSB LLC Meeting Feb2019	Executive Boardroom	5
2/17/2019	Hollywood Connection Feb 2019	Academy 1/4/5/6	250
2/17/2019	Hollywood Connection Feb 2019	Vine A and B	
2/17/2019	Hollywood Connection Feb 2019	Academy 2/3	
2/17/2019	Hollywood Connection Feb 2019	City Ballroom	
2/17/2019	Hollywood Connection Feb 2019	Sunset A and B	
2/17/2019	INSURICA California Regional Sales Conference Feb2019	Executive Boardroom	5
2/17/2019	Songland Feb19	P123E	4
2/18/2019	INSURICA California Regional Sales Conference Feb2019	Hollywood/Burbank	60
2/18/2019	INSURICA California Regional Sales Conference Feb2019	Glendale	
2/18/2019	INSURICA California Regional Sales Conference Feb2019	Producer A and B	
2/18/2019	INSURICA California Regional Sales Conference Feb2019	Pasadena	
2/18/2019	INSURICA California Regional Sales Conference Feb2019	Pasadena	
2/18/2019	World Wide Dreambuilders Second Look Meeting Feb2019	Academy 1/4/5/6	700
2/18/2019	Songland Feb19	P123E	4
2/18/2019	JetSuiteX Interviews Feb2019	P127E	3
2/19/2019	INSURICA California Regional Sales Conference Feb2019	Hollywood/Burbank	60
2/19/2019	INSURICA California Regional Sales Conference Feb2019	Pasadena	
2/19/2019	INSURICA California Regional Sales Conference Feb2019	Glendale	
2/19/2019	INSURICA California Regional Sales Conference Feb2019	Producer A and B	
2/19/2019	INSURICA California Regional Sales Conference Feb2019	Pasadena	
2/19/2019	Notary Learning Center 02/19	Sunset A and B	40
2/19/2019	JetSuiteX Hospitality Training Feb.19-20.2019	P127E	8
2/19/2019	JetSuiteX Hospitality Training Feb.19-20.2019	P129E	
2/19/2019	Songland Feb19	P123E	4
2/19/2019	XIX Now United Feb19	P125E	5
2/20/2019	AD-COMP Meeting Feb2019	Executive Boardroom	12
2/20/2019	JetSuiteX Hospitality Training Feb.19-20.2019	P127E	12
2/20/2019	JetSuiteX Hospitality Training Feb.19-20.2019	P129E	
2/20/2019	Songland Feb19	P123E	4
2/21/2019	CA Board of Vocational Nursing Meeting Feb2019	Pasadena/Glendale	150
2/21/2019	CA Board of Vocational Nursing Meeting Feb2019	Hollywood/Burbank	150
2/21/2019	Myriad Neuroscience Meeting - Patrick	Producer A and B	35
2/21/2019	Myriad Neuroscience Meeting - Eric Bell	P127E	
2/21/2019	Myriad Neuroscienchttps://salesnet.marriott.com/gsemr5_enu/start.swe?SWECmde Meeting	P125E	12
2/21/2019	Songland Feb19	P123E	4
2/21/2019	Price Fass & Company Feb2019	P129E	4

Date	Quote Name	Function Space/Location	Actual
2/21/2019	Centre for NEURO Skills FEB	P131E	10
2/22/2019	Los Angeles City Summit Feb2019	Academy Ballroom	610
2/22/2019	Los Angeles City Summit Feb2019	Sunset A and B	
2/22/2019	Los Angeles City Summit Feb2019	Vine A and B	
2/22/2019	Pascua Yaqui Tribe Enrollment Update Feb2019	City Ballroom	5
2/22/2019	Pascua Yaqui Tribe Enrollment Update Feb2019	City Ballroom	150
2/22/2019	CA Board of Vocational Nursing Meeting Feb2019	Producer A and B	44
2/22/2019	Myriad Neuroscience Meeting - Patrick	Beverly Hills	35
2/22/2019	Myriad Neuroscience Meeting - Patrick	P125E	12
2/22/2019	Myriad Neuroscience Meeting - Eric Bell	P127E	12
2/22/2019	Myriad Neuroscienchttps://salesnet.marriott.com/gsemr5_enu/start.swe?SWECmde Meeting	P129E	12
2/22/2019	Spok Meeting Feb2019	Executive Boardroom	6
2/23/2019	Los Angeles City Summit Feb2019	Academy Ballroom	610
2/23/2019	Los Angeles City Summit Feb2019	Sunset A and B	
2/23/2019	Los Angeles City Summit Feb2019	Vine A and B	
2/23/2019	Pascua Yaqui Tribe Enrollment Update Feb2019	City Ballroom	150
2/24/2019	Pascua Yaqui Tribe Enrollment Update Feb2019	Pasadena	1
2/24/2019	Los Angeles City Summit and City Gala Oscars After Dinner Party Feb2019	Academy Ballroom	500
2/24/2019	Los Angeles City Summit and City Gala Oscars After Dinner Party Feb2019	Sunset A and B	
2/24/2019	Los Angeles City Summit and City Gala Oscars After Dinner Party Feb2019	Vine A and B	
2/24/2019	Los Angeles City Summit and City Gala Oscars After Dinner Party Feb2019	P129E	
2/24/2019	Los Angeles City Summit and City Gala Oscars After Dinner Party Feb2019	Producer A and B	
2/25/2019	Vulcan Materials Meeting Feb2019	Academy 1	160
2/25/2019	Vulcan Materials Meeting Feb2019	Producer A and B	20
2/25/2019	Vulcan Materials Meeting Feb2019	Academy 2/3	160
2/25/2019	Peloton Meeting	P127E	6
2/26/2019	Vulcan Materials Meeting Feb2019	Academy 2/3	161
2/26/2019	Vulcan Materials Meeting Feb2019	Academy 1	160
2/26/2019	Vulcan Materials Meeting Feb2019	Academy 4	55
2/26/2019	Vulcan Materials Meeting Feb2019	Academy 5	55
2/26/2019	Vulcan Materials Meeting Feb2019	Academy 6	55
2/26/2019	Peloton Meeting	P127E	6
2/27/2019	Bicon Dental Implants Lecture Feb2019	Burbank	25
2/27/2019	Online Trading Academy February 2019 #2	Producer A and B	15
2/27/2019	California Association of Health Plans Feb2019	Academy 1	200
2/27/2019	John Edward Event Corp Feb2019	Pasadena/Glendale	200
2/27/2019	Astrazeneca Pharmaceuticals Meeting - Feb 2019	Academy 3	40
2/27/2019	California Fire Safe Council Board Meeting	Vine A and B	35
2/28/2019	In-N-Out Burger Managers Workshop Feb2019	Hollywood/Burbank	65
2/28/2019	Sanofi Meeting	P125E	10
3/1/2019	Medtronic Meeting	Sunset A and B	15
3/1/2019	Takeda Interviews March2019	P125E	3
3/1/2019	Inforblitz MeetingFeb2019	P129E	5
3/2/2019	PBE Warehouse, Inc 2019	Academy Ballroom	680
3/2/2019	PBE Warehouse, Inc 2019	Executive Boardroom	
3/2/2019	PBE Warehouse, Inc 2019	Producer A and B	
3/2/2019	PBE Warehouse, Inc 2019	Sunset A and B	
3/2/2019	Comedy Intensive Mar2019	Burbank	60
3/2/2019	PHP Agency Training Mar2019	Hollywood	50
3/2/2019	PHP Agency Training Mar2019	Pasadena/Glendale	200
3/3/2019	PBE Warehouse, Inc 2019	Academy Ballroom	650
3/3/2019	PBE Warehouse, Inc 2019	Sunset A and B	
3/3/2019	PBE Warehouse, Inc 2019	Executive Boardroom	
3/3/2019	PBE Warehouse, Inc 2019	Producer A and B	
3/3/2019	PBE Warehouse, Inc 2019	Vine A and B	
3/3/2019	Las Candelas Fashion Show Mar2019	Vine A and B	
3/3/2019	Comedy Intensive Mar2019	Burbank	60
3/4/2019	Las Candelas Fashion Show Mar2019	Academy Ballroom	550
3/4/2019	Las Candelas Fashion Show Mar2019	Sunset A and B	
3/4/2019	Ferring Pharmacy Interview March2019	Executive Boardroom	4
3/4/2019	Ironwood Pharmaceuticals	P127E	2
3/4/2019	Ironwood Pharmaceuticals	P125E	2

Date	Quote Name	Function Space/Location	Actual
3/4/2019	Richard Mahee Meeting Feb2019	P131E	5
3/5/2019	In Home Supported Services Mar19	Academy 4	35
3/5/2019	Insight Schools of California March 2019	Burbank	55
3/5/2019	Insight Schools of California March 2019	Hollywood	
3/5/2019	The National Alliance - CISR Commercial Casualty I	Pasadena	16
3/5/2019	Centre for NEURO Skills March2019	Vine A and B	20
3/5/2019	SSA Meeting Mar2019	Executive Boardroom	12
3/5/2019	Entertainment Partners Meeting March	Producer A and B	15
3/6/2019	In Home Supported Services Mar19	Academy 4	35
3/6/2019	Insight Schools of California March 2019	Burbank	55
3/6/2019	Insight Schools of California March 2019	Hollywood	
3/6/2019	Equipo Vision Meeting 030619	Pasadena/Glendale	200
3/6/2019	Entertainment Partners Meeting March	Producer A and B	15
3/6/2019	Deloitte Meeting Mar2019	Executive Boardroom	1
3/7/2019	Concierge Choice Physicians Seminar Mar2019	Burbank	50
3/7/2019	Kaiser Permanente Account Management / Underwriting Offsite Mar2019	Pasadena/Glendale	45
3/7/2019	Entertainment Partners Meeting March	Producer A and B	15
3/7/2019	Syneos Health / Optinose RPO	P125E	4
3/7/2019	Deloitte Meeting 030719	Executive Boardroom	5
3/8/2019	WCK Muay Thai Mar2019	Vine A and B	
3/8/2019	WCK Muay Thai Mar2019	Sunset A and B	40
3/8/2019	Align Technology IPE Mar2019	Academy 2/3	80
3/8/2019	Align Technology IPE Mar2019	Academy 4	
3/8/2019	Align Technology IPE Mar2019	Academy 5/6	
3/8/2019	Entertainment Partners Meeting March	Producer A and B	15
3/8/2019	Kaiser Permanente Meeting Mar2019	Sunset A and B	15
3/9/2019	Notary Learning Center 03/09	Glendale	40
3/9/2019	WCK Muay Thai Mar2019	Sunset A and B	
3/9/2019	WCK Muay Thai Mar2019	Vine A and B	
3/9/2019	SOAR MIT Clairvoyance March 2019	P127E	10
3/9/2019	Los Angeles GOP Mar2019	Pasadena	100
3/10/2019	SOAR MIT Clairvoyance March 2019	P127E	10
3/10/2019	Love Group A	Producer A	15
3/10/2019	Love Group A	Producer B	15
3/11/2019	SOAR MIT Clairvoyance March 2019	P127E	10
3/11/2019	Love Group A	Producer A	15
3/11/2019	Love Group A	Producer B	15
3/12/2019	Online Trading Academy Workshop March #1	Pasadena	12
3/12/2019	Lancome L'Academie Training Mar2019	Producer A and B	20
3/12/2019	Lancome L'Academie Training Mar2019	P131E	
3/12/2019	Gori Julian & Associates Meeting	Vine A and B	20
3/13/2019	Kaiser Permanente KPIC/HH/PFS Meeting Mar2019	Sunset A and B	25
3/13/2019	Lancome L'Academie Training Mar2019	Producer A and B	20
3/13/2019	Lancome L'Academie Training Mar2019	P131E	
3/13/2019	ACCO Strategic Planning Meeting March 2019	Academy 4/5	20
3/13/2019	JetSuiteX Hospitality Training Mar2019	Pasadena	16
3/13/2019	Equipo Vision 031319	Hollywood/Burbank	200
3/13/2019	Gori Julian & Associates Meeting	Vine A and B	20
3/13/2019	Entertainment Partners	Burbank	15
3/14/2019	TFcon West Mar2019	Executive Boardroom	10
3/14/2019	Lancome L'Academie Training Mar2019	Producer A and B	20
3/14/2019	Lancome L'Academie Training Mar2019	P131E	
3/14/2019	JetSuiteX Hospitality Training Mar2019	Pasadena	19
3/14/2019	Gori Julian & Associates Meeting	Vine A and B	20
3/15/2019	TFcon West Mar2019	Academy Ballroom	1,000
3/15/2019	TFcon West Mar2019	Executive Boardroom	
3/15/2019	TFcon West Mar2019	Vine A and B	
3/15/2019	TFcon West Mar2019	Sunset A	
3/15/2019	TFcon West Mar2019	City Ballroom	
3/15/2019	TFcon West Mar2019	Producer A and B	
3/15/2019	TFcon West Mar2019	Sunset B	
3/15/2019	Bash Boxing Weigh-Ins Mar2019	Beverly Hills	30

Date	Quote Name	Function Space/Location	Actual
3/15/2019	Contract Services	P125E	2
3/16/2019	TFcon West Mar2019	Academy Ballroom	1,000
3/16/2019	TFcon West Mar2019	Executive Boardroom	
3/16/2019	TFcon West Mar2019	Vine A and B	
3/16/2019	TFcon West Mar2019	Sunset A	
3/16/2019	TFcon West Mar2019	City Ballroom	
3/16/2019	TFcon West Mar2019	Producer A and B	
3/16/2019	TFcon West Mar2019	Sunset B	
3/17/2019	TFcon West Mar2019	Academy Ballroom	1,000
3/17/2019	TFcon West Mar2019	Executive Boardroom	
3/17/2019	TFcon West Mar2019	Vine A and B	
3/17/2019	TFcon West Mar2019	Sunset A	
3/17/2019	TFcon West Mar2019	City Ballroom	
3/17/2019	TFcon West Mar2019	Producer A and B	
3/17/2019	TFcon West Mar2019	Sunset B	
3/18/2019	California Healthcare Foundation Meeting Mar2019	City Ballroom	100
3/18/2019	Momentum Builder Meeting Mar2019	Academy 1	200
3/18/2019	Private Meeting - Hewitt & Truszkowski	P125E	4
3/19/2019	Starbucks Achieving Excellence BUR 1 HMN38NTKL65	Pasadena/Glendale	50
3/19/2019	Starbucks Achieving Excellence BUR 1 HMN38NTKL65	Hollywood	
3/19/2019	Momentum Builder Meeting Mar2019	Vine A and B	10
3/19/2019	Momentum Builder Meeting Mar2019	Academy 1	200
3/19/2019	Momentum Builder Meeting Mar2019	Academy 2/3	200
3/19/2019	DNP Meeting	P125E	8
3/19/2019	Novo Nordisk Meeting	Executive Boardroom	4
3/20/2019	Starbucks Achieving Excellence BUR 1 HMN38NTKL65	Pasadena/Glendale	50
3/20/2019	Starbucks Achieving Excellence BUR 1 HMN38NTKL65	Hollywood	
3/20/2019	Kaiser Permanente CA KPIF Meeting Mar2019	Burbank	23
3/20/2019	Centre for NEURO Skills - March2019	Executive Boardroom	8
3/20/2019	Equipo Vision 032019	Hollywood/Burbank	200
3/21/2019	CalSAE Strategic Planning Retreat	Sunset A and B	30
3/21/2019	CalSAE Strategic Planning Retreat	Vine A and B	
3/21/2019	CalSAE Strategic Planning Retreat	P129E	
3/21/2019	CalSAE Strategic Planning Retreat	Sunset A and B	30
3/21/2019	CalSAE Strategic Planning Retreat	Academy 4	
3/21/2019	Starbucks Achieving Excellence BUR 2 JSNVBVMD2TGC7	Pasadena/Glendale	50
3/21/2019	Starbucks Achieving Excellence BUR 2 JSNVBVMD2TGC7	Hollywood	
3/21/2019	California Association of Health Plans Mar2019	Academy 2	100
3/22/2019	CalSAE Strategic Planning Retreat	Vine A and B	30
3/22/2019	CalSAE Strategic Planning Retreat	Beverly Hills	
3/22/2019	CalSAE Strategic Planning Retreat	P129E	
3/22/2019	CalSAE Strategic Planning Retreat	Producer A and B	
3/22/2019	First Baptist Church of Eugene ROOM BLOCK	Producer A and B	80
3/22/2019	CTCAC Advanced Compliance Workshop Mar2019	Hollywood/Burbank	100
3/22/2019	Starbucks Achieving Excellence BUR 2 JSNVBVMD2TGC7	Pasadena/Glendale	50
3/22/2019	WREN Annual Conference Mar2019	Hollywood/Burbank	5
3/23/2019	eFinity Spring Event Mar2019	Academy Ballroom	650
3/23/2019	eFinity Spring Event Mar2019	Sunset A and B	
3/23/2019	eFinity Spring Event Mar2019	Vine A and B	
3/23/2019	WREN Annual Conference Mar2019	Hollywood/Burbank	150
3/23/2019	WREN Annual Conference Mar2019	Pasadena/Glendale	173
3/23/2019	WREN Annual Conference Mar2019	Producer A and B	5
3/24/2019	eFinity Spring Event Mar2019	Academy Ballroom	650
3/24/2019	eFinity Spring Event Mar2019	Sunset A and B	
3/24/2019	eFinity Spring Event Mar2019	Vine A and B	
3/24/2019	OHP Group A	Producer A and B	20
3/24/2019	WREN Annual Conference Mar2019	Pasadena	30
3/25/2019	Meggitt Control System Mar2018	Pasadena	26
3/25/2019	Meggitt Control System Mar2018	P125E	12
3/25/2019	Online Trading Academy Workshop March #2	Burbank	12
3/25/2019	OHP Group A	Producer A and B	20
3/25/2019	Iya CyberSecurity Solutions, LLC	Executive Boardroom	4

Date	Quote Name	Function Space/Location	Actual
3/26/2019	Meggitt Control System Mar2018	P125E	12
3/26/2019	Meggitt Control System Mar2018	Pasadena	26
3/26/2019	Eisai Merck Oncology	P127E	8
3/26/2019	Iya CyberSecurity Solutions, LLC	Executive Boardroom	4
3/27/2019	Equipo Vision 032719	Hollywood/Burbank	200
3/27/2019	RHR International	P125E	2
3/28/2019	Synthplex 2019	Sunset A	
3/28/2019	Synthplex 2019	Sunset B	
3/28/2019	Synthplex 2019	Vine A and B	49
3/28/2019	Synthplex 2019	Burbank	30
3/28/2019	Synthplex 2019	Glendale/Hollywood	210
3/28/2019	Synthplex 2019	Pasadena	110
3/28/2019	Synthplex 2019	Academy 2/3	200
3/28/2019	Synthplex 2019	Producer A and B	
3/28/2019	Synthplex 2019	Executive Boardroom	
3/28/2019	Synthplex 2019	P123E	
3/28/2019	Synthplex 2019	P129E	
3/28/2019	Synthplex 2019	P127E	
3/28/2019	Synthplex 2019	P125E	
3/28/2019	Synthplex 2019	P131E	
3/28/2019	Synthplex 2019	Academy 1	
3/28/2019	Synthplex 2019	Academy 4/5/6	
3/29/2019	Synthplex 2019	Burbank	30
3/29/2019	Synthplex 2019	Glendale/Hollywood	210
3/29/2019	Synthplex 2019	Pasadena	110
3/29/2019	Synthplex 2019	Academy 1	30
3/29/2019	Synthplex 2019	Academy 4/5/6	50
3/29/2019	Synthplex 2019	Academy 2/3	200
3/29/2019	Synthplex 2019	Vine A and B	49
3/29/2019	Synthplex 2019	Executive Boardroom	
3/29/2019	Synthplex 2019	P123E	
3/29/2019	Synthplex 2019	P125E	
3/29/2019	Synthplex 2019	P127E	
3/29/2019	Synthplex 2019	P129E	
3/29/2019	Synthplex 2019	P131E	
3/29/2019	Synthplex 2019	Producer A and B	
3/29/2019	Synthplex 2019	Sunset A	
3/29/2019	Synthplex 2019	Sunset B	
3/30/2019	Synthplex 2019	Academy 1	30
3/30/2019	Synthplex 2019	Academy 4/5/6	50
3/30/2019	Synthplex 2019	Academy 2/3	200
3/30/2019	Synthplex 2019	Vine A and B	49
3/30/2019	Synthplex 2019	Burbank	30
3/30/2019	Synthplex 2019	Glendale/Hollywood	210
3/30/2019	Synthplex 2019	Pasadena	110
3/30/2019	Synthplex 2019	City Ballroom	286
3/30/2019	Synthplex 2019	Executive Boardroom	
3/30/2019	Synthplex 2019	P123E	
3/30/2019	Synthplex 2019	P125E	
3/30/2019	Synthplex 2019	P127E	
3/30/2019	Synthplex 2019	P129E	
3/30/2019	Synthplex 2019	P131E	
3/30/2019	Synthplex 2019	Producer A and B	
3/30/2019	Synthplex 2019	Sunset A	
3/30/2019	Synthplex 2019	Sunset B	
3/31/2019	Synthplex 2019	Academy 1	30
3/31/2019	Synthplex 2019	Academy 4/5/6	50
3/31/2019	Synthplex 2019	Academy 2/3	200
3/31/2019	Synthplex 2019	Vine A and B	49
3/31/2019	Synthplex 2019	Burbank	30
3/31/2019	Synthplex 2019	Glendale/Hollywood	210
3/31/2019	Synthplex 2019	Pasadena	110

Date	Quote Name	Function Space/Location	Actual
3/31/2019	Synthplex 2019	Burbank	30
3/31/2019	Synthplex 2019	Glendale/Hollywood	210
3/31/2019	Synthplex 2019	Pasadena	110
3/31/2019	Synthplex 2019	Executive Boardroom	
3/31/2019	Synthplex 2019	P123E	
3/31/2019	Synthplex 2019	P125E	
3/31/2019	Synthplex 2019	P127E	
3/31/2019	Synthplex 2019	P129E	
3/31/2019	Synthplex 2019	P131E	
3/31/2019	Synthplex 2019	Producer A and B	
3/31/2019	Synthplex 2019	Sunset A	
3/31/2019	Synthplex 2019	Sunset B	
4/1/2019	Buell RealTime Reporting	Executive Boardroom	12
4/2/2019	Notary Learning Center Apil2019	Hollywood	40
4/2/2019	Pillsbury & Coleman, LLP	P127E	5
4/2/2019	LLAC Meeting	Executive Boardroom	10
4/2/2019	Grant Mitchell Retirement Apr2019	Pasadena/Glendale	110
4/2/2019	Marine One Advance Apr2019	Pasadena	82
4/2/2019	Spok Meeting April2019 #1	P125E	6
4/2/2019	Rodolfo Aragon vs Relyonus Medical Group Deposition Apr2019	P129E	5
4/3/2019	Pillsbury & Coleman, LLP	P127E	5
4/3/2019	Marine One Advance Apr2019	Pasadena	82
4/3/2019	Signature Equipo Vision April2019	Academy 3	200
4/4/2019	Marine One Advance Apr2019	Pasadena	82
4/5/2019	Ash LA/Orange County Apr2019 51463	Academy Ballroom	250
4/5/2019	Ash LA/Orange County Apr2019 51463	Vine A and B	
4/5/2019	Ash LA/Orange County Apr2019 51463	City Ballroom	
4/5/2019	Ash LA/Orange County Apr2019 51463	Sunset A and B	
4/5/2019	WorldStrides OnStage Group #2	Beverly Hills	41
4/5/2019	Spok Meeting April2019 #2	Executive Boardroom	6
4/5/2019	Centerview Partners LLC	P125E	12
4/6/2019	Ash LA/Orange County Apr2019 51463	Academy Ballroom	250
4/6/2019	Ash LA/Orange County Apr2019 51463	Vine A and B	
4/6/2019	Ash LA/Orange County Apr2019 51463	City Ballroom	
4/6/2019	Ash LA/Orange County Apr2019 51463	Sunset A and B	
4/7/2019	Ash LA/Orange County Apr2019 51463	Academy Ballroom	250
4/7/2019	Ash LA/Orange County Apr2019 51463	City Ballroom	
4/7/2019	Ash LA/Orange County Apr2019 51463	Vine A and B	
4/7/2019	Ash LA/Orange County Apr2019 51463	Sunset A and B	
4/7/2019	Ash LA/Orange County Apr2019 51463	P127E	
4/7/2019	Marine One Advance Apr2019	Producer A and B	3
4/8/2019	Glenair Spring Training 2019	Academy 4/5/6	135
4/8/2019	Glenair Spring Training 2019	Academy 2	
4/8/2019	Glenair Spring Training 2019	Academy 2/3	
4/8/2019	IQVIA Interviews Apr2019	P127E	6
4/9/2019	Glenair Spring Training 2019	Academy 4/5	135
4/9/2019	Glenair Spring Training 2019	Academy 2	
4/9/2019	Glenair Spring Training 2019	Academy 2/3	
4/9/2019	IHSS 101 B LOS ANGELES	Pasadena	35
4/10/2019	Glenair Spring Training 2019	Academy 2/3	128
4/10/2019	Glenair Spring Training 2019	Academy 2	
4/10/2019	IHSS 101 B LOS ANGELES	Pasadena	35
4/10/2019	Paylocity Sales Training Apr2019	Executive Boardroom	12
4/10/2019	Signature Equipo Vision April2019	Hollywood/Burbank	200
4/10/2019	Ironwood Pharmaceuticals Interview - April 2019	Vine A	10
4/10/2019	Spok Meeting	P127E	6
4/11/2019	Warner Bros ISOI Conference Apr2019	Hollywood/Burbank	100
4/11/2019	Dignity Health April 2019	Pasadena	10
4/11/2019	Teva Interviews April 2019	Executive Boardroom	3
4/12/2019	CIBHS EBP Symposium Apr2019	Executive Boardroom	1
4/12/2019	LA Shag Festival Apr2019	Academy 1	350
4/12/2019	LA Shag Festival Apr2019	Academy 2	

Date	Quote Name	Function Space/Location	Actual
4/12/2019	LA Shag Festival Apr2019	Academy 3	
4/12/2019	LA Shag Festival Apr2019	Academy 4/5	
4/12/2019	LA Shag Festival Apr2019	Academy 6	
4/12/2019	LA Shag Festival Apr2019	Vine A	
4/12/2019	LA Shag Festival Apr2019	Sunset A and B	
4/12/2019	LA Shag Festival Apr2019	Vine B	
4/12/2019	Love Group B	P131E	6
4/12/2019	Love Group B	P129E	6
4/12/2019	Glynis McCants Meeting Apr2019	Beverly Hills	30
4/12/2019	Astrazeneca Apr2019	P125E	3
4/13/2019	CIBHS EBP Symposium Apr2019	Executive Boardroom	1
4/13/2019	LA Shag Festival Apr2019	Sunset A and B	
4/13/2019	LA Shag Festival Apr2019	Academy 2	
4/13/2019	LA Shag Festival Apr2019	Academy 3	
4/13/2019	LA Shag Festival Apr2019	Academy 4/5	
4/13/2019	LA Shag Festival Apr2019	Academy 6	
4/13/2019	LA Shag Festival Apr2019	Vine A	
4/13/2019	LA Shag Festival Apr2019	Vine B	
4/13/2019	LA Shag Festival Apr2019	Academy 1	350
4/13/2019	Love Group B	Producer A	15
4/13/2019	Love Group B	Producer B	15
4/13/2019	Spiritual Living Expo Apr2019	Pasadena/Glendale	70
4/13/2019	Los Angeles GOP Apr2019	Burbank	100
4/14/2019	CIBHS EBP Symposium Apr2019	Executive Boardroom	1
4/14/2019	LA Shag Festival Apr2019	Vine A	
4/14/2019	LA Shag Festival Apr2019	Sunset A and B	
4/14/2019	LA Shag Festival Apr2019	Academy 2	
4/14/2019	LA Shag Festival Apr2019	Academy 3	
4/14/2019	LA Shag Festival Apr2019	Academy 4/5	
4/14/2019	LA Shag Festival Apr2019	Academy 6	
4/14/2019	LA Shag Festival Apr2019	Vine B	
4/14/2019	LA Shag Festival Apr2019	Academy 1	350
4/14/2019	Love Group B	Producer A	15
4/14/2019	Love Group B	Producer B	15
4/14/2019	Signature EquipoVision Apr2019	Hollywood/Burbank	120
4/15/2019	CIBHS EBP Symposium Apr2019	Academy 1	280
4/15/2019	CIBHS EBP Symposium Apr2019	Executive Boardroom	
4/15/2019	CIBHS EBP Symposium Apr2019	Academy 3	
4/15/2019	CIBHS EBP Symposium Apr2019	Academy 2	
4/15/2019	CIBHS EBP Symposium Apr2019	Academy 4	
4/15/2019	CIBHS EBP Symposium Apr2019	Academy 5	
4/15/2019	CIBHS EBP Symposium Apr2019	Academy 6	
4/15/2019	CIBHS EBP Symposium Apr2019	Vine A and B	
4/15/2019	CIBHS EBP Symposium Apr2019	Sunset A and B	
4/15/2019	CIBHS EBP Symposium Apr2019	Producer A and B	
4/15/2019	Meggitt Control Systems Kanban Supplier Conference Apr2019	Pasadena/Glendale	80
4/16/2019	CIBHS EBP Symposium Apr2019	Academy 1	280
4/16/2019	CIBHS EBP Symposium Apr2019	Academy 3	
4/16/2019	CIBHS EBP Symposium Apr2019	Academy 2	
4/16/2019	CIBHS EBP Symposium Apr2019	Academy 4	
4/16/2019	CIBHS EBP Symposium Apr2019	Academy 5	
4/16/2019	CIBHS EBP Symposium Apr2019	Academy 6	
4/16/2019	CIBHS EBP Symposium Apr2019	Vine A and B	
4/16/2019	CIBHS EBP Symposium Apr2019	Sunset A and B	
4/16/2019	CIBHS EBP Symposium Apr2019	Producer A and B	
4/16/2019	Netapp Healthcare Ansira ** Do not move Room**	Pasadena	4
4/16/2019	Netapp Healthcare Ansira ** Do not move Room**	Pasadena	15
4/16/2019	Student Transportation of America Apr2019	P127E	12
4/16/2019	KPMG LLP	Executive Boardroom	10
4/17/2019	CIBHS EBP Symposium Apr2019	Producer A and B	10
4/17/2019	Student Transportation of America Apr2019	P127E	12
4/17/2019	Signature Equipo Vision April2019	Hollywood/Burbank	200

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Date	Quote Name	Function Space/Location	Actual
4/17/2019	Centre for NEURO Skills	Executive Boardroom	3
4/18/2019	Yaoi Expo (YX) April 2019	Academy 2/3	275
4/18/2019	Yaoi Expo (YX) April 2019	Academy 1	
4/18/2019	Yaoi Expo (YX) April 2019	Vine A and B	
4/18/2019	Yaoi Expo (YX) April 2019	Sunset A	
4/18/2019	Yaoi Expo (YX) April 2019	Sunset B	
4/18/2019	Yaoi Expo (YX) April 2019	Academy 6	
4/18/2019	Yaoi Expo (YX) April 2019	Academy 4	
4/18/2019	Yaoi Expo (YX) April 2019	Academy 5	
4/18/2019	Yaoi Expo (YX) April 2019	P125E	
4/18/2019	Yaoi Expo (YX) April 2019	Executive Boardroom	
4/18/2019	Yaoi Expo (YX) April 2019	Producer A and B	
4/18/2019	Yaoi Expo (YX) April 2019	P123E	
4/18/2019	Yaoi Expo (YX) April 2019	P127E	
4/18/2019	Yaoi Expo (YX) April 2019	P129E	
4/18/2019	Yaoi Expo (YX) April 2019	P131E	
4/18/2019	California Association of Health Plans Apr2019	Pasadena/Glendale	100
4/18/2019	Student Transportation of America Apr2019	P127E	12
4/18/2019	Syneos Health / Novartis Cosentyx MMS	P125E	4
4/18/2019	Novo Nordisk Meeting	Executive Boardroom	3
4/19/2019	Yaoi Expo (YX) April 2019	Academy 2/3	275
4/19/2019	Yaoi Expo (YX) April 2019	Academy 1	
4/19/2019	Yaoi Expo (YX) April 2019	P123E	
4/19/2019	Yaoi Expo (YX) April 2019	P125E	
4/19/2019	Yaoi Expo (YX) April 2019	P127E	
4/19/2019	Yaoi Expo (YX) April 2019	P129E	
4/19/2019	Yaoi Expo (YX) April 2019	P131E	
4/19/2019	Yaoi Expo (YX) April 2019	Producer A and B	
4/19/2019	Yaoi Expo (YX) April 2019	Executive Boardroom	
4/19/2019	Yaoi Expo (YX) April 2019	Sunset A	
4/19/2019	Yaoi Expo (YX) April 2019	Sunset B	
4/19/2019	Yaoi Expo (YX) April 2019	Vine A and B	
4/19/2019	Yaoi Expo (YX) April 2019	Academy 6	
4/19/2019	Yaoi Expo (YX) April 2019	Academy 4	
4/19/2019	Yaoi Expo (YX) April 2019	Academy 5	
4/20/2019	Yaoi Expo (YX) April 2019	Academy 2/3	275
4/20/2019	Yaoi Expo (YX) April 2019	P123E	
4/20/2019	Yaoi Expo (YX) April 2019	P125E	
4/20/2019	Yaoi Expo (YX) April 2019	P127E	
4/20/2019	Yaoi Expo (YX) April 2019	P129E	
4/20/2019	Yaoi Expo (YX) April 2019	P131E	
4/20/2019	Yaoi Expo (YX) April 2019	Producer A and B	
4/20/2019	Yaoi Expo (YX) April 2019	Executive Boardroom	
4/20/2019	Yaoi Expo (YX) April 2019	Sunset A	
4/20/2019	Yaoi Expo (YX) April 2019	Sunset B	
4/20/2019	Yaoi Expo (YX) April 2019	Vine A and B	
4/20/2019	Yaoi Expo (YX) April 2019	Academy 6	
4/20/2019	Yaoi Expo (YX) April 2019	Academy 4	
4/20/2019	Yaoi Expo (YX) April 2019	Academy 1	
4/20/2019	Yaoi Expo (YX) April 2019	Academy 5	
4/20/2019	Online Trading Academy Workshop April	Pasadena	12
4/20/2019	Reed College Admitted Student Reception Apr2019	Glendale	40
4/21/2019	Yaoi Expo (YX) April 2019	Academy 2/3	275
4/21/2019	Yaoi Expo (YX) April 2019	Academy 1	
4/21/2019	Yaoi Expo (YX) April 2019	P123E	
4/21/2019	Yaoi Expo (YX) April 2019	P125E	
4/21/2019	Yaoi Expo (YX) April 2019	P127E	
4/21/2019	Yaoi Expo (YX) April 2019	P129E	
4/21/2019	Yaoi Expo (YX) April 2019	P131E	
4/21/2019	Yaoi Expo (YX) April 2019	Producer A and B	
4/21/2019	Yaoi Expo (YX) April 2019	Executive Boardroom	
4/21/2019	Yaoi Expo (YX) April 2019	Sunset A	

Date	Quote Name	Function Space/Location	Actual
4/21/2019	Yaoi Expo (YX) April 2019	Sunset B	
4/21/2019	Yaoi Expo (YX) April 2019	Vine A and B	
4/21/2019	Yaoi Expo (YX) April 2019	Academy 6	
4/21/2019	Yaoi Expo (YX) April 2019	Academy 4	
4/21/2019	Yaoi Expo (YX) April 2019	Academy 5	
4/21/2019	Yaoi Expo (YX) April 2019	Academy 1	
4/22/2019	Yaoi Expo (YX) April 2019	Executive Boardroom	
4/23/2019	Notary Learning Center April2019	Burbank	40
4/23/2019	Extra Space Storage 1904 Town Hall - Burbank Apr2019	Pasadena/Glendale	65
4/24/2019	Signature Equipo Vision April2019	Pasadena/Glendale	200
4/24/2019	Hydra-Electric All Hands Meeting Apr2019	Academy 2/3	200
4/24/2019	Thomas Wigert Meeting	Executive Boardroom	3
4/25/2019	BellaMoxi Dance Convention Apr2019	Academy 1/2/3	250
4/25/2019	BellaMoxi Dance Convention Apr2019	Academy 4/5/6	
4/25/2019	BellaMoxi Dance Convention Apr2019	Producer A and B	
4/25/2019	Annual Burbank Police Awards Luncheon 08-01-18 12:34:17	Academy Ballroom	350
4/25/2019	SSCOR Meeting	P127E	5
4/25/2019	JetSuite ASC Hiring Event Apr2019	Pasadena	30
4/25/2019	Briovarx Central CA team Apr2019	P125E	5
4/25/2019	Helinet Interviews Apr2019	P129E	
4/26/2019	BellaMoxi Dance Convention Apr2019	Academy 1/2/3	250
4/26/2019	BellaMoxi Dance Convention Apr2019	Academy 4/5/6	
4/26/2019	BellaMoxi Dance Convention Apr2019	Vine A and B	
4/26/2019	BellaMoxi Dance Convention Apr2019	Producer A and B	
4/26/2019	BellaMoxi Dance Convention Apr2019	Sunset A and B	
4/26/2019	BellaMoxi Dance Convention Apr2019	City Ballroom	
4/26/2019	Lincoln International Meeting Apr2019	Executive Boardroom	10
4/27/2019	BellaMoxi Dance Convention Apr2019	Academy 1/2/3	250
4/27/2019	BellaMoxi Dance Convention Apr2019	Academy 4/5/6	
4/27/2019	BellaMoxi Dance Convention Apr2019	Vine A and B	
4/27/2019	BellaMoxi Dance Convention Apr2019	Producer A and B	
4/27/2019	BellaMoxi Dance Convention Apr2019	Sunset A and B	
4/27/2019	BellaMoxi Dance Convention Apr2019	City Ballroom	
4/27/2019	OHP Group B	P131E	6
4/28/2019	BellaMoxi Dance Convention Apr2019	Academy 1/2/3	250
4/28/2019	BellaMoxi Dance Convention Apr2019	Sunset A and B	
4/28/2019	BellaMoxi Dance Convention Apr2019	Vine A and B	
4/28/2019	BellaMoxi Dance Convention Apr2019	City Ballroom	
4/28/2019	BellaMoxi Dance Convention Apr2019	Producer A and B	
4/28/2019	BellaMoxi Dance Convention Apr2019	Academy 4/5/6	
4/28/2019	OHP Group B	Beverly Hills	20
4/29/2019	Pet Boarding and Daycare Expo West 2019	Academy 2/3	250
4/29/2019	OHP Group B	Beverly Hills	20
4/29/2019	Lincoln International Meeting Apr	Executive Boardroom	10
4/29/2019	Jeff Anderson & Associates Meeting Ap2019	Sunset A and B	35
4/30/2019	Pet Boarding and Daycare Expo West 2019	Sunset A and B	80
4/30/2019	Pet Boarding and Daycare Expo West 2019	Academy 2	150
4/30/2019	Pet Boarding and Daycare Expo West 2019	Academy 1/4/5/6	47
4/30/2019	Pet Boarding and Daycare Expo West 2019	Vine A and B	80
4/30/2019	Pet Boarding and Daycare Expo West 2019	Academy 3	150
4/30/2019	Pet Boarding and Daycare Expo West 2019	Pasadena/Glendale	90
4/30/2019	Jack in the Box MAP Meeting	Hollywood/Burbank	76
4/30/2019	Jack in the Box MAP Meeting	Producer A and B	
4/30/2019	Jack in the Box MAP Meeting	Beverly Hills	
4/30/2019	Merck Animal Health Reception and Seminar Apr2019	Pasadena/Glendale	200
5/1/2019	Pet Boarding and Daycare Expo West 2019	Academy 3	150
5/1/2019	Pet Boarding and Daycare Expo West 2019	Vine A and B	
5/1/2019	Pet Boarding and Daycare Expo West 2019	Academy 2	
5/1/2019	Pet Boarding and Daycare Expo West 2019	Sunset A and B	
5/1/2019	Pet Boarding and Daycare Expo West 2019	Academy 1/4/5/6	
5/1/2019	Pet Boarding and Daycare Expo West 2019	Pasadena/Glendale	
5/1/2019	Miller Kaplan Meeting - May 2019 ** DO NOT MOVE**	Executive Boardroom	10

Date	Quote Name	Function Space/Location	Actual
5/1/2019	Signature Equipo Vision May2019	Hollywood/Burbank	200
5/1/2019	MasterPlan Pet Care	Producer A and B	30
5/1/2019	Republic Records S16 May19	Producer A and B	20
5/1/2019	Lincoln International Meeting	P127E	8
5/2/2019	Pet Boarding and Daycare Expo West 2019	Academy 3	150
5/2/2019	Pet Boarding and Daycare Expo West 2019	Academy 2	
5/2/2019	Pet Boarding and Daycare Expo West 2019	Vine A and B	
5/2/2019	Pet Boarding and Daycare Expo West 2019	Sunset A and B	
5/2/2019	Pet Boarding and Daycare Expo West 2019	Academy 1/4/5/6	
5/2/2019	Pet Boarding and Daycare Expo West 2019	Pasadena/Glendale	
5/3/2019	Helena Laboratories Focus Group May2019	Pasadena/Glendale	20
5/3/2019	State Park and Recreation Commission Meeting Apr2019	Hollywood/Burbank	75
5/4/2019	Bridges Academy Prom May2019	Hollywood/Burbank	70
5/4/2019	PHP Agency Training May2019	Beverly Hills	50
5/4/2019	PHP Agency Training May2019	Pasadena/Glendale	250
5/4/2019	FF Los Angeles Auditions May2019	Academy 2	250
5/4/2019	FF Los Angeles Auditions May2019	Academy 3	
5/4/2019	FF Los Angeles Auditions May2019	P127E	
5/4/2019	TGA / Conquistadors Fast Start School May2019	Academy 1/4/5/6	800
5/4/2019	TGA / Conquistadors Fast Start School May2019	Sunset A and B	
5/5/2019	FF Los Angeles Auditions May2019	Academy 2	250
5/5/2019	FF Los Angeles Auditions May2019	Academy 3	
5/5/2019	FF Los Angeles Auditions May2019	P127E	10
5/6/2019	New York Life Insurance Company Conference May2019	Academy 1/2/3	300
5/6/2019	Constellis Meeting May2019	P125E	8
5/6/2019	Intermountain Power Agency- Burbank May 19	Pasadena	25
5/6/2019	Intermountain Power Agency- Burbank May 19	Glendale	
5/6/2019	New York Life Insurance Company Conference May2019 - Breakout Rooms	Academy 4/5	80
5/6/2019	New York Life Insurance Company Conference May2019 - Breakout Rooms	Sunset A and B	
5/6/2019	Crane Aerospace	P127E	8
5/6/2019	Lincoln International Meeting May2019	Producer A and B	15
5/6/2019	Logix HR Management Meeting	P129E	8
5/7/2019	IHSS 102 B LOS ANGELES	Burbank	35
5/7/2019	Constellis Meeting May2019	P125E	8
5/7/2019	Grunsky Law Firm Deposition May2019	P127E	5
5/7/2019	New York Life Insurance Company Conference May2019 - Breakout Rooms	Executive Boardroom	
5/8/2019	IHSS 102 B LOS ANGELES	Burbank	35
5/8/2019	Signature Equipo Vision May2019	Hollywood/Burbank	200
5/8/2019	Kaiser Permanente Marketing Transformation Content May2019	Vine A and B	25
5/8/2019	Lincoln International Meeting May	Executive Boardroom	12
5/9/2019	Bash Boxing May2019	Sunset A and B	
5/9/2019	Kaiser Permanente Marketing Transformation Content May2019	Vine A and B	25
5/9/2019	Centre for NEUROSkills - May	Executive Boardroom	10
5/10/2019	Faculty Association of California Community College	Producer A and B	18
5/10/2019	Smart & Final ASCEND Meeting May2019	Pas/Glen/Holly	110
5/10/2019	Smart & Final ASCEND Meeting May2019	Burbank	
5/10/2019	Smart & Final ASCEND Meeting May2019	Beverly Hills	
5/10/2019	Smart & Final ASCEND Meeting May2019	Hollywood	
5/10/2019	Bash Boxing May2019	Academy Ballroom	1,000
5/10/2019	Bash Boxing May2019	Vine A and B	
5/10/2019	Bash Boxing May2019	Sunset A and B	
5/10/2019	Bash Boxing May2019	P129E	
5/11/2019	LXF - Lights Out Xtreme Fighting May2019	Academy Ballroom	1,000
5/11/2019	LXF - Lights Out Xtreme Fighting May2019	Vine A and B	
5/11/2019	LXF - Lights Out Xtreme Fighting May2019	Sunset A and B	
5/11/2019	Notary Learning Center May 11	Pasadena	40
5/11/2019	Bash Boxing May2019	P129E	
5/11/2019	GABY Inc.	Executive Boardroom	10
5/13/2019	Pacific Business Group on Health PTI May Convening May2019	P127E	
5/14/2019	Marketing & Digital Services Q2 Extended Leadership Team Meeting May2019	Hollywood/Burbank	57
5/14/2019	Pacific Business Group on Health PTI May Convening May2019	Academy 2	59
5/14/2019	Pacific Business Group on Health PTI May Convening May2019	Academy 4	

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Date	Quote Name	Function Space/Location	Actual
5/14/2019	Drake Software Corporate Meeting CA 4 Burbank May2019	Vine A and B	30
5/15/2019	World Wide Dreambuilders Second Look Meeting May2019	Academy 1/4/5/6	700
5/15/2019	Pacific Business Group on Health PTI May Convening May2019	Academy 2	42
5/15/2019	Signature Equipo Vision May2019	Hollywood/Burbank	200
5/15/2019	Windsor -SNF Operations Meeting	Sunset A and B	15
5/16/2019	2019 SCPPA Annual Conference May2019	Academy 1/2/3	278
5/16/2019	2019 SCPPA Annual Conference May2019	Vine A and B	
5/16/2019	2019 SCPPA Annual Conference May2019	Sunset B	
5/16/2019	Paylocity Sales Training May2019	Executive Boardroom	5
5/16/2019	Farmers Insurance	P125E	10
5/17/2019	California School Nutrition Association Business Meeting Luncheon May2019	Academy 2/3	180
5/17/2019	WCK Muay Thai May2019	Vine A and B	
5/17/2019	Online Trading Academy May2019	Vine A and B	12
5/17/2019	Alcohol Justice May2019	Executive Boardroom	13
5/17/2019	RE Mentor May2019	Pasadena/Glendale	65
5/17/2019	GEIS Companies Meeting May2019	Burbank	20
5/18/2019	WCK Muay Thai May2019	Academy Ballroom	1,000
5/18/2019	WCK Muay Thai May2019	Sunset A and B	
5/18/2019	WCK Muay Thai May2019	Vine A and B	
5/18/2019	California Policy Issues Institute Constitution Seminar Mar2019	Burbank	35
5/18/2019	California Association of Student Leaders	Glendale	25
5/18/2019	Healing Starts with the Heart May2019	Pasadena	20
5/19/2019	National Charity League Annual Fundraiser 051919	Academy 1	175
5/19/2019	National Charity League Annual Fundraiser 051919	Academy 5	
5/19/2019	National Charity League Annual Fundraiser 051919	Academy 6	
5/19/2019	National Charity League Annual Fundraiser 051919	Academy 5	
5/19/2019	California Association of Student Leaders	Glendale	25
5/20/2019	Aegis Treatment Center May2019	Sunset A and B	22
5/20/2019	Blue Shield Meeting May2019	Executive Boardroom	7
5/20/2019	GEIS Companies Meeting May2019 - Parlor Rooms	P127E	
5/21/2019	Kaiser Permanente Managing Your Workforce May2019	Producer A and B	31
5/21/2019	Aegis Treatment Center May2019	Sunset A and B	20
5/21/2019	GEIS Companies Meeting May2019 - Parlor Rooms	P127E	
5/22/2019	Quality Care Health Foundation Meeting - Final Rule May2019	City Ballroom	140
5/22/2019	Kaiser Permanente Managing Your Workforce May2019	Producer A and B	31
5/22/2019	Signature Equipo Vision May2019	Academy 2	200
5/22/2019	California Health Collaborative May	P125E	5
5/22/2019	GEIS Companies Meeting May2019 - Parlor Rooms	P127E	
5/22/2019	American Made	Executive Boardroom	10
5/23/2019	Quality Care Health Foundation Meeting - Final Rule May2019	City Ballroom	148
5/23/2019	Kaiser Permanente Direct Marketing Leadership Team Offsite May2019	Producer A and B	12
5/24/2019	Los Angeles Salsa Festival May2019	City Ballroom	200
5/24/2019	Los Angeles Salsa Festival May2019	Academy 1/4/5/6	300
5/24/2019	Los Angeles Salsa Festival May2019	Academy 2	
5/24/2019	Los Angeles Salsa Festival May2019	P123E	
5/24/2019	Los Angeles Salsa Festival May2019	P131E	
5/24/2019	Los Angeles Salsa Festival May2019	P129E	
5/24/2019	Los Angeles Salsa Festival May2019	Vine A	
5/24/2019	Los Angeles Salsa Festival May2019	Sunset A and B	
5/24/2019	Los Angeles Salsa Festival May2019	Vine B	
5/24/2019	Los Angeles Salsa Festival May2019	Executive Boardroom	
5/24/2019	Los Angeles Salsa Festival May2019	P125E	
5/25/2019	Los Angeles Salsa Festival May2019	Academy 1/4/5/6	300
5/25/2019	Los Angeles Salsa Festival May2019	City Ballroom	200
5/25/2019	Los Angeles Salsa Festival May2019	P129E	
5/25/2019	Los Angeles Salsa Festival May2019	P131E	
5/25/2019	Los Angeles Salsa Festival May2019	P123E	
5/25/2019	Los Angeles Salsa Festival May2019	Sunset A and B	
5/25/2019	Los Angeles Salsa Festival May2019	Vine B	
5/25/2019	Los Angeles Salsa Festival May2019	Vine A	
5/25/2019	Los Angeles Salsa Festival May2019	Executive Boardroom	
5/25/2019	Los Angeles Salsa Festival May2019	P125E	

Date	Quote Name	Function Space/Location	Actual
5/25/2019	Los Angeles Salsa Festival May2019	Academy 2	
5/25/2019	Los Angeles Salsa Festival May2019	Academy 3	
5/25/2019	SOAR MIT Clairvoyance May 2019	P127E	10
5/26/2019	Los Angeles Salsa Festival May2019	Academy 1/4/5/6	300
5/26/2019	Los Angeles Salsa Festival May2019	City Ballroom	200
5/26/2019	Los Angeles Salsa Festival May2019	P129E	
5/26/2019	Los Angeles Salsa Festival May2019	P131E	
5/26/2019	Los Angeles Salsa Festival May2019	P123E	
5/26/2019	Los Angeles Salsa Festival May2019	Sunset A and B	
5/26/2019	Los Angeles Salsa Festival May2019	Vine B	
5/26/2019	Los Angeles Salsa Festival May2019	Vine A	
5/26/2019	Los Angeles Salsa Festival May2019	Executive Boardroom	
5/26/2019	Los Angeles Salsa Festival May2019	P125E	
5/26/2019	Los Angeles Salsa Festival May2019	Academy 3	
5/26/2019	Los Angeles Salsa Festival May2019	Academy 2	
5/26/2019	SOAR MIT Clairvoyance May 2019	P127E	10
5/27/2019	Los Angeles Salsa Festival May2019	City Ballroom	200
5/27/2019	Los Angeles Salsa Festival May2019	Executive Boardroom	
5/27/2019	Los Angeles Salsa Festival May2019	Sunset A and B	
5/27/2019	Los Angeles Salsa Festival May2019	Vine B	
5/27/2019	Los Angeles Salsa Festival May2019	Vine A	
5/27/2019	SOAR MIT Clairvoyance May 2019	P127E	10
5/28/2019	Notary Learning Center May 28	Pasadena	40
5/28/2019	Computer Share	Executive Boardroom	8
5/29/2019	Miller Kaplan Meeting - May29 ** DO NOT MOVE**	Glendale	26
5/29/2019	California Association of Health Plans May2019	Academy 1	200
5/29/2019	California Association of Health Plans May2019	Academy 2/3	
5/29/2019	Signature Equipo Vision May2019	Pasadena/Glendale	200
5/29/2019	Computer Share	Executive Boardroom	7
5/29/2019	Student Transportation	P125E	8
5/30/2019	Jamboree 2019	Academy 1/4/5/6	100
5/30/2019	Jamboree 2019	Pasadena	100
5/30/2019	Jamboree 2019	Pavillion #1	120
5/30/2019	Jamboree 2019	Academy 2	175
5/30/2019	Jamboree 2019	Academy 3	175
5/30/2019	Jamboree 2019	Hollywood/Burbank	180
5/30/2019	Jamboree 2019	Glendale	100
5/30/2019	Jamboree 2019	Vine A and B	48
5/30/2019	Jamboree 2019	Sunset A and B	48
5/30/2019	Jamboree 2019	P123E	
5/30/2019	Jamboree 2019	P125E	
5/30/2019	Jamboree 2019	P127E	
5/30/2019	Jamboree 2019	P129E	
5/30/2019	Jamboree 2019	P131E	
5/30/2019	Jamboree 2019	Executive Boardroom	
5/30/2019	Contract Services May	Producer B	3
5/31/2019	Jamboree 2019	Academy 1/4/5/6	100
5/31/2019	Jamboree 2019	Pavillion #1	120
5/31/2019	Jamboree 2019	Academy 3	175
5/31/2019	Jamboree 2019	Academy 2	175
5/31/2019	Jamboree 2019	Sunset A and B	45
5/31/2019	Jamboree 2019	Vine A and B	45
5/31/2019	Jamboree 2019	Burbank	100
5/31/2019	Jamboree 2019	Hollywood	100
5/31/2019	Jamboree 2019	Glendale	100
5/31/2019	Jamboree 2019	Pasadena	80
5/31/2019	Jamboree 2019	Producer A and B	30
5/31/2019	Jamboree 2019	P125E	
5/31/2019	Jamboree 2019	P123E	
5/31/2019	Jamboree 2019	Executive Boardroom	
5/31/2019	Jamboree 2019	P131E	
5/31/2019	Jamboree 2019	P127E	

Date	Quote Name	Function Space/Location	Actual
5/31/2019	Jamboree 2019	P129E	

AUTOMATED PARKING GUIDANCE SYSTEMS (APGS)

There are three basic levels of automated parking guidance: 1. Facility Status, 2. Level Space Availability, and 3. Single Space Monitoring, which are listed in order of effectiveness and cost to implement, with each system building on the previous level.

FACILITY APGS

A Facility Count APGS informs customers if spaces are available in the parking facility but does not guide the customer to a level or space. This is the most basic type of count system informing customers only if spaces are available somewhere in the facility. Facility Count APGS systems can use loops, ultrasonic, or camera-based detection for counting. Figure 1 provides an example of a Facility Count APGS system.

Figure 1: Example Facility Count Dynamic Signage



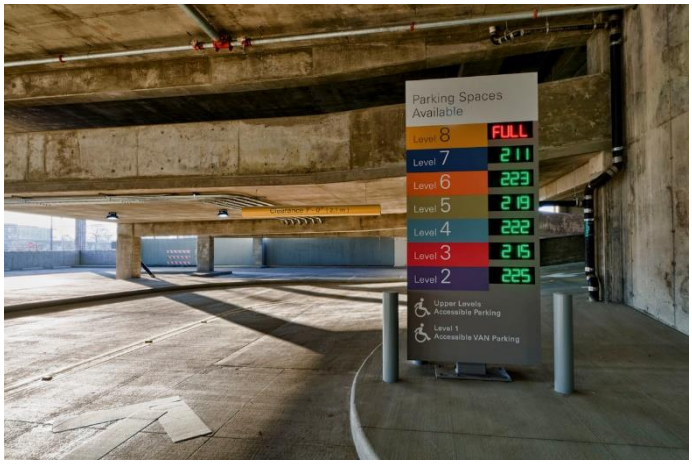
Source: *Seattlegov.com,* 2018

LEVEL COUNT APGS

Level Count APGS informs customers if space is available in a facility, and on what level, though it does not guide the customer to a specific open space. This type of system builds on a Facility Count APGS, which guides the customer to a facility that has open spaces. Level Count APGS systems can use loops, ultrasonic, or camera-based detection for counting. Level Count APGS expands on the entry and exit lane count points to the garage by adding count points on the ramp leading to each level.

Figure 2: Sample Level and Zone Dynamic Signage



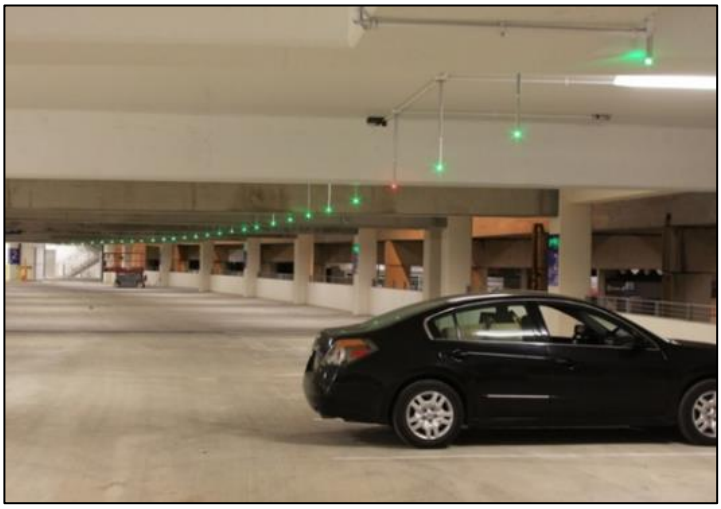


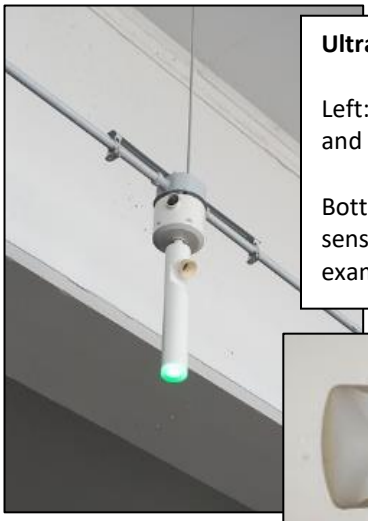
Source: Providence Garage, 2018; Parkland Hospital, 2018

SINGLE SPACE APGS

Single Space APGS provides space availability information by utilizing colored LED lights to show whether spaces are open or full and can also provide space restrictions (ADA, reserved, etc.). This type of system builds on the Facility Count and Level Count APGS and informs customers if any single space is available in a facility, on what level, and guides the customer to the open space.

Figure 3: Example of Single Space Detection APGS







Ultrasonic sensor

Left: Integrated sensor and light example

Bottom Right: Separate sensor, ceiling mount example







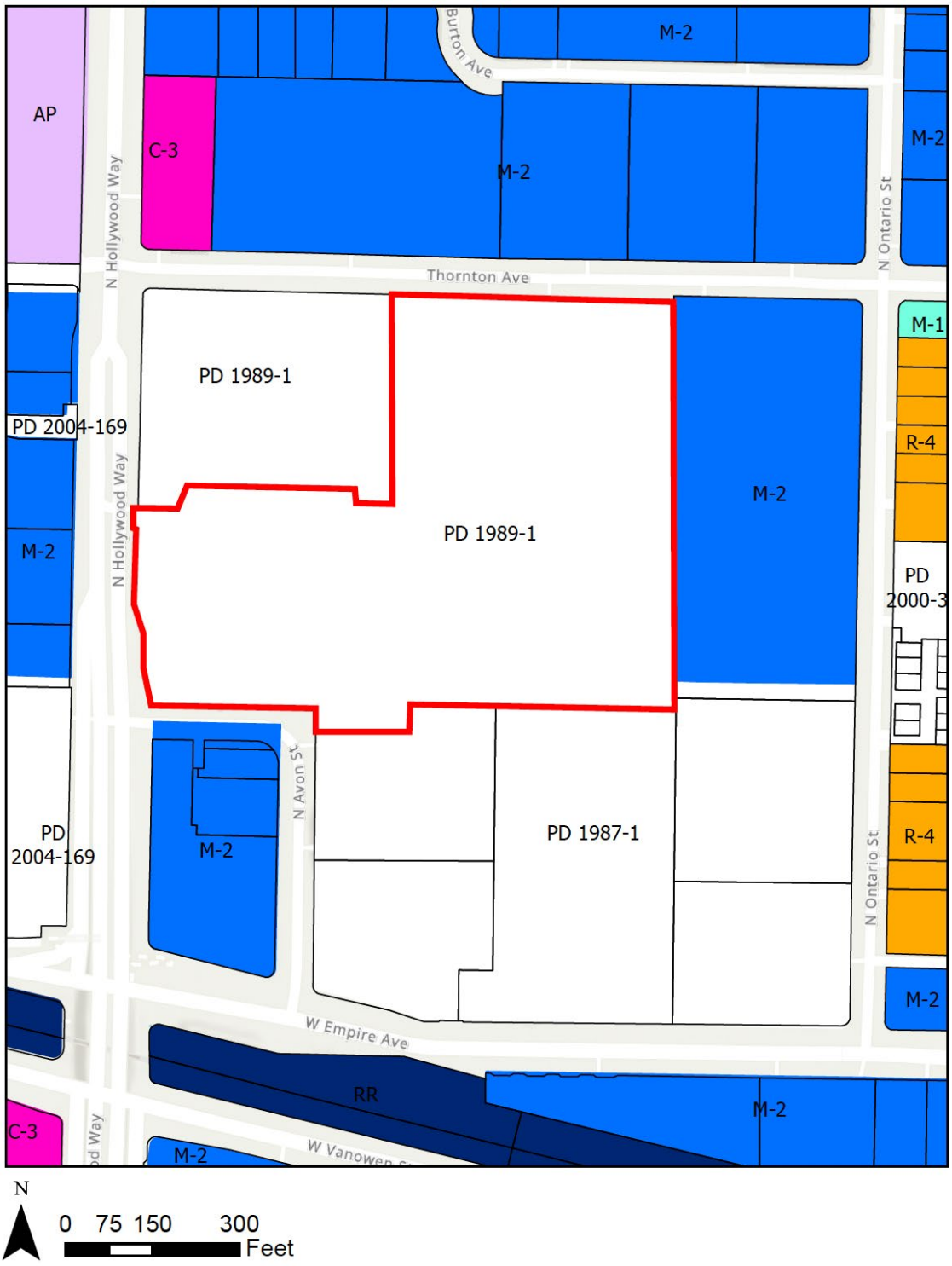
Camera Based Sensor

Typically runs down center of drive and includes integrated LED lights to indicate status of space.

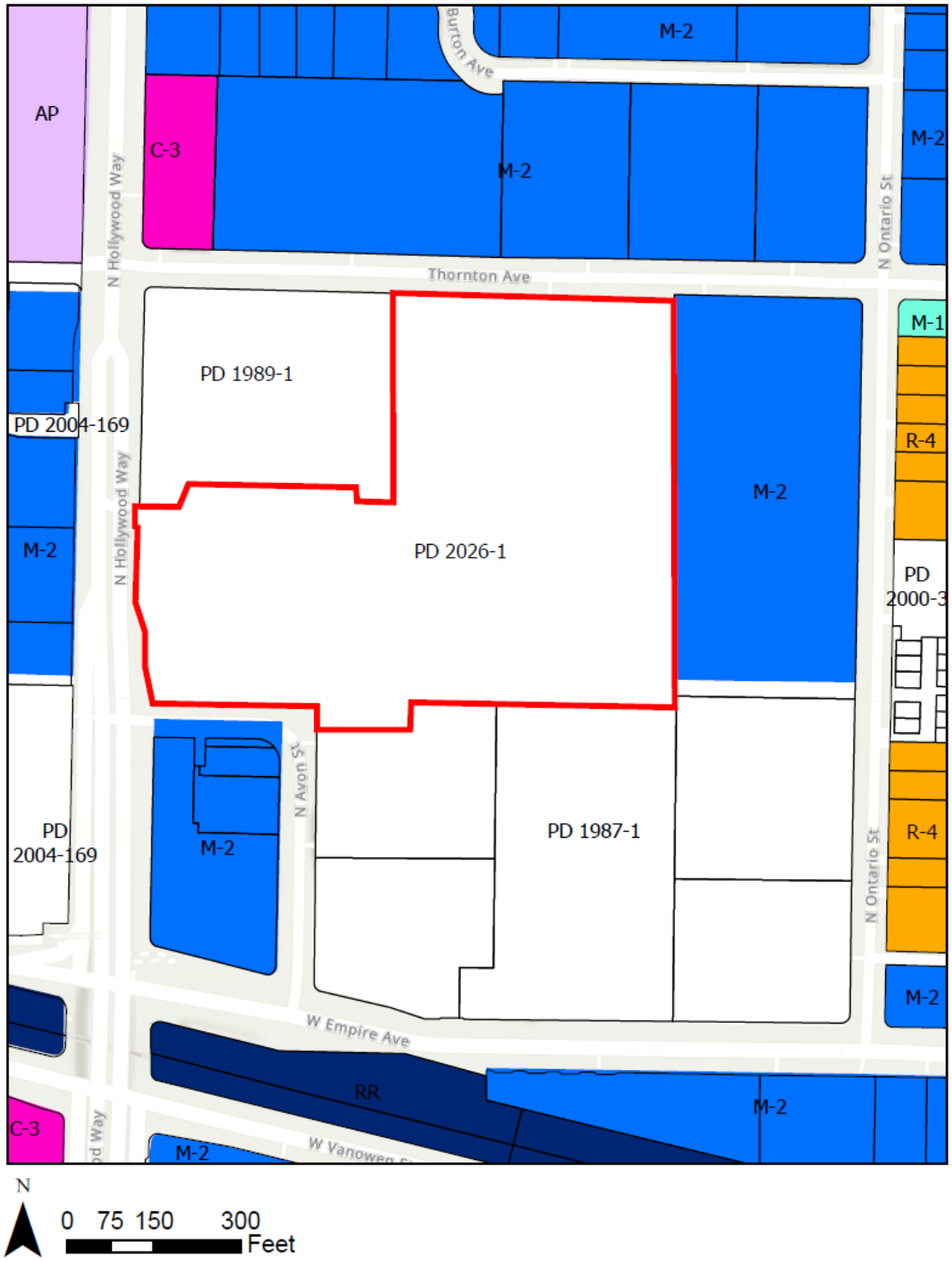
Top Right: Sensor example
Bottom Right: Sensor example

Source: ParkHelp, 2018; Indect, 2018, Park Assist, 2018

EXISTING ZONING DESIGNATION



PROPOSED ZONING DESIGNATION



BURBANK2035 GENERAL PLAN CONSISTENCY ANALYSIS

The following table evaluates the Project's consistency with applicable goals and policies of the Burbank2035 General Plan.

Burbank2035 General Plan Goal/Policy	Project Consistency Analysis
AIR QUALITY AND CLIMATE CHANGE ELEMENT	
Goal 1 – Air Quality. Improve air quality and reduce air pollutant emissions within Burbank and the South Coast Air Basin.	**Consistent.** The Project has been evaluated for construction and operational air quality impacts through the environmental review process. The Project would be required to comply with applicable South Coast Air Quality Management District (SCAQMD) regulations and implement applicable regulatory requirements intended to reduce construction and operational emissions.
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.** The Project's environmental review evaluates air quality impacts using applicable SCAQMD methodologies and thresholds. The Project also incorporates transportation demand management, transit, bicycle, and pedestrian improvements that support reductions in vehicle-related emissions.
Policy 1.5 – Require projects that generate potentially significant levels of air pollutants, such as landfill operations or large construction projects, to incorporate best available air quality and greenhouse gas mitigation in project design.	**Consistent.** Applicable building efficiency standards, transportation demand management measures, and Project design features would reduce emissions associated with construction and operation of the Project.
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.** Construction of the Project would be required to comply with applicable SCAQMD rules governing fugitive dust and construction equipment.
Policy 1.9 – Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-	**Consistent.** The Project includes bicycle facilities, pedestrian improvements, shuttle service to the Burbank Airport North and South

Burbank2035 General Plan Goal/Policy	Project Consistency Analysis
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.	Metrolink stations, participation in the Burbank Transportation Management Organization, and implementation of other Transportation Demand Management (TDM) measures.
Goal 2 – Sensitive Receptors. Reduce exposure of sensitive receptors to air pollutants and toxic air contaminants.	**Consistent.** The Project is a commercial hotel use located within an existing Regional Commercial and airport-related district. Potential construction and operational air quality effects have been evaluated through the EIR, and applicable regulatory requirements would reduce emissions.
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, especially in disadvantaged communities.	**Consistent.** The Project would replace portions of existing surface parking areas with new development containing landscaping and tree planting, thereby increasing landscaped areas and shade compared with existing conditions.
Goal 3 – Burbank seeks a sustainable, energy-efficient future and complies with statewide greenhouse gas reduction goals.	**Consistent.** The Project incorporates several sustainability features and measures that support the City's greenhouse gas reduction objectives, including energy-efficient building design, rooftop solar infrastructure, electric-vehicle charging facilities, water conservation measures, and transportation demand management measures. The Project would also provide bicycle and pedestrian improvements and shuttle service to the Burbank Airport North and South Metrolink stations to encourage alternatives to single-occupancy vehicle travel. Although the EIR identifies significant and unavoidable greenhouse gas emissions impacts, the Project incorporates measures intended to reduce emissions and advance the City's broader sustainability and energy-efficiency objectives. Accordingly, the Project is consistent with the overall intent of this General Plan goal.

Burbank2035 General Plan Goal/Policy	Project Consistency Analysis
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 would include the installation of high efficiency light-emitting diode (LED) lighting, energy efficient appliances, low-flow fixtures, water-efficiency irrigation, and drought tolerant landscaping to contribute to the reduction in GHG emissions. In addition, The Project site is also located near the Hollywood Burbank Airport, the Burbank Airport North and South Metrolink stations, and regional transit services. The Project would provide shuttle service to the Burbank Airport North and South Metrolink stations, bicycle facilities, pedestrian improvements, and transportation demand management measures, which would support alternatives to single-occupancy vehicle trips and reduce vehicle-related emissions.
LAND USE ELEMENT	
Goal 1 – Quality of Life. Burbank maintains a high quality of life by balancing the needs of residents, businesses, and visitors.	**Consistent.** The Project further develops an established hotel and convention center site at a location designated for regional commercial development and provides additional visitor accommodations, employment, amenities, and commercial activity.
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 Project provides additional hotel accommodations, guest amenities, construction and hospitality employment, meeting and conference opportunities, and other visitor-serving activity within an established Regional Commercial center.
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.** The Project Site is designated Regional Commercial. The General Plan specifically identifies the Airport Marriott hotel and convention center as an example of Regional Commercial development. The proposed dual-brand hotel expands this established visitor-serving and employment

Burbank2035 General Plan Goal/Policy	Project Consistency Analysis
	use and is consistent with the purpose and intent of the designation.
Goal 2 – Sustainability. Development meets current needs while protecting resources and quality of life for future generations.	**Consistent.** The Project represents infill development on an existing developed site and incorporates modern building, infrastructure, transportation, water-efficiency, landscaping, and sustainability requirements.
Policy 2.1 – Consider sustainability when making discretionary land use and transportation decisions, policies, regulations, and projects.	**Consistent.** The Project concentrates development within an established commercial district and provides multimodal transportation improvements, sustainable building features, and transportation demand management measures.
Policy 2.2 – Preserve the undeveloped portion of the Verdugo Mountains as open space. Guide new development to infill locations in other parts of the city.	**Consistent.** The Project would develop portions of existing surface parking areas within an approximately 11.76-acre developed hotel and convention center property rather than extending development into an undeveloped area.
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 would construct or fund required transportation, pedestrian, bicycle, utility, and other public improvements and would pay applicable fees and financial contributions.
Policy 2.5 – Require the use of sustainable construction practices, building infrastructure, and materials in new construction and substantial remodels of existing buildings. Focus incentives in disadvantaged communities.	**Consistent.** New construction would comply with applicable California Building Code, CALGreen, energy-efficiency, water-efficiency, construction-waste, and electric-vehicle requirements.
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.** The new hotel and parking structure would comply with contemporary building energy and water-efficiency standards applicable to new construction.

Burbank2035 General Plan Goal/Policy	Project Consistency Analysis
Goal 3 – Community Design and Character. Ensure high-quality development that contributes positively to Burbank's character.	**Consistent.** The Project provides coordinated architecture, landscaping, circulation, parking, pedestrian improvements, and site design appropriate for the large-scale commercial and airport setting.
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 seven-story hotel and associated parking structure have been evaluated through the Planned Development and Development Review processes for building scale, architecture, landscaping, circulation, setbacks, and compatibility.
Policy 3.7 – Ensure that lots and buildings appropriately interact with and address public streets.	**Consistent.** The Project includes landscaping, sidewalks, pedestrian lighting, bicycle facilities, frontage improvements, and enhanced pedestrian circulation along and through the site.
Goal 4 – Public Spaces and Complete Streets. Create attractive public spaces and streets accommodating multiple transportation modes.	**Consistent.** The Project includes pedestrian, bicycle, landscaping, lighting, and streetscape improvements around and through the site.
Policy 4.1 – Develop complete streets that create functional places meeting the needs of pedestrians, bicyclists, wheelchair users, equestrians, and motorists.	**Consistent.** Project improvements include enhanced pedestrian facilities, bicycle infrastructure, lighting, circulation improvements, and connections to transit.
Policy 4.3 – Use street trees, landscaping, street furniture, public art, and other aesthetic elements to enhance the appearance and identity of neighborhoods and public spaces.	**Consistent.** The Project includes new landscaping, trees, pedestrian improvements, lighting, and other frontage enhancements.
Goal 6 – Economic Vitality and Diversity. Maintain a strong and diverse local economy and range of employment opportunities.	**Consistent.** The Project represents substantial investment in Burbank's hospitality industry, creates construction and permanent jobs, increases visitor accommodations, and supports the City's convention center, airport, tourism, and commercial economy.
Policy 6.1 – Recruit and attract new businesses. Use these businesses to act as catalysts to attract other	**Consistent.** The Project would introduce two additional hotel brands and 420 hotel rooms and would generate economic activity

Burbank2035 General Plan Goal/Policy	Project Consistency Analysis
businesses. Continue to utilize public-private partnerships and other incentives to enhance economic vitality, especially in disadvantaged communities.	associated with hotel operations, visitor spending, property investment, and transient occupancy taxes.
Goal 11 – Regional Commercial Land Use. Maintain successful Regional Commercial centers that provide employment, services, and revenue to the City.	**Consistent.** The Project further develops an existing hotel and convention site expressly identified by the Burbank2035 General Plan as a Regional Commercial use.
Policy 11.1 – Require that regional centers provide access to public transit. Transit facilities should be integrated within or located immediately adjacent to regional centers.	**Consistent.** The Project Site is near the Burbank Airport North and South Metrolink stations and other transit services. Conditions of approval would require shuttle service to both Metrolink stations and implementation of TDM measures.
Policy 11.2 – Ensure that pedestrian circulation is clear, safe, and direct within regional centers. Design regional commercial centers using a “park once” strategy to allow shoppers to visit all stores within the center without needing to move their car.	**Consistent.** The Project includes a coordinated pedestrian circulation system and a lighted pedestrian paseo connecting Thornton Avenue and Avon Street.
Policy 11.3 – Provide clear and direct pedestrian and bicycle access into regional commercial centers. Ensure safe access for pedestrians and bicycles	**Consistent.** The Project provides enhanced sidewalks, bicycle facilities, pedestrian lighting, and improved connections between adjacent streets, the hotel complex, and nearby transportation facilities.
MOBILITY ELEMENT	
Goal 1 – Balance. Maintain a transportation system that supports economic vitality while protecting quality of life and neighborhood character.	**Consistent.** The Project combines economic development with transportation improvements, TDM measures, transit service, and pedestrian and bicycle facilities.
Policy 1.1 – Consider economic growth, transportation demands, and neighborhood character in developing a comprehensive transportation system that meets Burbank’s needs. Ensure that transportation is available and	**Consistent.** The Project further develops a major visitor-serving and employment site while providing transportation improvements and programs intended to accommodate Project trips and encourage alternatives to driving.

Burbank2035 General Plan Goal/Policy	Project Consistency Analysis
connects to the most disadvantaged communities.	
Policy 1.4 – Ensure that future land uses can be adequately served by the planned transportation system.	**Consistent.** The Project's operational analysis, included in this attachment, evaluated 19 study intersections. The Project would not cause an intersection operating at LOS D or better to deteriorate to LOS E or F. All Project driveways are projected to operate at LOS D or better.
Policy 1.7 – Ensure that the transportation system enables Burbank residents, employees, and visitors opportunity to live, work, and play throughout the community.	**Consistent.** The Project would be accessible by vehicle, bicycle, pedestrian, shuttle, transit, and airport transportation.
Goal 2 – Sustainability. Reduce transportation-related environmental effects through land use and multimodal transportation planning.	**Consistent.** The Project places additional development near rail, transit, airport, and employment facilities and provides TDM, pedestrian, bicycle, and shuttle improvements.
Policy 2.1 – Improve Burbank's alternative transportation access to local and regional destinations through land use decisions that support multimodal transportation.	**Consistent.** The Project concentrates development near two Metrolink stations, transit service, and Hollywood Burbank Airport.
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.** The Project provides or funds pedestrian, bicycle, transit, station, transportation, and neighborhood protection improvements through Project requirements and the Development Agreement.
Goal 3 – Complete Streets. Provide streets that safely accommodate all users.	**Consistent.** The Project provides multimodal improvements along and throughout the site.
Policies 3.2, 3.3 and 3.5 – Complete Streets, Safety and Multimodal Opportunities.	**Consistent.** Proposed sidewalk, bicycle, pedestrian-lighting, and circulation improvements will enhance safety and preserve opportunities for transit, bicycle, and pedestrian travel.
Goal 4 – Transit. Provide a convenient and connected transit system.	**Consistent.** The Project's shuttle and pedestrian improvements strengthen connections between the hotel site and nearby regional rail and transit facilities.

Burbank2035 General Plan Goal/Policy	Project Consistency Analysis
Policies 4.7 and 4.8 – Transit Connections.	**Consistent.** The Project would connect a major employment and visitor destination to nearby Metrolink service through shuttle operations, pedestrian improvements, bicycle facilities, and TDM measures.
Goal 5 – Bicycle and Pedestrian Mobility. Provide safe and convenient bicycle and pedestrian travel.	**Consistent.** The Project provides sidewalks, pedestrian lighting, bicycle facilities, internal pedestrian circulation, and a pedestrian paseo connecting Thornton Avenue and Avon Street.
Policies 5.1 through 5.5 – Bicycle and Pedestrian Safety, Connectivity, and Infrastructure.	**Consistent.** Project improvements increase pedestrian and bicycle access to the site and surrounding transit and employment destinations and integrate the Project into the surrounding multimodal transportation network.
Goal 6 – Neighborhood Protection. Protect residential neighborhoods from transportation impacts.	**Consistent.** Operational analysis demonstrates that the Project would not cause intersections operating within the City's LOS standard to fall below that standard. TDM and transportation improvements further reduce Project travel effects. Additionally, the developer would pay their fair share contribution towards implementation of a neighborhood protection plan in the neighborhood.
Policy 6.1 – Maintain arterial street efficiency to discourage spillover traffic into residential neighborhoods.	**Consistent.** The Project has been designed to use the arterial transportation network serving the airport district, and transportation improvements and traffic-management measures reduce the potential for adverse circulation effects.
Goal 7 – Parking. Provide and efficiently manage parking resources.	**Consistent.** The Project provides up to 1,051 on-site parking spaces within the new parking structure and surface parking areas and includes parking management provisions for large events.
Policy 7.1 – Effectively manage citywide parking to improve convenience while maximizing use at all times of the day.	**Consistent.** The Project's parking program coordinates valet parking, surface parking, and supplemental off-site parking when necessary to accommodate anticipated demand.

Burbank2035 General Plan Goal/Policy	Project Consistency Analysis
Goal 8 – Transportation Demand Management. Reduce single-occupancy vehicle travel and peak-period automobile trips.	**Consistent.** The Project is required to implement TDM measures and participate in the Burbank Transportation Management Organization (TMO).
Policies 8.2 and 8.3 – TDM Partnerships and Commercial Development.	**Consistent.** Project requirements include TMO participation, shuttle service, transit access improvements, pedestrian improvements, bicycle facilities, and other measures that encourage alternatives to single-occupancy vehicles.
Goal 9 – Transportation Safety and Accessibility. Provide a safe and accessible transportation network for all users.	**Consistent.** Project streets, sidewalks, driveways, pedestrian routes, and bicycle facilities are subject to City safety and accessibility requirements.
Policies 9.1 and 9.2 – Multimodal Safety and Accessibility.	**Consistent.** The Project improves the organization of pedestrian, bicycle, and vehicle movements and is required to comply with applicable ADA and accessibility standards.

FEHR PEERS

Final Memorandum

Date: October 2024

To: City of Burbank

From: John Muggridge, Johnny Schmidt, and Dongyang Lin, Fehr & Peers

Subject: Operations Analysis for the 2500 N Hollywood Way Project

LA20-3220.02

This memorandum documents the operational analysis conducted for the proposed development of a seven-story hotel building to be operated by Aloft Hotels and Residence Inn (the Project) at 2500 N Hollywood Way in the City of Burbank (the Project Site). The operational analysis helps to determine if a project's expected traffic generation is compatible with the Burbank2035 General Plan and does not create a roadway operational deficiency. The analysis covers existing conditions, future without project conditions, and future with project conditions using level of service (LOS) methodologies described in this memo. For the purposes of this memo, the terms "traffic" and "trips" generally refer to vehicle trips.

Introduction

Project Description

The Project Site is located at 2500 North Hollywood Way and is bounded by Hollywood Way, Thornton Avenue, Ontario Street, and Empire Avenue. The site contains an existing hotel and convention center, with surface parking lots. The existing hotel and convention center would remain. The Project includes the development of a seven-story hotel building with a total of 420 rooms, to be operated by Aloft Hotels (219 rooms) and Residence Inn (201 rooms). The hotel would also include amenities such as a restaurant, a lounge, cafes, meeting rooms, a fitness center, and a rooftop amenity deck. The Project Site is shown in **Figure 1**.

The Project would include 673 vehicle parking spaces in a new 4-story detached parking structure in the eastern portion of the Project Site, as shown in **Figure 1**. A surface parking area would provide 250 additional vehicular parking spaces. Bike parking will also be provided.

Vehicular access would be provided to the Project Site via four driveways – one on N Hollywood Way, two on Thornton Avenue and one on Avon Street. The N Hollywood Way driveway is the

existing Marriott driveway and the Avon Street driveway is an existing driveway exclusively for delivery vehicles. One of the two Thornton Avenue driveways is replacing an existing driveway and the other Thornton Avenue driveway is new. The Thornton Avenue driveways will connect to a porte cochere along the north side of the proposed hotel. This porte cochere will have valet pickup and drop off for the parking garage, which will be accessible by valets only. The N Hollywood Way driveway connects to an east-west access drive that will connect N Hollywood Way to a porte cochere for pick-up and drop-offs in front of the existing conference center. The east-west access driveway also connects with the north-south access drives from the Thornton Avenue driveways, which will lead to the new valet pickup and drop off.

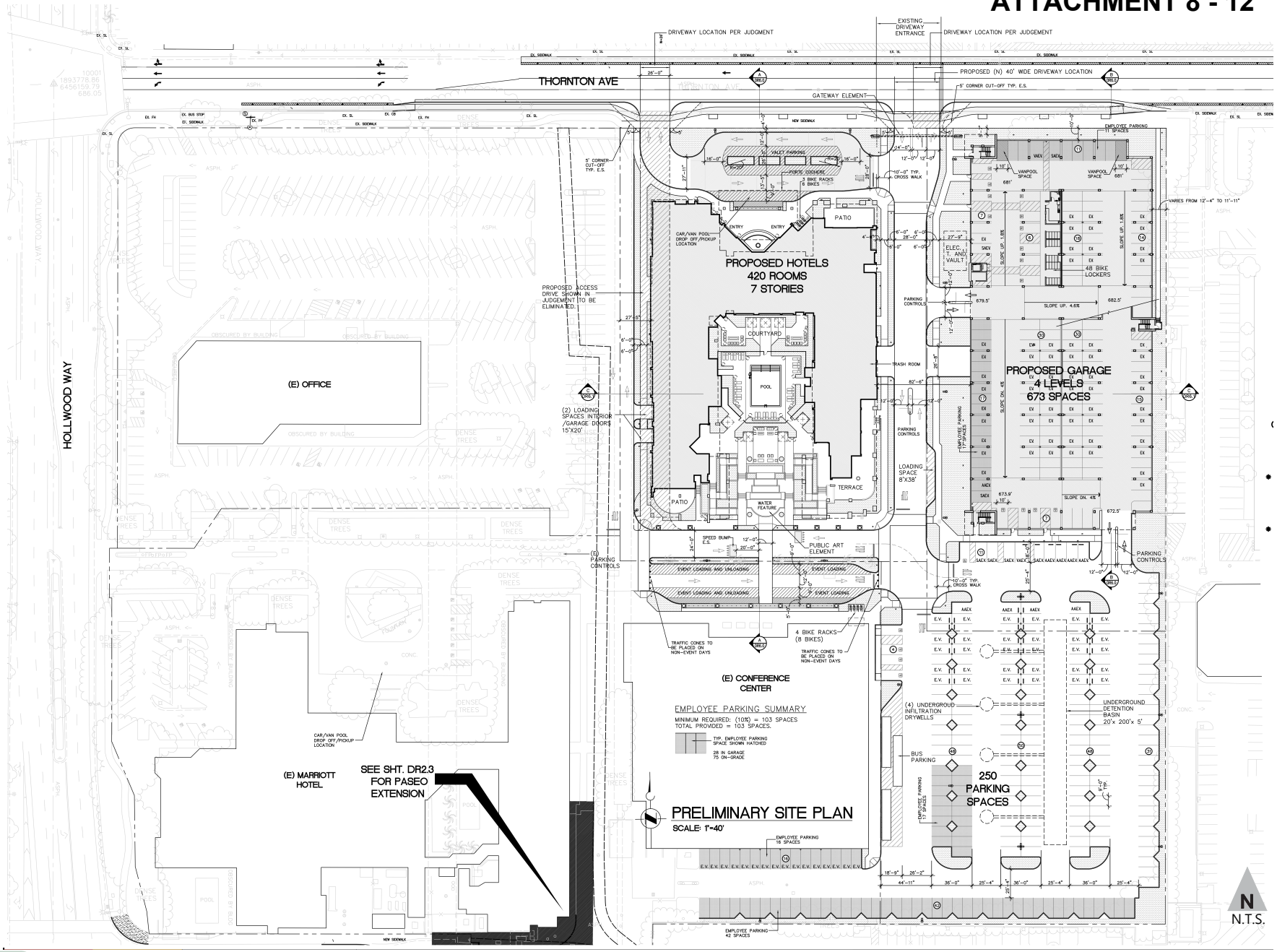


Figure 1

Source: Architectural Dimensions

Overall Project Site Plan

Study Scope

The scope of analysis was developed in conjunction with the City of Burbank. The base assumptions, technical methodologies, and geographic coverage of the study were all identified as part of the study approach. In consultation with City staff, the year 2023 was selected as the updated existing conditions year to reflect the post-pandemic traffic conditions and the opening of the new ramps for Interstate-5 at Empire Avenue. Future year was also updated to 2027 to reflect the Project's schedule. The following traffic scenarios have been developed and analyzed as part of this study:

- Baseline (2023) Conditions – The analysis of baseline traffic conditions is intended to provide a basis for the remainder of the study. The baseline conditions analysis includes traffic volumes and an assessment of the operating conditions at these locations in 2023.
- Future Year (2027) No Project Conditions – Future traffic conditions without the Project were developed for the year 2027. The objective of this analysis is to project future traffic growth and operating conditions that could be expected to result from regional growth and related projects in the vicinity of the Project Site by the year 2027.
- Future Year (2027) plus Project Conditions – This traffic scenario includes the Project, provides projected traffic volumes, and an assessment of operating conditions under future conditions with the addition of Project-generated traffic. The impacts of the Project on future traffic operating conditions were then identified.

The transportation staff of the City of Burbank determined the study area and identified the following 19 intersections and two roadway segments in the vicinity of the proposed development for detailed analysis:

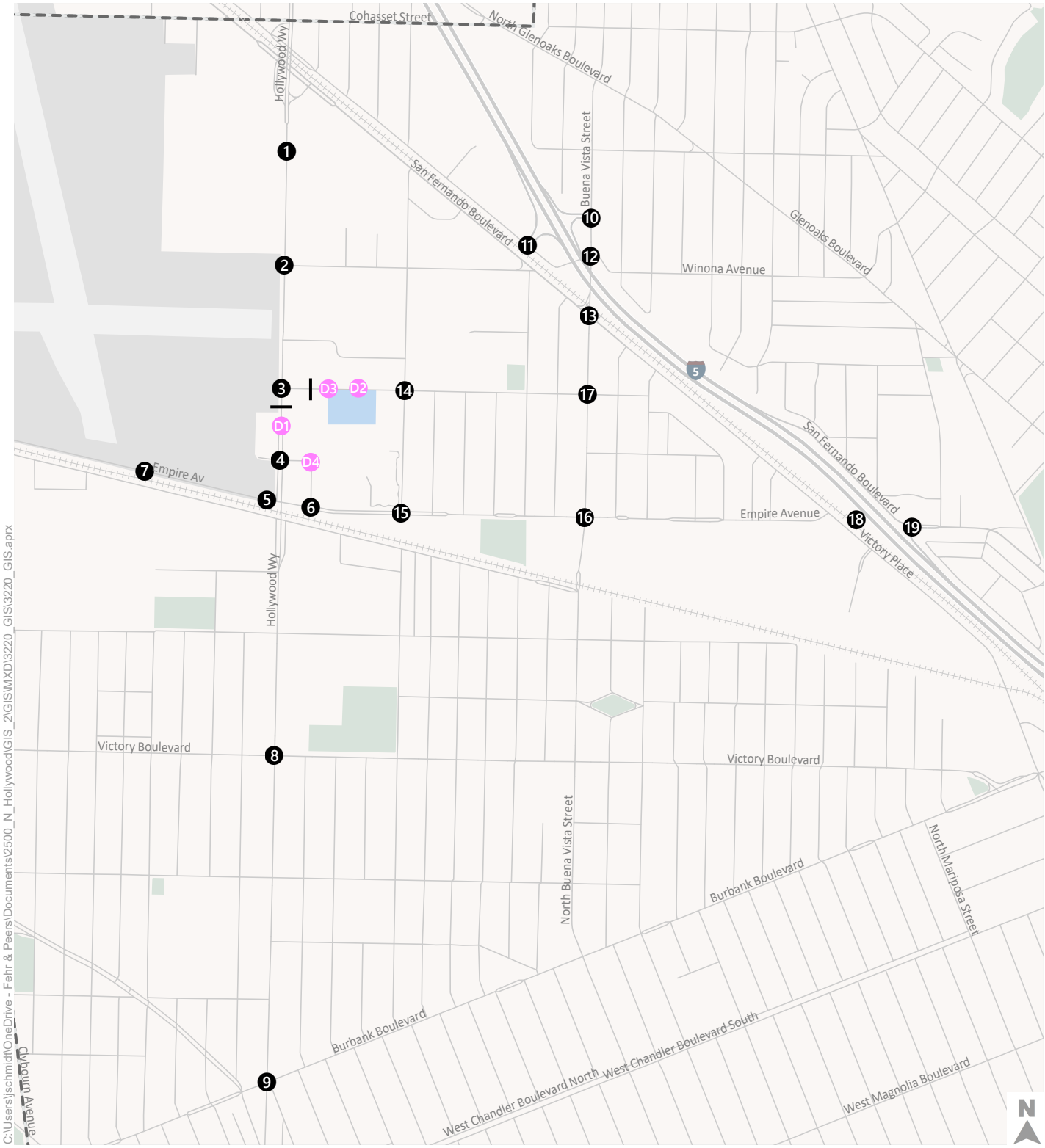
1. North Hollywood Way & Tulare Avenue
2. North Hollywood Way & Winona Avenue
3. North Hollywood Way & Thornton Avenue
4. North Hollywood Way & North Avon Street
5. North Hollywood Way & West Empire Avenue
6. North Avon Street & West Empire Avenue
7. Bob Hope Airport Drive & West Empire Avenue
8. North Hollywood Way & Victory Boulevard
9. North Hollywood Way & Burbank Boulevard
10. North Buena Vista St & Interstate 5 Northbound (NB) Ramps
11. North San Fernando Boulevard & Interstate 5 Southbound (SB) Ramps
12. North Buena Vista Street & Winona Avenue
13. North Buena Vista Street & North San Fernando Boulevard
14. North Ontario Street & Thornton Avenue
15. North Ontario Street & West Empire Avenue
16. North Buena Vista Street & West Empire Avenue
17. North Buena Vista Street & Thornton Avenue

18. Interstate 5 SB Ramps & West Empire Avenue
19. Interstate 5 NB Ramps & North San Fernando Boulevard/Empire Avenue

The following are the two study roadway segments:

1. North Hollywood Way between Thornton Avenue and Marriott Drive
2. Thornton Avenue between N Hollywood Way and N Ontario Street

All study intersections and study roadway segments are located wholly in the City of Burbank. The locations of the study intersections and study roadway segments are illustrated in Figure 2.



Study Intersections
Project Driveways
Study Segments
Project Site

Figure 2
Study Intersections

Baseline Traffic Volumes and Levels of Service

This section presents the baseline intersection peak hour traffic volumes, a description of the methodology used to analyze the intersection traffic conditions, and the resulting level of service conditions at each of the study intersections. Traffic counts are provided in Appendix A.

Baseline Traffic Evaluation

In consultation with City staff, the year 2023 was selected as the updated existing conditions year to reflect the post-pandemic traffic conditions and the opening of the new ramps for Interstate-5 at Empire Avenue. New counts in November 2023 were available for all study intersections, except for Intersection #5 (North Hollywood Way & West Empire Avenue), Intersection #7 (Bob Hope Airport Drive & West Empire Avenue). Fehr & Peers compared traffic counts collected in weekday morning and afternoon peak hour in 2019 and 2023 and observed a reduction in total volumes at 70% of intersections where counts were available in both years. After consulting City staff, the study conservatively analyzes existing conditions using 2019 traffic volumes at Intersection #5 and Intersection #7 without adjustment. The baseline traffic volumes at the study intersections are presented in Figure 3.

Level of Service Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent, nearly free-flow conditions at LOS A to overloaded, stop-and-go conditions at LOS F. LOS D is typically recognized as the minimum acceptable level of service in urban areas. Level of service definitions for signalized and unsignalized intersections can be found in Table 1.

All study intersections were analyzed using the *Highway Capacity Manual* (HCM) (Transportation Research Board, 2016) calculation methodology, as required by the City of Burbank. For signalized intersections, the HCM method of intersection capacity analysis determines the intersection delay and corresponding LOS for turning movements and intersection characteristics.

For stop-controlled intersections, the HCM method of intersection capacity analysis determines the average stopped delay experienced per vehicle (i.e., delay resulting from initial deceleration, queue move-up time, time actually stopped, and final acceleration). At all-way stop-controlled (AWSC) intersections, the reported delay is the average delay experienced by all vehicles at an intersection across an entire hour. At two-way stop-controlled (TWSC) intersections, delay is evaluated separately for each individual movement, and the reported delay is the worst-case delay experienced at the intersection across an entire hour. LOS worksheets for the study intersections are included in Appendix B.



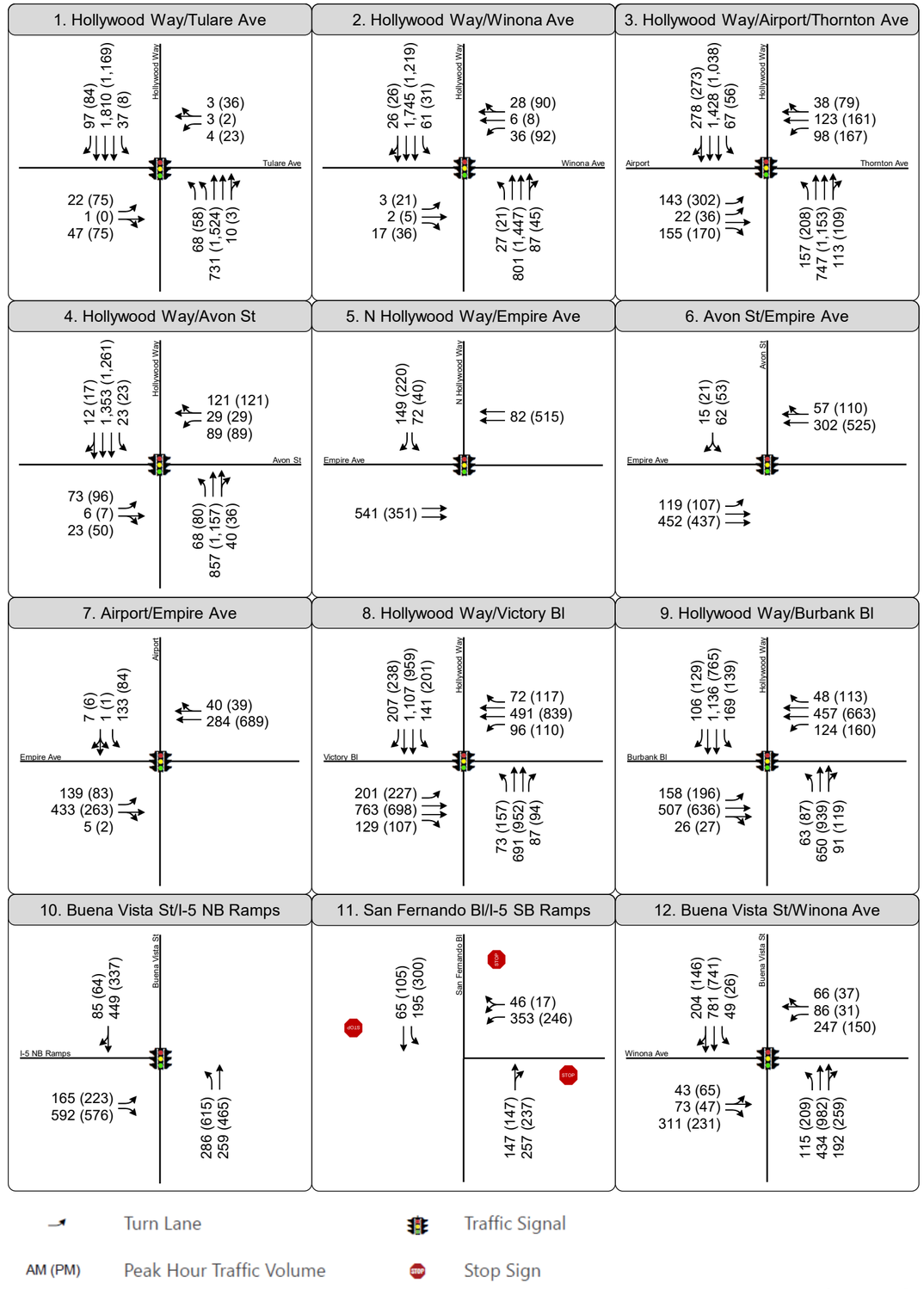
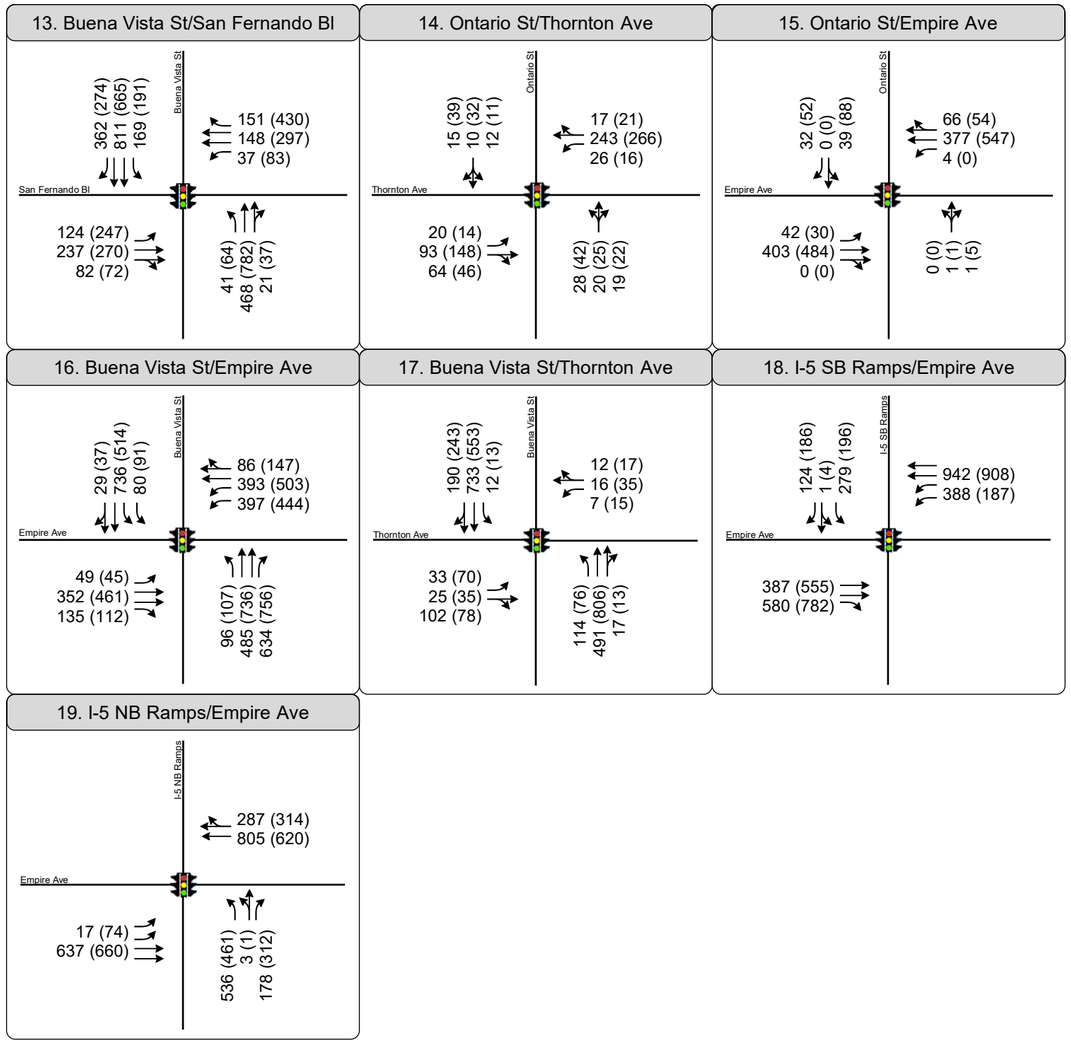


Figure 3
Traffic Volumes & Lane Configurations
Existing (2023) Peak Hour





Turn Lane

AM (PM) Peak Hour Traffic Volume

Traffic Signal

Stop Sign

Figure 3
Traffic Volumes & Lane Configurations
Existing (2023) Peak Hour

TABLE 1
LOS THRESHOLDS FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS

Level of Service (LOS)	Signalized Intersection Average Control Delay (sec/veh)	Unsignalized Intersection Control Delay (sec/veh)	Definition
A	≤ 10.0	≤ 10.0	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	> 10.1 to 20.0	> 10.1 to 15.0	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	> 20.1 to 35.0	> 15.1 to 25.0	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	> 35.1 to 55.0	> 25.1 to 35.0	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	> 55.1 to 80.0	> 35.1 to 50.0	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 80.0	> 50.0	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: *Highway Capacity Manual*, 6th *Edition* Transportation Research Board, 2016.

Baseline (2023) Levels of Service

The traffic volumes presented in Figure 3 were analyzed using the methodologies described above to determine the current operating conditions at the analyzed intersections. The calculation is expressed in delay in terms of seconds per vehicle for all study intersections. Table 2 summarizes the baseline (2023) LOS for study intersections. Detailed intersection traffic analysis LOS calculations are provided in Appendix B. As indicated in Table 2, all study intersections operate at LOS D or better under existing peak hour traffic conditions.

TABLE 2
BASELINE (2023) LEVEL OF SERVICE ANALYSIS

#	Study Intersection	Intersection Control	Peak Hour	2023 Baseline	
				Delay (sec)	LOS
1	Hollywood Way & Tulare Ave	Signalized	AM	7.6	A
			PM	7.4	A
2	Hollywood Way & Winona Ave	Signalized	AM	1.7	A
			PM	3.4	A
3	Hollywood Way & Airport/Thornton Ave	Signalized	AM	9.6	A
			PM	14.6	B
4	Hollywood Way & Avon St	Signalized	AM	20.4	C
			PM	16.2	B
5	Empire Ave & N Hollywood Way	Signalized	AM	4.5	A
			PM	3.5	A
6	Empire Ave & Avon St	Signalized	AM	6.8	A
			PM	6.8	A
7	Empire Ave & Airport	Signalized	AM	9.4	A
			PM	4.2	A
8	Hollywood Way & Victory Bl	Signalized	AM	42.6	D
			PM	42.8	D
9	Hollywood Way & Burbank Bl	Signalized	AM	37.4	D
			PM	43.9	D
10	Buena Vista St & I-5 NB Ramps	Signalized	AM	14.9	B
			PM	16.2	B
11	San Fernando & I-5 SB Ramps	AWSC	AM	23.0	C
			PM	18.8	C
12	Buena Vista St & Winona Ave	Signalized	AM	29.6	C
			PM	21.2	C
13	Buena Vista St & San Fernando Bl	Signalized	AM	22.0	C
			PM	30.6	C
14	Ontario St & Thornton Ave	Signalized	AM	7	A
			PM	5.6	A
15	Empire Ave & Ontario St	Signalized	AM	4.9	A
			PM	6.9	A
16	Buena Vista St & Empire Ave	Signalized	AM	28.7	C
			PM	34.7	C
17	Buena Vista St & Thornton Ave	Signalized	AM	5.1	A
			PM	7.0	A
18	I-5 SB Ramps & Empire Ave	Signalized	AM	19.8	B
			PM	15.3	B
19	I-5 NB Ramps & Empire Ave	Signalized	AM	19.1	B
			PM	21.9	C

Notes:
AWSC = All-way Stop-Controlled Intersection

Traffic Projections

Project Traffic

The development of traffic generation estimates for the Project involves the use of a three-step process: trip generation, trip distribution, and traffic assignment. For the purposes of this report, the terms "traffic" and "trips" generally refer to vehicle trips.

Project Traffic Generation

Trip generation rates were developed from the Institute of Transportation Engineers (ITE) in conjunction with the City of Burbank to estimate trip making characteristics for the hotel.

The total number of Project trips considers the portion of trips to and from the site using transit, bicycling, and walking based on the site's proximity to the Burbank airport, the Metrolink station, and other bus lines. Given that the site is currently a surface parking lot, no existing use trip credits will be considered.

Following the application of the transit/bicycle/walk credit described above, the Project would generate approximately 3,923 net daily external trips, including 193 trips (108 inbound, 85 outbound) and 269 trips (137 inbound, 132 outbound) in the AM and PM peak hours, respectively. Table 3 shows the trip generation for the Project.

Project Traffic Distribution

The geographic distribution of the traffic generated by the Project depends on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees and potential patrons of the proposed development are drawn, and the location of the Project in relation to the surrounding street system.

The City's most recent Travel Demand Model was used to develop the Project trip distribution and represents a localized version of the regional Southern California Association of Governments (SCAG) model. The distribution pattern illustrated in Figure 4 was applied for Project traffic, under both existing and future conditions.

Project Traffic Assignment

The traffic generated by the Project was assigned to the street network using the distribution patterns described in Figure 4. Project assignment in the future year is discussed in the following section. The traffic generated by the Project is shown in Figure 5. Because the valet pickup/drop off zone is near the Thornton Avenue driveways, the majority of trips are projected to use those two driveways.

TABLE 3
PROJECT TRIP GENERATION ESTIMATE

Land Use	ITE LU Code	Units	Daily	AM Peak Hour Trips			PM Peak Hour Trips		
				In	Out	Total	In	Out	Total
PROPOSED PROJECT									
Hotel [a] [b]	310	420 rooms	4,129	114	89	203	144	139	283
Less: Transit/Walk/Bike Credit [c]			*(206)*	*(6)*	*(4)*	*(10)*	*(7)*	*(7)*	*(14)*
Net External (before TNC adjustment)			3,923	108	85	193	137	132	269
Added TNC - vehicles without passengers [d]			392	8	11	19	13	14	27
NET NEW PROJECT DRIVEWAY TRIPS [e]			4,315	116	96	212	150	146	296
NET NEW PROJECT EXTERNAL TRIPS [e]			3,923	108	85	193	137	132	269

Notes:

[a] The ITE Hotel land use (310) includes supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities. A hotel typically provides a swimming pool or another recreational facility such as a fitness room. Therefore, the trip generation associated with the ancillary uses of the Project are included in the trip generation for this land use and are not added separately.

[b] ITE Hotel trip generation equations used rather than linear trip generation rate from the Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition, 2021:

Daily: T = 10.84(X) - 423.51, where T = trips, X = rooms

AM Peak Hour: T = 0.50(X) - 7.45, where T = trips, X = rooms

PM Peak Hour: T = 0.74(X) - 27.89, where T = trips, X = rooms

[c] A 5% credit was developed to account for transit, biking, and walking access to the project site based on the site's location.

[d] The proliferation of shared mobility transportation network companies (TNCs), such as Lyft and Uber, in recent years is important to consider in a project of this size. In order to account for TNCs, it was assumed that TNCs would account for 10% of the vehicle trips generated by the hotel. Given the hotel land use, it is assumed that TNC trips would likely replace private vehicle trips (e.g., rental cars). The TNC trips attributed to the replacement of private vehicles result in an additional vehicle trips (trips without passengers) added to the opposite movement of the vehicle trips already considered in the basic trip generation rates.

[e] Since the Project site is currently a surface parking lot, no existing use credit was applied. The additional TNC trips (trips without passengers) were added to the Project's driveway trips, but not the net external trips because the additional TNCs would exist in the local network with or without the proposed Project trips.

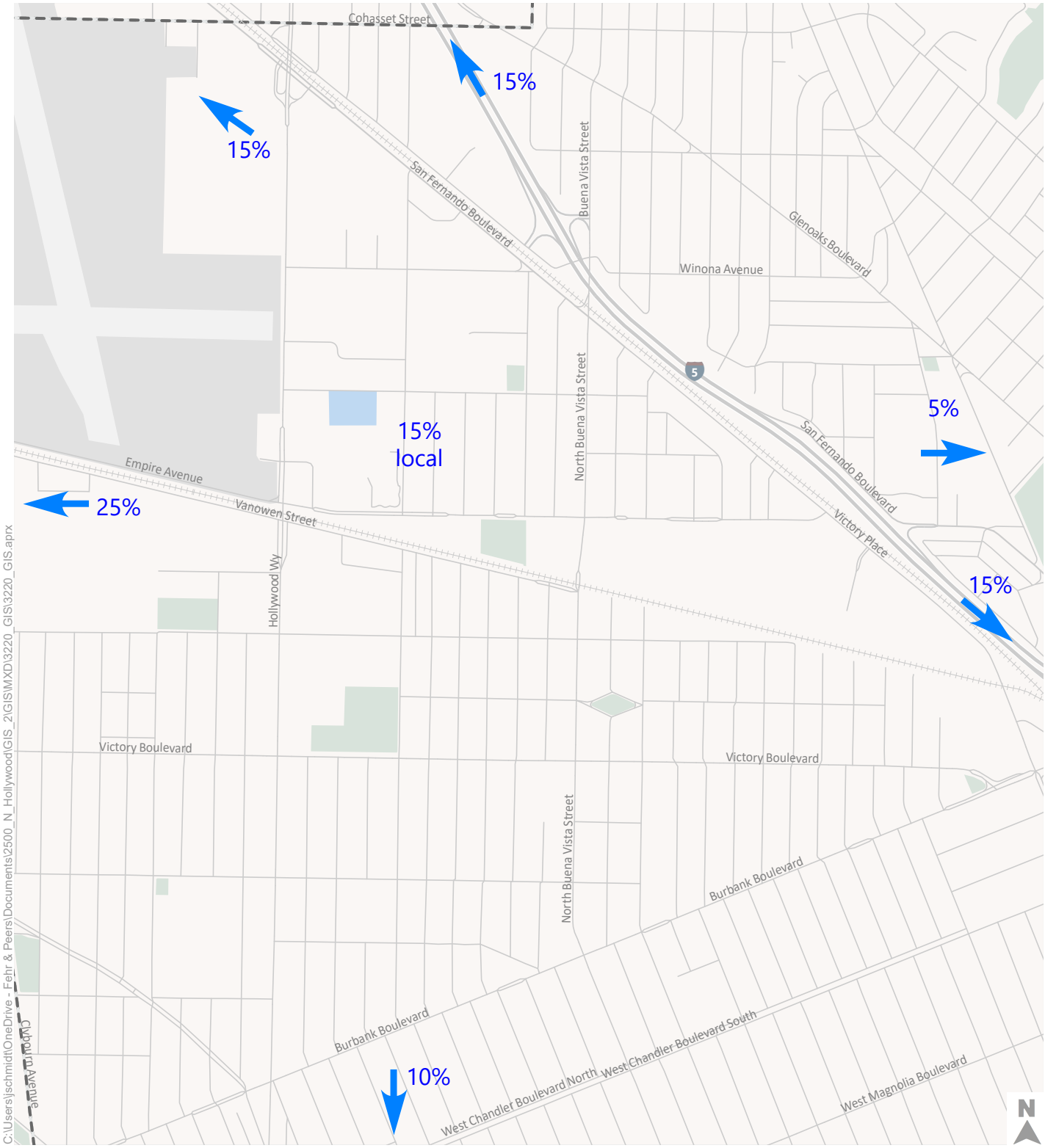
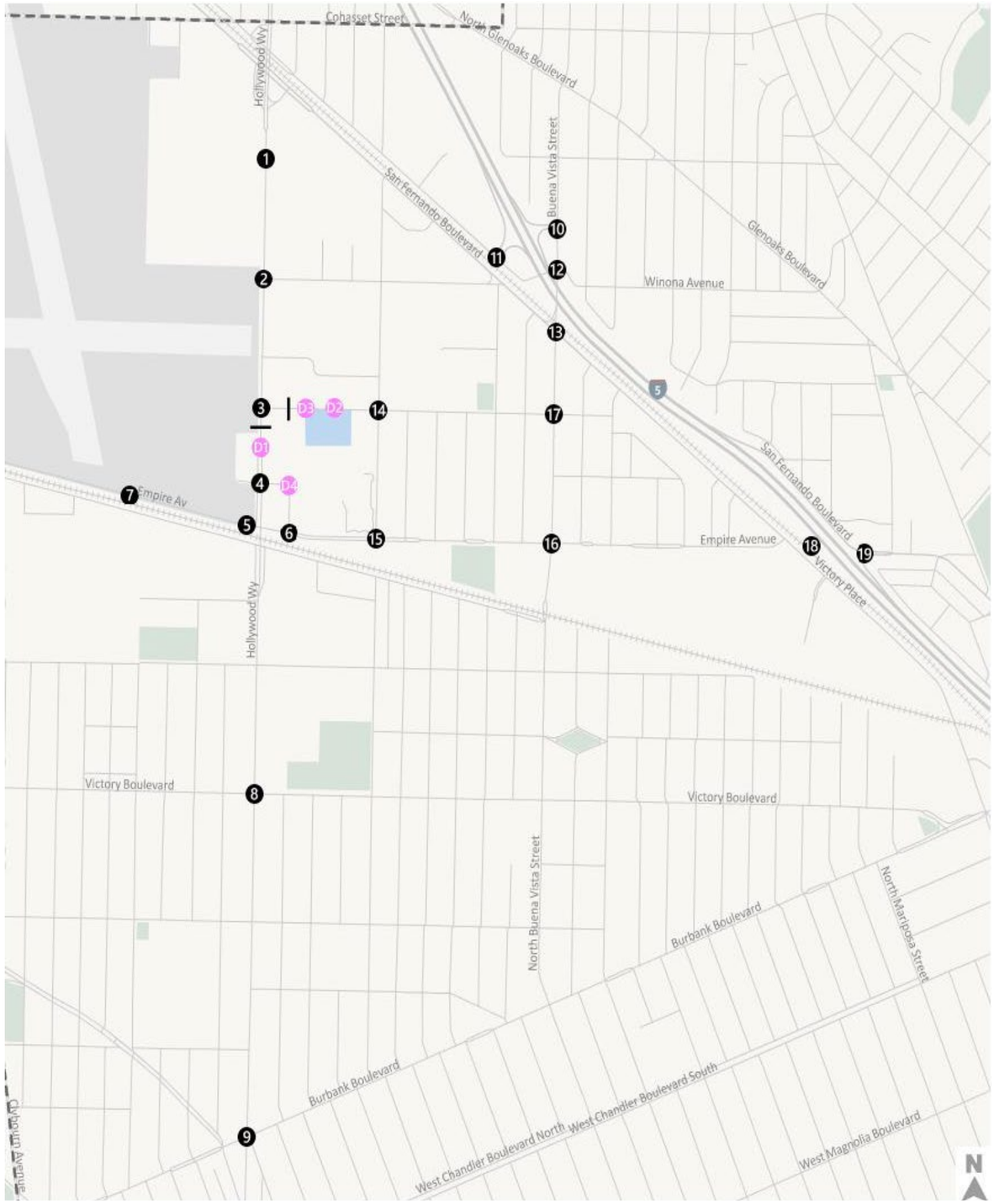
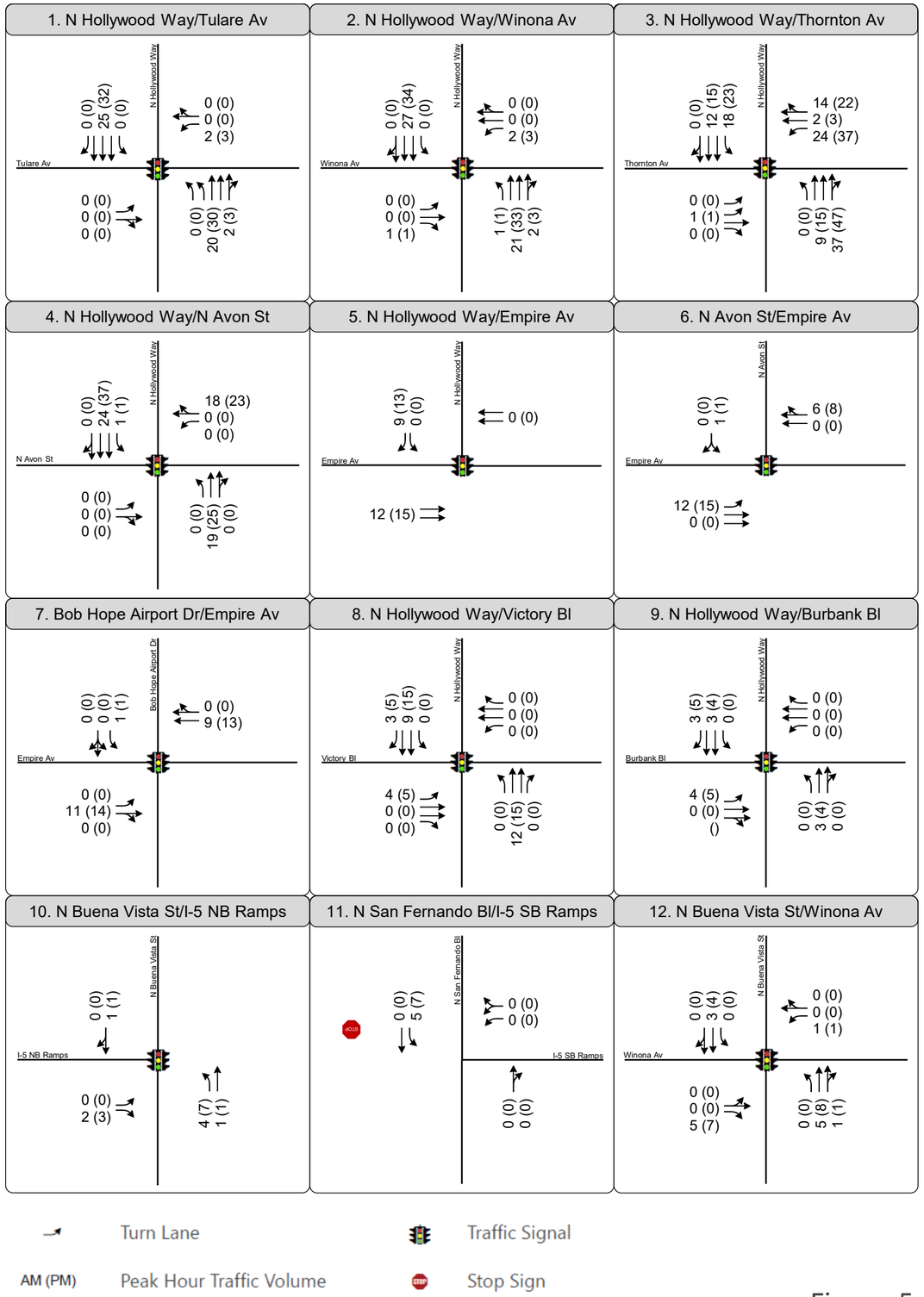


Figure 4

Trip Distribution



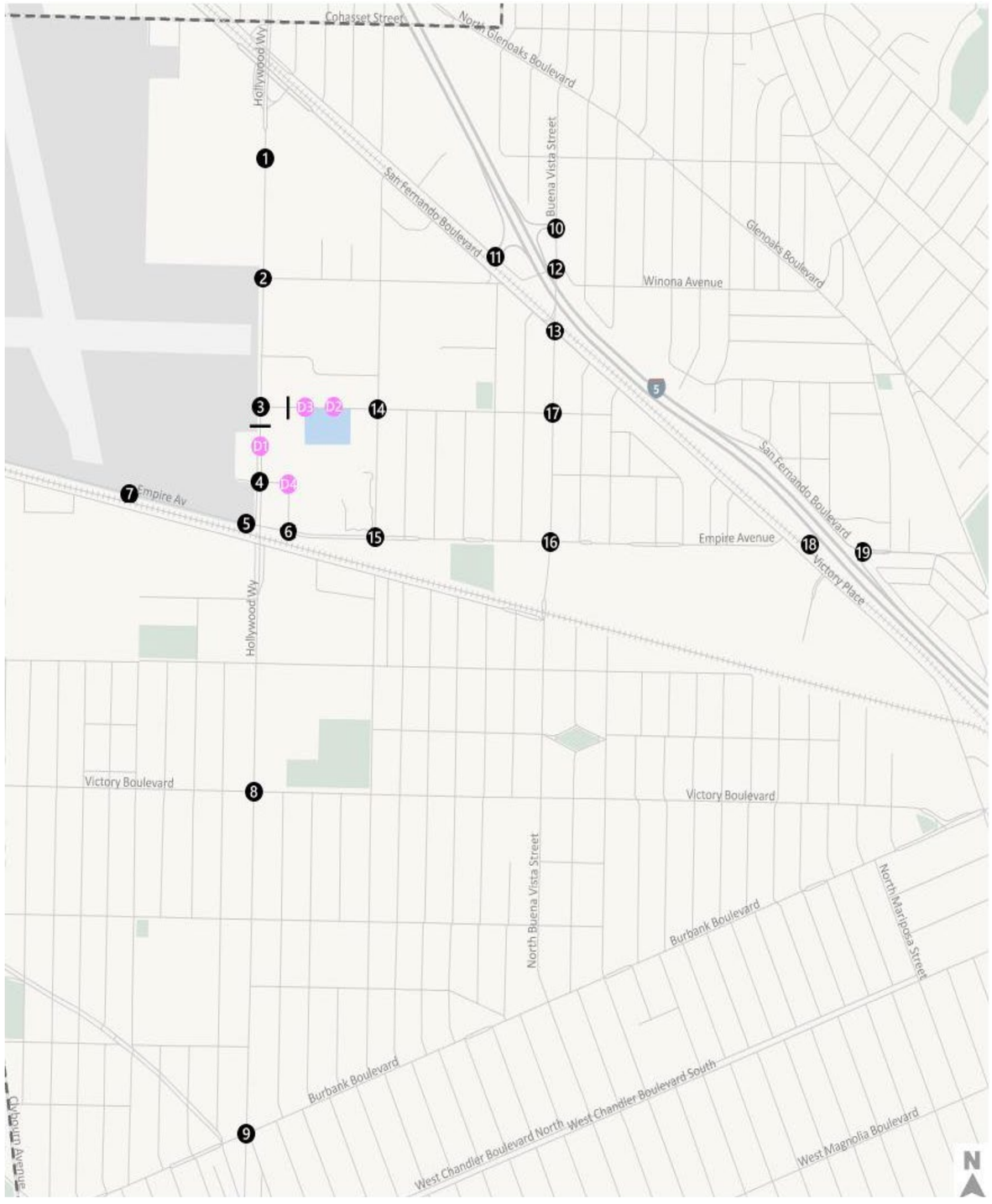


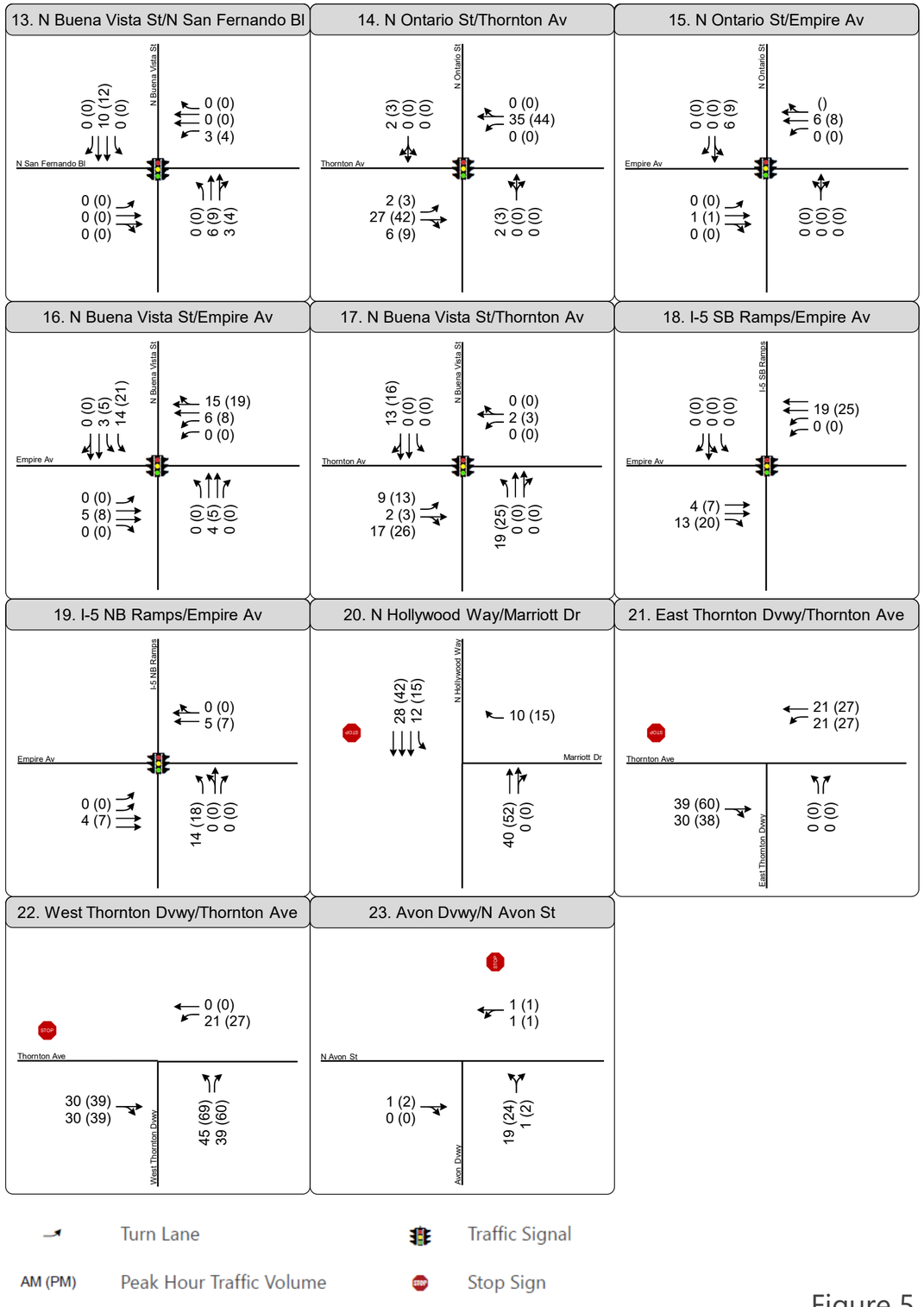
Note:

Intersections 1-19 show net incremental external trips.

Driveways (D1-D4) show total driveway trips.

Figure 5
Traffic Volumes & Lane Configurations
Project Only





Note:

Intersections 1-19 show net incremental external trips.

Driveways (D1-D4) show total driveway trips.

Figure 5
Traffic Volumes & Lane Configurations
Project Only

Future Traffic Conditions

To evaluate the Project for Future Base (Year 2027) conditions, it was necessary to develop estimates of future traffic conditions in the area both without and with Project traffic. First, estimates of traffic growth were developed for the study area to forecast future conditions without the Project. These forecasts included traffic increases as a result of both regional ambient traffic growth and traffic generated by specific developments in the vicinity of the Project (related projects). These projected traffic volumes, identified herein as the Future Base conditions, represent the future study year conditions without the Project. The traffic generated by the Project was then estimated and assigned to the surrounding street system. The Project traffic was added to the Future Base to form the Future plus Project traffic conditions, which were analyzed to determine the incremental change in traffic delay attributable to the Project.

Future Base Traffic Projections

The Future Base traffic projections reflect growth in traffic from two primary sources: background or ambient growth in the existing traffic volumes to reflect the effects of overall regional growth both in and outside of the study area, and traffic generated by specific projects in, or in the vicinity of the study area.

Areawide Traffic Growth

The most recent City of Burbank Transportation Demand Model forecasts growth of traffic volumes of 1.0% per year in the vicinity of the study area. Future increases in background traffic volumes due to regional growth and development are expected to continue at this rate at least through the year 2027. With the assumed completion date of 2027, per the direction of City of Burbank staff, the existing 2023 traffic volumes were adjusted upward by approximately 4.1% to reflect areawide regional growth.

Future Project Traffic Generation and Assignment

The second part of background traffic growth is the traffic generated by related projects. Related projects or cumulative projects are planned developments to be completed in the same timeframe as the Project. Future projects are taken into account in terms of the extent of growth, the location of growth, and the origins/destinations of trips.

Information on future projects was provided by the City of Burbank. A total of 22 related projects that affect the study area were identified. The projects are summarized in Table 4 and their locations illustrated in Figure 6.

Trip generation estimates for each of the related Projects listed in Table 4 were provided by the City or developed using trip generation rates from *Trip Generation, 10th Edition*, (ITE, 2017), unless otherwise noted. Combined, the future Projects are estimated to generate approximately 53,904

daily weekday trips, of which 7,159 will occur during the morning peak hour and 7,434 will occur during the evening peak hour.

The geographic distribution of the traffic generated by the related projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees and potential patrons of the proposed developments are drawn, and the location of the Projects in relation to the surrounding street system. The trip generation estimates were assigned to the local street system using the trip distribution pattern described above, or taken from other traffic studies when available. Figure 7 illustrates weekday AM and PM peak hour related project traffic volumes for the analyzed intersections.

Background Shifts Due to Burbank Airport Terminal Replacement

Burbank Airport's terminal is planned to be relocated from its current location between Empire Avenue and Hollywood Way to a new location on North Hollywood Way at the current location of Airport Lot A and the employee parking lot. Background traffic shifts for this project were developed during a traffic impact study for the project EIR, dated 2020, and these shifts were incorporated into the Future Base analysis as part of this study.[1] Vehicle shifts are localized near the airport, reflecting the changing locations of the terminal, and these changes were incorporated into the related project traffic volumes in Figure 7.

Future Base Traffic Volumes

Figure 8 illustrates the Future Base year 2027 weekday AM and PM peak hour traffic volumes for the analyzed intersections. The Future Base traffic conditions represent an estimate of future conditions without the Project.

Future Base Traffic Conditions

The year 2027 Future Base peak hour traffic volumes, illustrated in Figure 8, were analyzed to determine the projected delay and LOS for each of the analyzed intersections. Table 5 summarizes the Future Base LOS for the study intersections. As indicated, one intersection is projected to operate at LOS D during the AM peak hour and LOS E during the PM peak hour. The remaining study intersections are projected to operate at LOS D or better during the morning and afternoon peak hours. The study intersection that are projected to operate at LOS E is:

8. Hollywood Way & Victory Boulevard (PM peak hour)

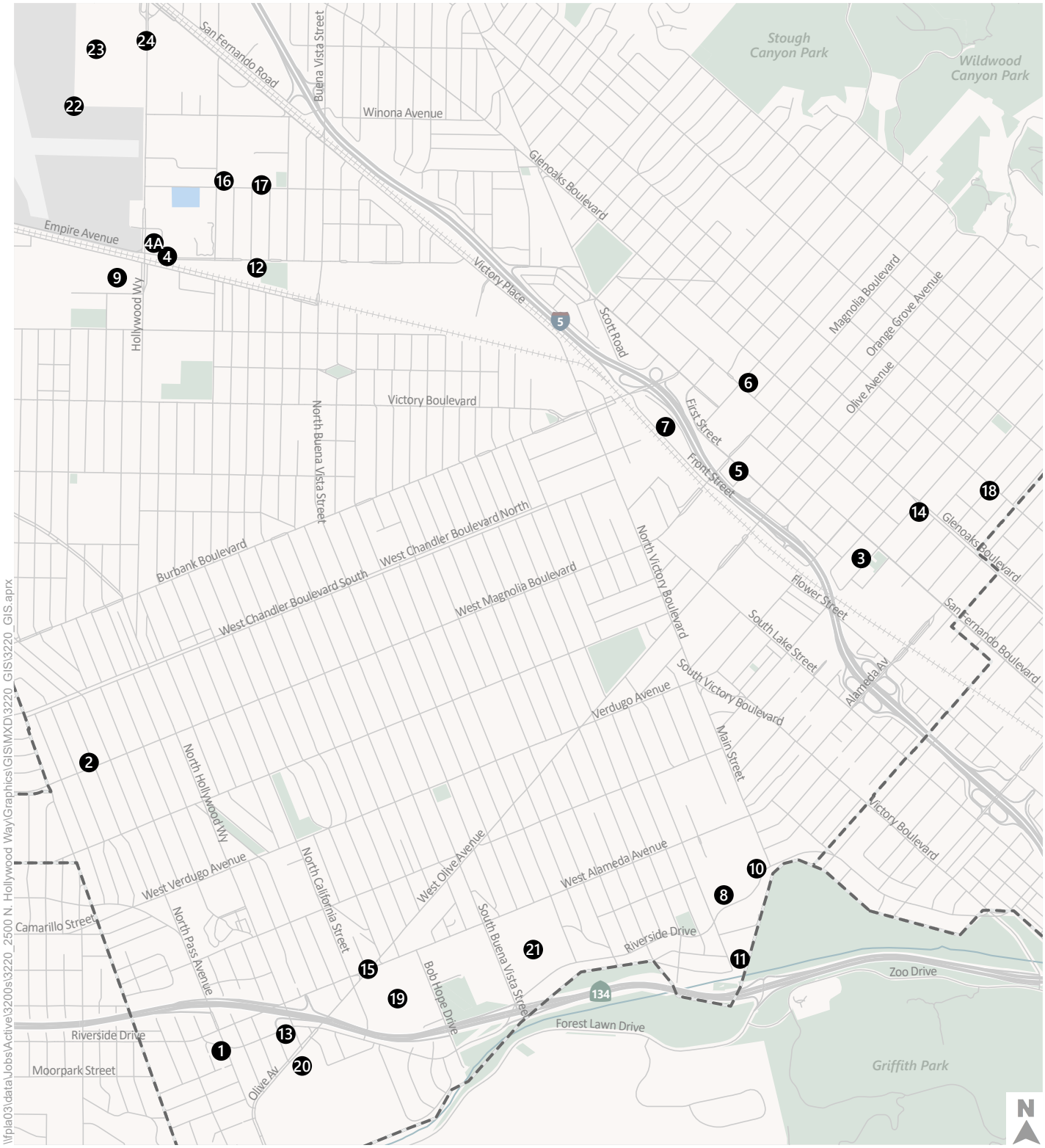
[1] Environmental Impact Report for the Proposed Replacement Passenger Terminal Project at the Bob Hope "Hollywood Burbank" Airport. August 2020. https://bobhopeairporteis.com/documents-resources-and-reports/

TABLE 4
RELATED PROJECTS [a]

#	Project Name/Address	Description/Land Use	ITE Land Use Code/Source	Size	Units	Net New Daily Trips	Net A.M. Peak Hour In	Net A.M. Peak Hour Out	Net A.M. Peak Hour Total	Net P.M. Peak Hour In	Net P.M. Peak Hour Out	Net P.M. Peak Hour Total
1	4100, 4108, 4110 W Riverside Dr.[c]	Apartments	ITE 231: Mid-Ride Res. With 1st Floor Commercial	72	DU	1,274	18	38	56	57	37	94
		Retail		17,144	SF							
		Day Care Center	ITE 565 Day Care Center	7,447	SF							
2	4201 W. Magnolia Blvd.	Day Care Center	ITE 565 Day Care Center	2,300	SF	98	20	7	27	8	7	15
3	129 E. Providencia	Hotel	ITE 312: Business Hotel	83	Rooms	214	26	18	44	22	18	40
4A	Media Studios North Original Remaining Entitlement 3401 W. Empire Avenue	General Office	ITE 710: General Office Building	73,000	SF	724	89	13	102	17	81	98
4	Media Studios North Expanded Entitlement 3377 W. Empire Avenue	General Office	ITE 710: General Office Building	87,447	SF	903	132	17	149	27	135	162
5	First Street Village	Apartments	ITE 220: Apartment	275	DU	2,079	(33)	104	71	139	24	163
	315 N. First Street (Mixed-Use)	Restaurant	ITE 932: High-Turnover (Sit-Down) Restaurant	9,265	SF							
		Retail	ITE 820: Shopping Center	12,000	SF							
6	AC Hotel 550 N. Third Street	Hotel	ITE 310: Hotel	196	Rooms	1,518	56	39	95	56	51	107
7	LaTerra	Apartments	ITE 221: Multifamily Housing (Mid-Rise)	573	DU	5,261	129	185	314	225	173	398
	777 N. Front Street (Mixed-Use)	Retail/Gallery Space	ITE 820: Shopping Center	1,067	SF							
		Hotel	ITE 310: Hotel	307	Rooms							
		Restaurant	ITE 932: High-Turnover (Sit-Down) Restaurant	1,800	SF							
8	Lycee International de Los Angeles (LILA) [d] 1105 Riverside Drive	Increase of School Enrollment from 350 to 450 Students	Custom Rate	100	Students	244	61	61	122	40	39	79
9	Fry's - Mixed Use	Retail	ITE 820: Shopping Center	9,000	SF	3,254	228	247	475	118	129	247
	2311 North Hollywood Way	General Office	ITE 710: General Office Building	151,800	SF							
10	921 to 1001 Riverside	Condominiums	ITE 220: Low Rise Residential	92	DU	(865)	-25	44	19	-4	18	14
11	910 S Mariposa	Condominiums	ITE 221: Mid Rise Residential	30	DU	(40)	5	33	38	2	4	6
12	2814 Empire	Apartments	ITE 221: Mid Rise Residential	148	DU	157	-5	6	1	9	2	11
13	3700 Riverside	Apartments	ITE 221: Mid Rise Residential	49	DU	55	2	1	3	3	5	8
14	601-607 Glenoaks	Adult Day Care	ITE 720: Medical Dental Office Bulding			217	8	5	13	8	12	20
15	Bob Hope Site 3201 W. Olive Avenue	Apartments	*ITE 221: Mid Rise Residential*	144	DU	531	11	32	43	32	21	53
16	3031 Thornton Ave	Industrial	ITE150: Warehousing	72,080	SF	159	25	13	38	16	17	33
17	2801 Thornton Ave*	Industrial	ITE151: Mini Warehouse	72,080	SF	142	9	5	14	9	5	14
18	801 S 6th St	Apartments	ITE 220: Low Rise Residential	39	DU	297	8	25	33	30	18	48
	STUDIO MASTER PLANS											
19	The Burbank Studios (formerly NBC) 3000 W. Alameda Avenue					4,005	548	75	623	99	481	579
	Second Century Project	General Office [b]	*Traffic Study Trip Generation*	563,091	OE-GSF							
	Main Studio Lot Remaining Entitlement	General Office [b]	*Traffic Study Trip Generation*	620,938	OE-GSF							
20	Warner Brothers - 4000 Warner Boulevard					19,150	2,736	373	3,110	560	2,734	3,293
	Main Campus	General Office [b]	*Traffic Study Trip Generation*	1,934,509	OE-GSF							
	Ranch	General Office [b]	*Traffic Study Trip Generation*	738,685	OE-GSF							
21	Disney - 500 S. Buena Vista Street					5,543	767	105	872	140	684	824
	Remaining Entitlement	General Office [b]	*Traffic Study Trip Generation*	681,130	OE-GSF							
	OTHER PROJECTS											
22	Burbank Bob Hope Airport Terminal Relocation	*Refer to Airport Terminal Relocation EIR for Trip Generation & Traffic Shifts*										
23	California High Speed Rail Project	*No Trip Generation Available*										
	COMPLETE PROJECTS											
24	Avion [e]	Creative Office	ITE 710: General Office Building	142,250	SF	8,984	723	174	897	286	842	1,128
	3001 N. Hollywood Way	Restaurant	ITE 932: High-Turnover (Sit-Down) Restaurant	7,740	SF							
		Retail	ITE 820: Shopping Center	7,740	SF							
		Industrial Park	ITE 130: Industrial Park	1,014,890	SF							
		Hotel	ITE 310: Hotel	166	Rooms							

Notes:

[a] Project list and trip generation were provided by City of Burbank as of 8/2/2024. Project Trip Generation was derived from preliminary trip generation or the traffic study. Trip numbers account for any/all credits (i.e, transit/bike/walk/pass-by) that have been attributed to the project.
[b] OE-GSF.
[c] Trip Generation not yet finalized.
[d] Open, but not fully occupied. Factor down by occupancy rate.
[e] This project is included because it was completed in 2024, after the baseline year of 2023.



Project Site

Related Projects

Figure 6

Related Projects



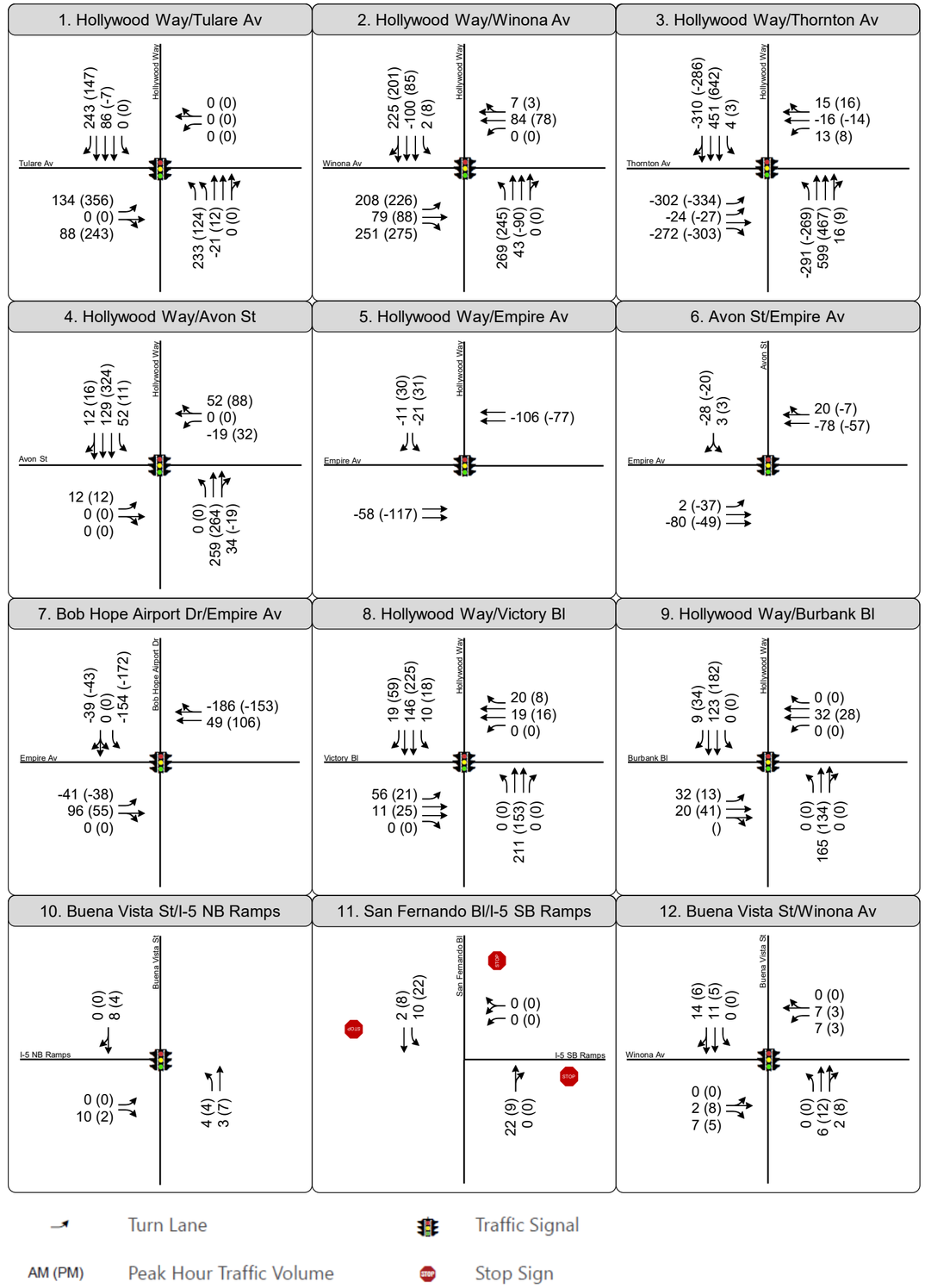
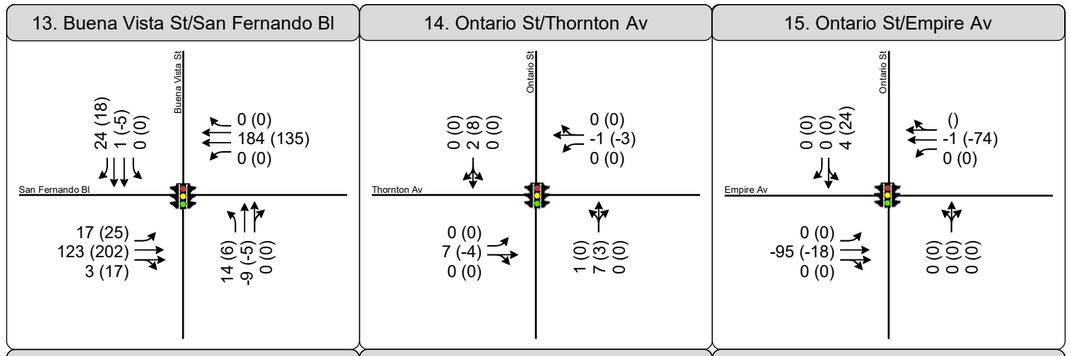


Figure 7
Traffic Volumes & Lane Configurations
Related Projects





→	Turn Lane		Traffic Signal
AM (PM)	Peak Hour Traffic Volume	STOP	Stop Sign

Figure 7
Traffic Volumes & Lane Configurations
Related Projects



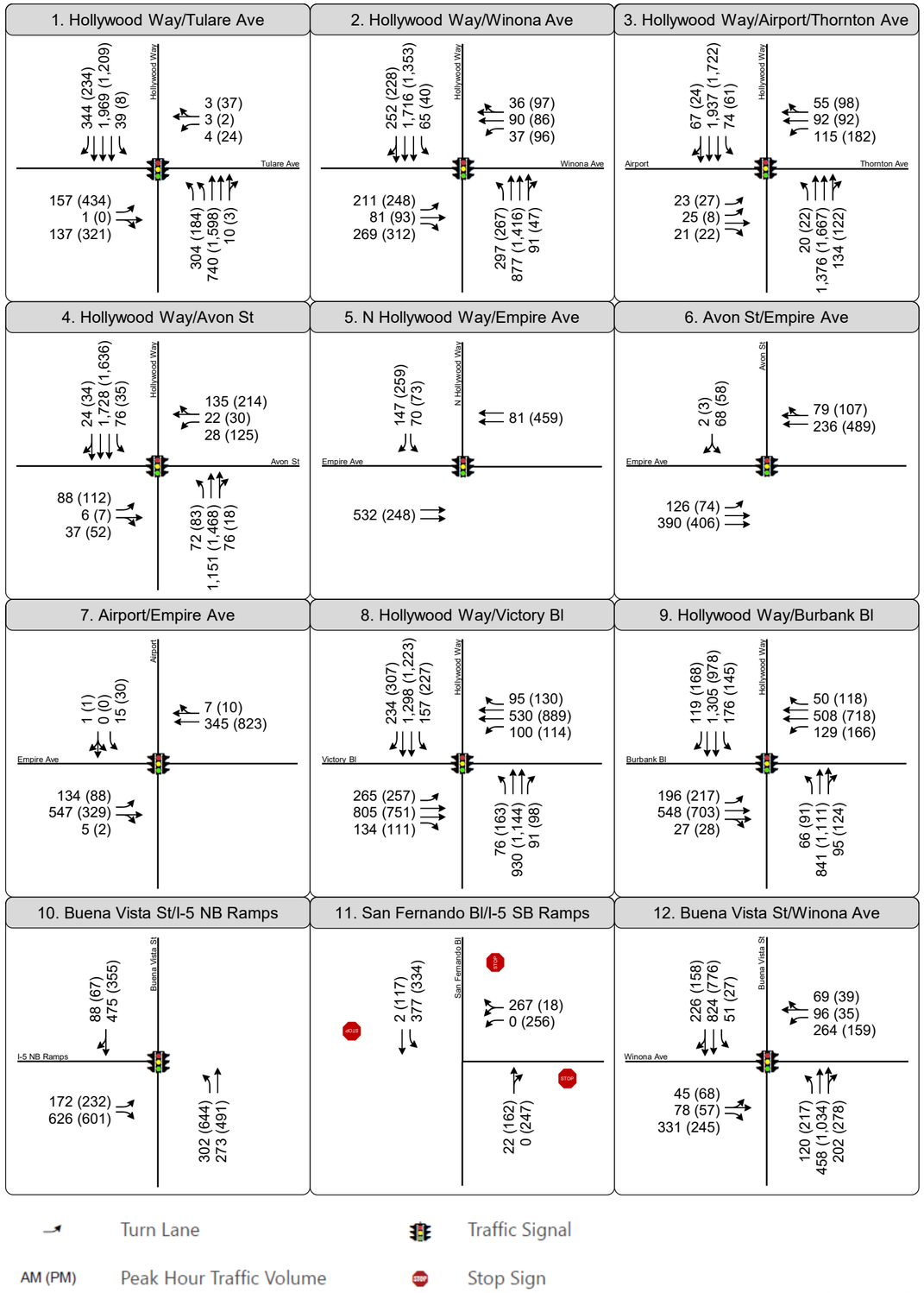
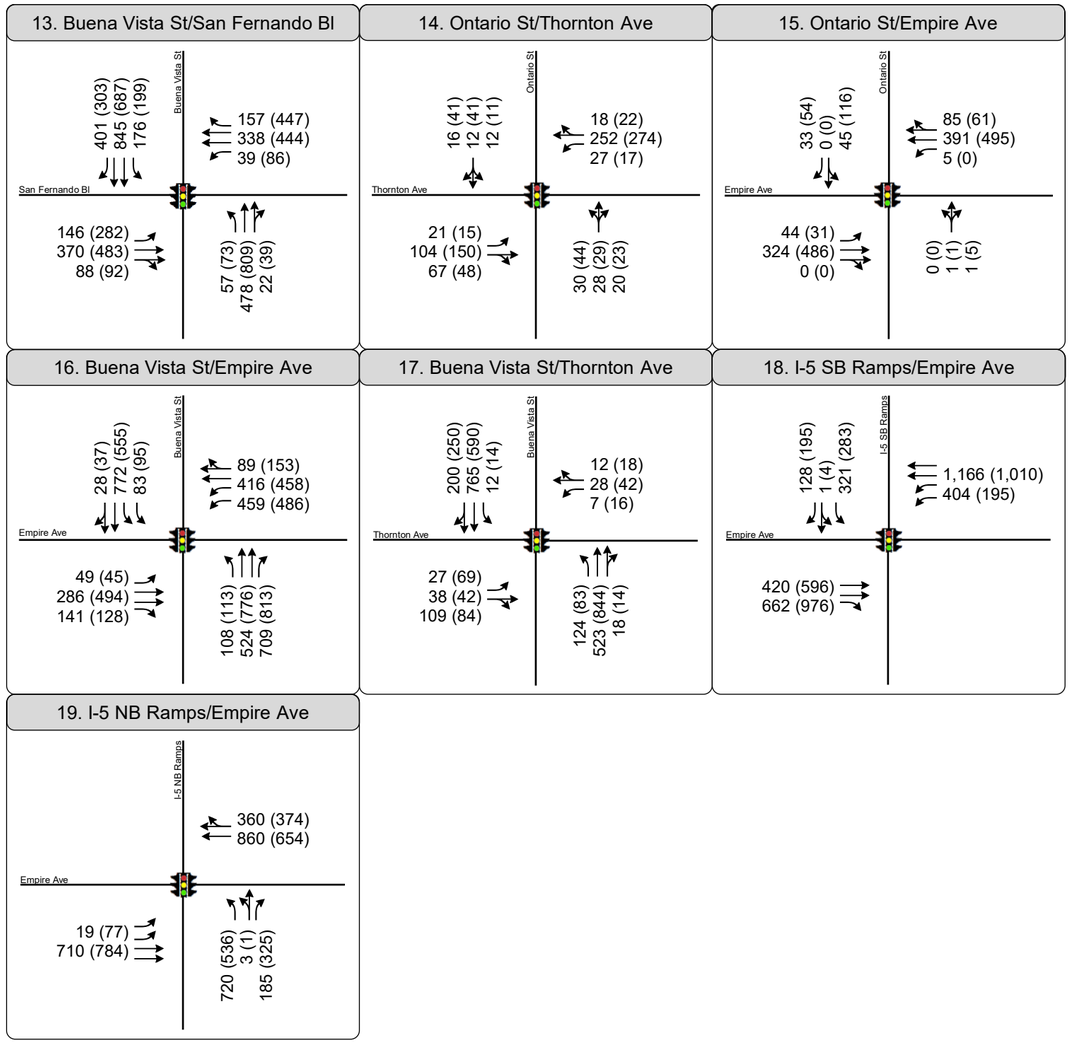


Figure 8
Traffic Volumes & Lane Configurations
Future Base (2027) Peak Hour





Turn Lane

AM (PM) Peak Hour Traffic Volume

Traffic Signal

Stop Sign

Figure 8
Traffic Volumes & Lane Configurations
Future Base (2027) Peak Hour

TABLE 5
FUTURE (2027) LEVEL OF SERVICE ANALYSIS

#	Study Intersection	Intersection Control	Peak Hour	2025 Baseline Delay (sec)	2025 Baseline LOS
1	Hollywood Way & Tulare Ave	Signalized	AM	20.2	C
			PM	27.6	C
2	Hollywood Way & Winona Ave	Signalized	AM	13.3	B
			PM	12.4	B
3	Hollywood Way & Airport/Thornton Ave	Signalized	AM	5.3	A
			PM	7.9	A
4	Hollywood Way & Avon St	Signalized	AM	18.5	B
			PM	21.8	C
5	Empire Ave & N Hollywood Way	Signalized	AM	4.4	A
			PM	5.5	A
6	Empire Ave & Avon St	Signalized	AM	1.1	A
			PM	1.5	A
7	Empire Ave & Airport	Signalized	AM	4.7	A
			PM	2.3	A
8	Hollywood Way & Victory Bl	Signalized	AM	54.0	D
			PM	59.1	E
9	Hollywood Way & Burbank Bl	Signalized	AM	41.5	D
			PM	51.7	D
10	Buena Vista St & I-5 NB Ramps	Signalized	AM	15.2	B
			PM	20.1	C
11	San Fernando & I-5 SB Ramps	AWSC	AM	20.2	C
			PM	22.7	C
12	Buena Vista St & Winona Ave	Signalized	AM	34.3	C
			PM	22.3	C
13	Buena Vista St & San Fernando Bl	Signalized	AM	24.0	C
			PM	37.1	D
14	Ontario St & Thornton Ave	Signalized	AM	7.4	A
			PM	6.1	A
15	Empire Ave & Ontario St	Signalized	AM	5.4	A
			PM	8.0	A
16	Buena Vista St & Empire Ave	Signalized	AM	28.6	C
			PM	36.3	D
17	Buena Vista St & Thornton Ave	Signalized	AM	5.9	A
			PM	7.5	A
18	I-5 SB Ramps & Empire Ave	Signalized	AM	17.2	B
			PM	16.4	B
19	I-5 NB Ramps & Empire Ave	Signalized	AM	24.1	C
			PM	22.6	C

Notes:
AWSC = All-way Stop-Controlled Intersection

Future plus Project Traffic Conditions

The project-generated traffic volumes from Figure 5 were added to the year 2027 Future Base traffic volumes, illustrated in Figure 8, to develop Future plus Project peak hour traffic volumes. Future plus Project traffic volumes during the weekday AM and PM peak hours are shown in Figure 9.

The resulting Future plus Project peak hour traffic volumes, illustrated in Figure 9, were analyzed to determine the projected future operating conditions with the addition of the Project traffic. Table 6 summarizes the Future plus Project LOS for the study intersections. As indicated, one intersection is projected to operate at LOS D during the AM peak hour and LOS E during the PM peak hour. The remaining study intersections are projected to operate at LOS D or better during the morning and afternoon peak hours. The study intersection that are projected to operate at LOS E is:

8. Hollywood Way & Victory Boulevard (PM peak hour)

Table 6 shows the future LOS without and with the project, and also shows the increase in delay caused by the project at each location.

Roadway Segments

Two roadway segments along the Project frontage were studied to assess the increase in ADT with the Project. New roadway segment counts collected in October 2024 were used for this analysis. The Project adds 1,648 and 1,942 daily trips on N Hollywood Way and on Thornton Avenue, respectively.

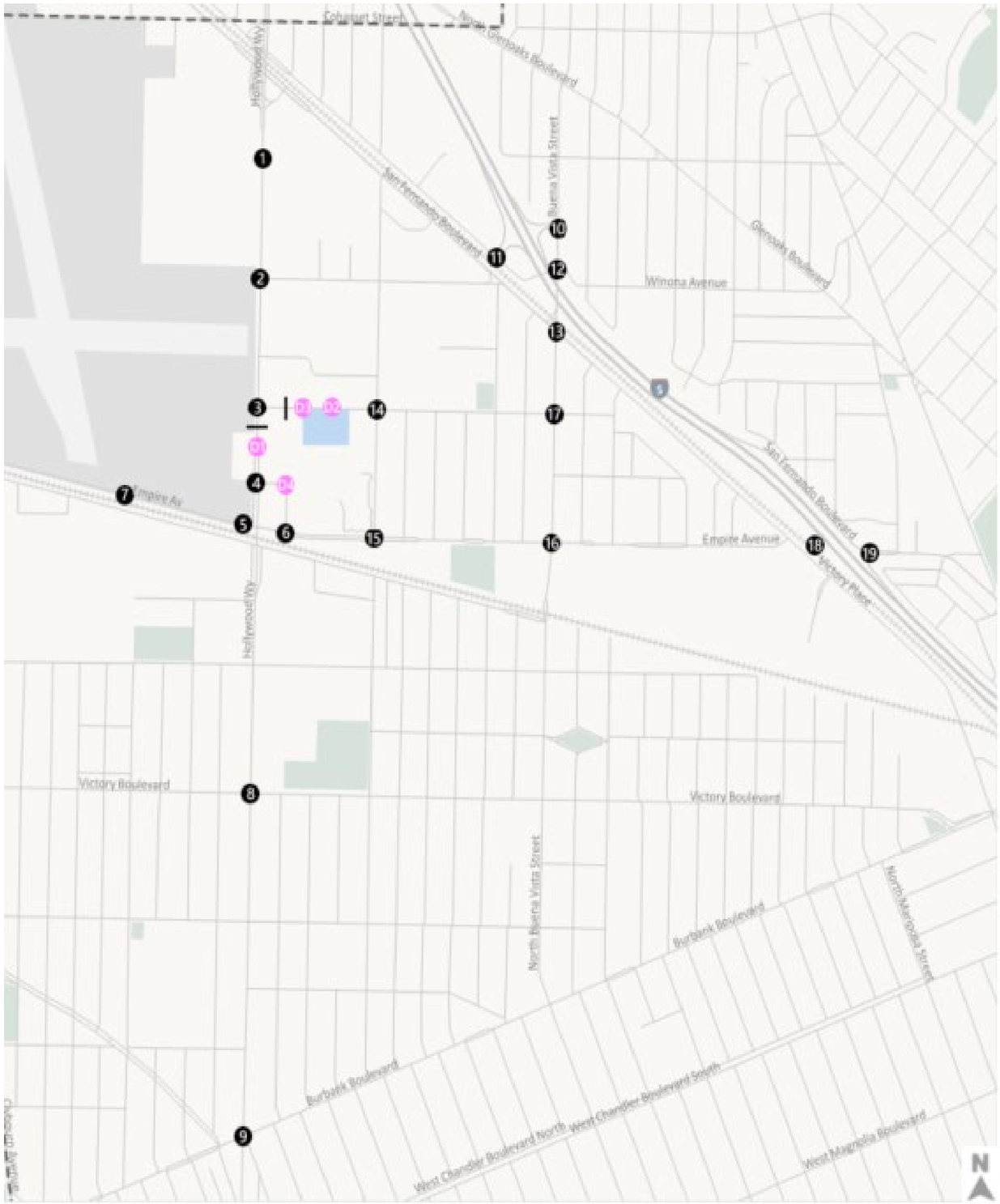
Table 7 provides the baseline (2024), Future Base (2027), and Future with Project volumes on the study roadway segments.

Driveway Analysis

Vehicular access to the Project Site would occur from the existing Marriott Driveway on N Hollywood Way (D1), one replaced driveway on Thornton Avenue (D2), one new driveway on Thornton Avenue (D3), and one existing driveway on Avon Street which would only serve delivery vehicles (D4).

Table 8 provides the anticipated levels of service at the proposed driveways that serve the Project. All driveways are projected to operate at LOS D or better. Table 9 provides the anticipated 95th percentile queue lengths at the proposed driveways. The queue lengths would not exceed the available queue storage and would not back up onto City streets.

LOS worksheets for driveways are provided in Appendix B.



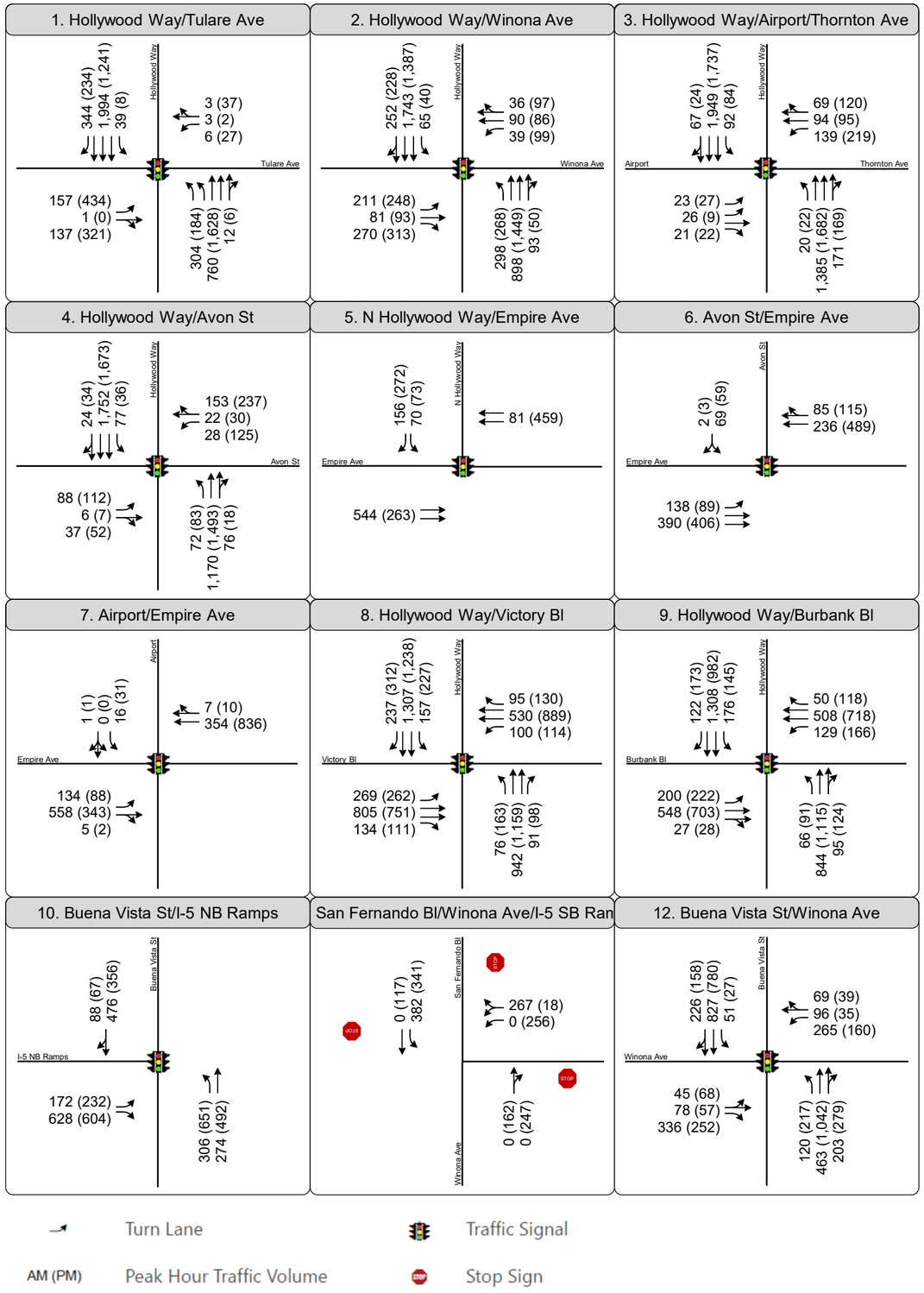
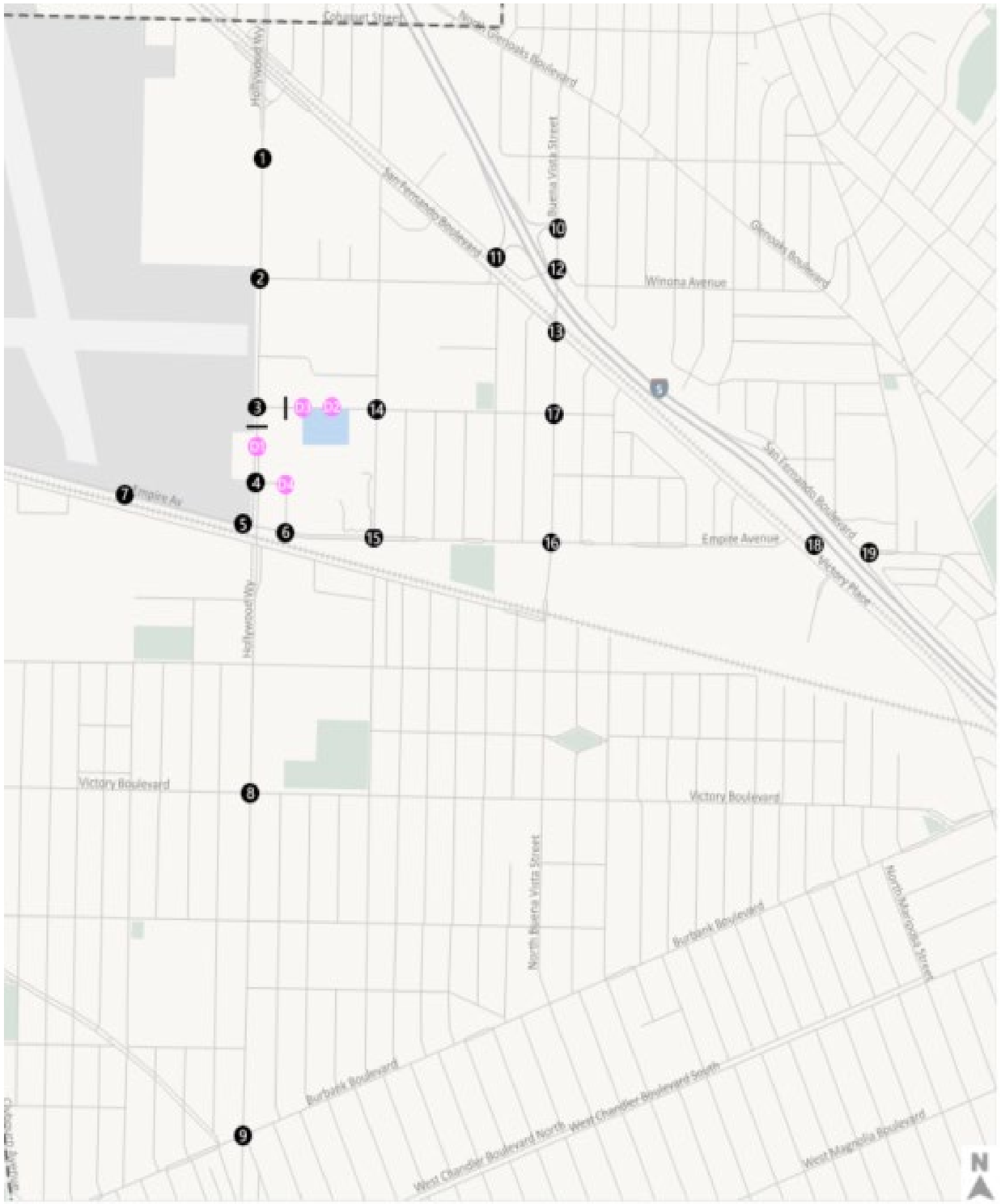


Figure 9
Traffic Volumes & Lane Configurations
Future (2027) Plus Project



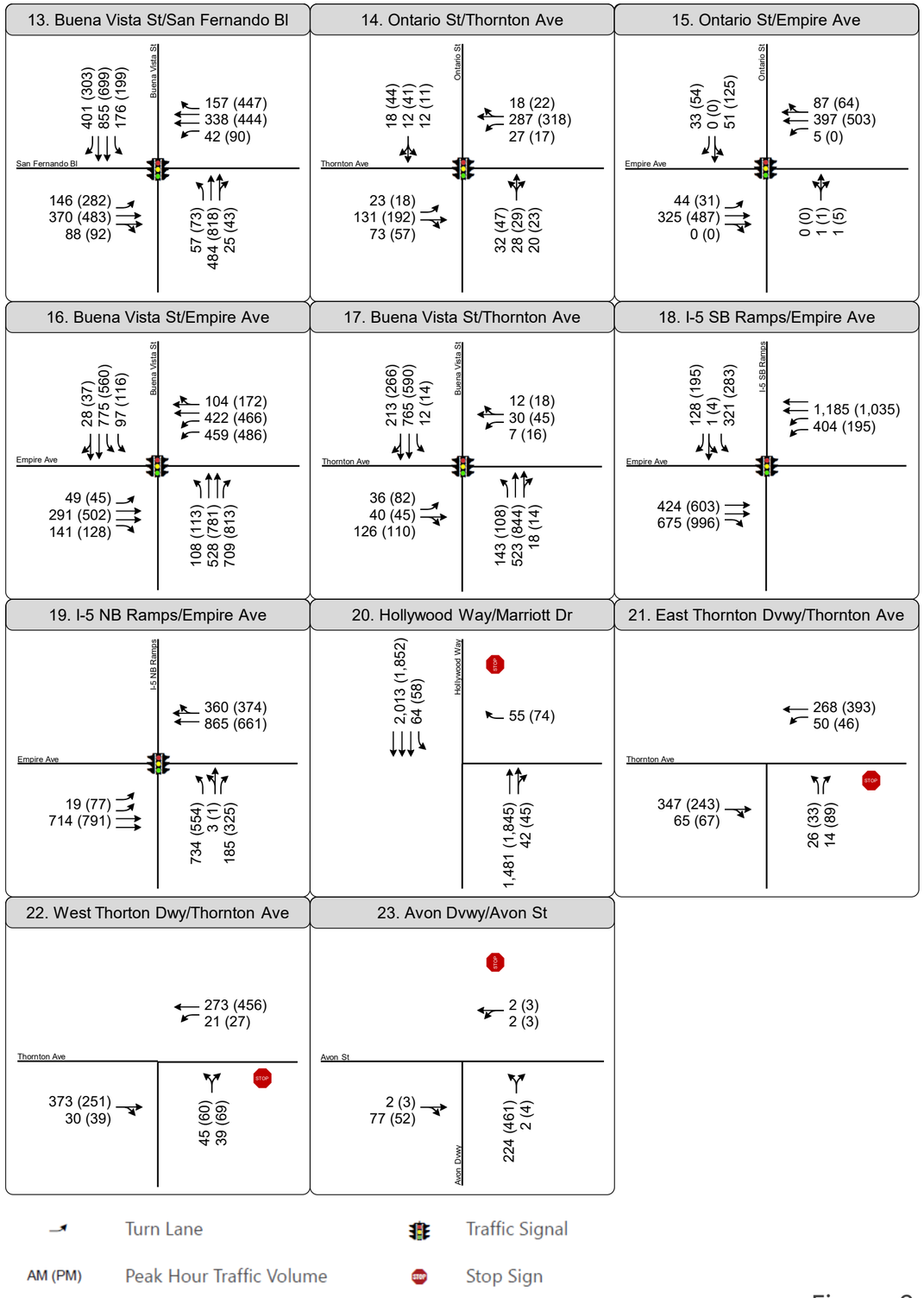


Figure 9
Traffic Volumes & Lane Configurations
Future (2027) Plus Project

TABLE 6
FUTURE PLUS PROJECT LEVEL OF SERVICE ANALYSIS

#	Study Intersection	Intersection Control	Peak Hour	2027 Baseline		2027 with Project		Change in Delay (sec)
				Delay (sec)	LOS	Delay (sec)	LOS	
1	Hollywood Way & Tulare Ave	Signalized	AM	20.2	C	20.1	C	-0.1
			PM	27.6	C	27.5	C	-0.1
2	Hollywood Way & Winona Ave	Signalized	AM	13.3	B	13.4	B	0.1
			PM	12.4	B	12.3	B	-0.1
3	Hollywood Way & Airport/Thornton Ave	Signalized	AM	5.3	A	6.1	A	0.8
			PM	7.9	A	10.4	B	2.5
4	Hollywood Way & Avon St	Signalized	AM	18.5	B	19.6	B	1.1
			PM	21.8	C	23.3	C	1.5
5	Empire Ave & N Hollywood Way	Signalized	AM	4.4	A	4.4	A	0.0
			PM	5.5	A	5.4	A	-0.1
6	Empire Ave & Avon St	Signalized	AM	1.1	A	1.1	A	0.0
			PM	1.5	A	1.6	A	0.1
7	Empire Ave & Airport	Signalized	AM	4.7	A	4.8	A	0.1
			PM	2.3	A	2.3	A	0.0
8	Hollywood Way & Victory Bl	Signalized	AM	54.0	D	54.8	D	0.8
			PM	59.1	E	62.1	E	3.0
9	Hollywood Way & Burbank Bl	Signalized	AM	41.5	D	41.6	D	0.1
			PM	51.7	D	52.3	D	0.6
10	Buena Vista St & I-5 NB Ramps	Signalized	AM	15.2	B	15.2	B	0.0
			PM	20.1	C	20.7	C	0.6
11	San Fernando & I-5 SB Ramps	AWSC	AM	20.2	C	20.4	C	0.2
			PM	22.7	C	23.5	C	0.8
12	Buena Vista St & Winona Ave	Signalized	AM	34.3	C	35.0	C	0.7
			PM	22.3	C	22.4	C	0.1
13	Buena Vista St & San Fernando Bl	Signalized	AM	24.0	C	24.2	C	0.2
			PM	37.1	D	37.6	D	0.5
14	Ontario St & Thornton Ave	Signalized	AM	7.4	A	6.3	A	-1.1
			PM	6.1	A	5.6	A	-0.5
15	Empire Ave & Ontario St	Signalized	AM	5.4	A	5.8	A	0.4
			PM	8.0	A	8.4	A	0.4
16	Buena Vista St & Empire Ave	Signalized	AM	28.6	C	29.0	C	0.4
			PM	36.3	D	37.2	D	0.9
17	Buena Vista St & Thornton Ave	Signalized	AM	5.9	A	7.0	A	1.1
			PM	7.5	A	8.7	A	1.2
18	I-5 SB Ramps & Empire Ave	Signalized	AM	17.2	B	17.1	B	-0.1
			PM	16.4	B	16.5	B	0.1
19	I-5 NB Ramps & Empire Ave	Signalized	AM	24.1	C	24.5	C	0.4
			PM	22.6	C	22.9	C	0.3

Notes:
AWSC = All-way Stop-Controlled Intersection

TABLE 7
STUDY ROADWAY SEGMENT VOLUMES

Street Segment	Weekday Two-Way Daily Volume		With Project Analysis	
	Baseline (2024)	Future (2027) Base [a]	Project Trips	Future plus Project
N Hollywood Way between Thornton Ave and Marriott Dr	33,011	48,183	1,648	49,831
Thornton Avenue between N Hollywood Way and N Ontario St	7,335	9,617	1,942	11,559

Notes:

[a] The future base volumes were developed by applying a growth rate of 1.0% per year to the baseline volumes, which is derived from the most recent City of Burbank transportation demand model, and taking into account trips generated by related projects.

TABLE 8
DRIVEWAY LEVEL OF SERVICE

#	Driveway	Intersection Control	Peak Hour	Future (2027) + Project	
				Delay (sec)	LOS
D1	Hollywood Way & Marriott Dr	TWSC	AM	19.3	C
			PM	28.9	D
D2	East Thornton Dvwy & Thornton Ave	TWSC	AM	17.0	C
			PM	17.5	C
D3	West Thornton Dvwy & Thornton Ave	TWSC	AM	15.0	C
			PM	16.2	C
D4	Avon Dvwy & N Avon St	TWSC	AM	10.1	B
			PM	12.2	B

Notes:
TWSC = Two-way Stop-Controlled Intersection

TABLE 9
DRIVEWAY QUEUEING

#	Driveway	Movement	Peak Hour	Future (2027) + Project 95th Percentile Queue Length (ft)
D1	Hollywood Way & Marriott Dr	WBR (Outbound)	AM	25
			PM	50
		SBL (Inbound)	AM	25
			PM	25
D2	East Thornton Dvwy & Thornton Ave	NBL/NBR (Outbound)	AM	25
			PM	25
		WBL (Inbound)	AM	25
			PM	25
D3	West Thornton Dvwy & Thornton Ave	NBL/NBR (Outbound)	AM	25
			PM	50
		WBL (Inbound)	AM	25
			PM	25
D4	Avon Dvwy & N Avon St	EBT (Inbound)	AM	0
			PM	0
		WBT/WBL (Outbound)	AM	0
			PM	0

Notes:
TWSC = Two-way Stop-Controlled Intersection

Operational Analysis Findings

The purpose of the operational analysis is to determine if the vehicle trips generated by the Project would substantially increase delay that would result in an operational deficiency on the City road network or be incompatible with the City's Burbank2035 General Plan.

The results of the intersection analysis conclude that the project would result in minor increases in delay at some study locations, which would not be perceptible to most drivers. Additionally, the Project would not worsen any location operating at LOS D or better (for example, increasing LOS D to LOS E or F). Given that the vehicle trips generated by the Project would not appreciably increase delay at the study intersections, the Project would not result in an operational deficiency or be incompatible with the Burbank2035 General Plan.

The results of the driveway analysis show that the project would not increase delay at any project driveway that would exceed the City's LOS D standard. In addition, the configuration and access control of these driveways would not result in vehicle queuing that would interfere with the flow of traffic on the City's roadway network.

Summary and Conclusions

The following summarizes the results of this analysis:

- The Project as analyzed in this study involves the following land uses:
    - A seven-story hotel building with a total of 420 rooms, to be operated by Aloft Hotels (219 rooms) and Residence Inn (201 rooms). The hotel would also include amenities such as a restaurant, a lounge, cafes, meeting rooms, a fitness center, and a rooftop amenity deck.
    - The Project would include 673 vehicle parking spaces in a new 4-story detached parking structure in the eastern portion of the Project Site. A surface parking area would provide 250 additional vehicular parking spaces.
- This Project proposes four vehicle access driveways, as summarized below:
    - The existing Marriott driveway on N Hollywood Way connects to an east-west access drive that leads to the porte cochere in front of the hotel for pick-up and drop-off activity.
    - Two new driveways on Thornton Avenue (one of which would replace an existing driveway) connect to a porte cochere along the north side of the proposed hotel, which will have valet pickup and drop off that serves as the only access to the parking garage for guests.
    - The existing driveway on Avon Street will serve delivery vehicles only.

- The operations analysis included analysis of 19 intersections, of which one intersection an all-way stop-controlled intersection and the rest are signalized intersections. The HCM methodology was used for signalized and unsignalized intersections.
- The Project is projected to generate an estimated net increase of 193 external vehicle trips (108 inbound/85 outbound) during the AM peak hour and 269 external vehicle trips (137 inbound/132 outbound) during the PM peak hour.
- In Baseline (2023) conditions, all study intersections operate at LOS D or better.
- In Future (2027) Base conditions, one intersection is projected to operate at LOS D in the AM peak hour and LOS E in the PM peak hour. The remaining 18 intersections are projected to operate at LOS D or better.
- In Future plus Project conditions, the same intersection is projected to operate at LOS D in the AM peak hour and LOS E in the PM peak hour. The remaining 18 intersections are projected to operate at LOS D or better.
- The Project would not add additional delay at any study intersection that would be perceptible to most drivers. The Project would not worsen any location operating at LOS D or better (e.g., increasing LOS D to LOS E or F).
- The driveway analysis shows that the project would not cause delay at any project driveway that would exceed the City's LOS D standard, showing that the addition of project traffic into and out of the site would not affect the City's roadway network. Also, the configuration and access control of these driveways would not cause vehicle queuing that would affect the flow of traffic on the City's roadway network.

Appendix A: Traffic Counts

Prepared by National Data & Surveying Services

N Hollywood Way & Tulare Ave

Peak Hour Turning Movement Count

ID: 23-020436-003
City: Burbank

Day: Thursday
Date: 11/9/2023

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	7:00 AM - 10:00 AM
NOON	NONE
PM	4:30 PM - 07:30 PM

SOUTHBOUND (N Hollywood Way)

AM	97	1810	36	1	756	AM
NOON	0	0	0	0	0	NOON
PM	84	1169	5	3	1638	PM

1 3 1 0

EASTBOUND (Tulare Ave)

AM	NOON	PM	
169	0	144	
1	0	0	0
21	0	75	1
1	0	0	1
47	0	75	0

WESTBOUND (Tulare Ave)

PM	NOON	AM	
36	0	3	0
2	0	3	1
23	0	4	1
0	0	0	0
8	0	47	

CONTROL

Signalized

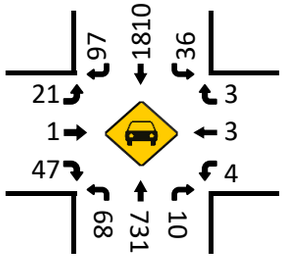
TEV	2833	0	3057
	AM	NOON	PM
PHF	0.99		0.89

0 2 3 0

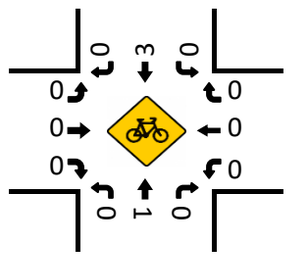
NORTHBOUND (N Hollywood Way)

PM	1267	0	58	1524	3	PM
NOON	0	0	0	0	0	NOON
AM	1861	0	68	731	10	AM

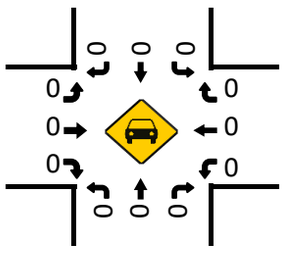
Totals (AM)



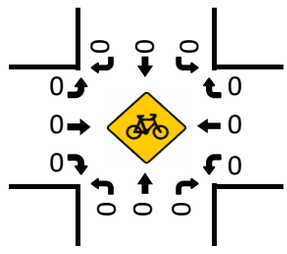
Total Bikes (AM)



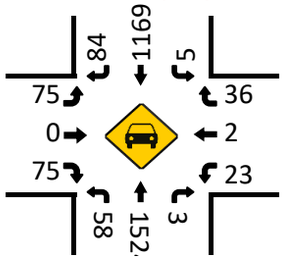
Totals (NOON)



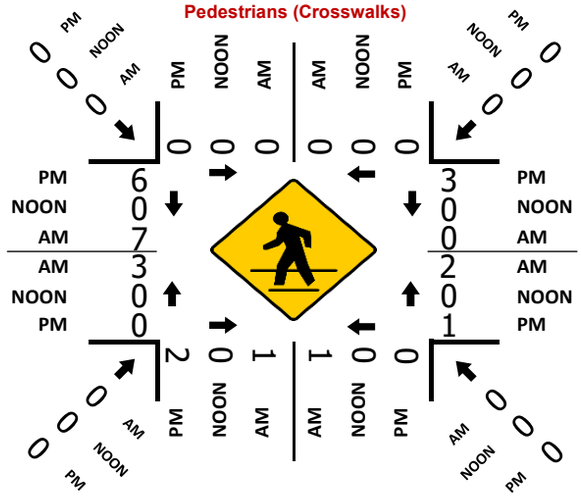
Total Bikes (NOON)



Totals (PM)



Pedestrians (Crosswalks)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Prepared by National Data & Surveying Services

N Hollywood Way & Winona Ave

Peak Hour Turning Movement Count

ID: 23-020436-004
City: Burbank

Day: Thursday
Date: 11/9/2023

PEAK HOURS

AM: 08:00 AM - 09:00 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

AM: 7:00 AM - 10:00 AM
NOON: NONE
PM: 4:30 PM - 07:30 PM

SOUTHBOUND (N Hollywood Way)

AM	26	1745	61	0	832	AM
NOON	0	0	0	0	0	NOON
PM	26	1219	31	0	1558	PM
	0	3	1	0		

EASTBOUND (Winona Ave)

AM	NOON	PM	
57	0	54	
0	0	0	0
3	0	21	1
2	0	5	1
17	0	36	1
AM	NOON	PM	

WESTBOUND (Winona Ave)

PM	NOON	AM	
90	0	28	0
8	0	6	2
92	0	36	1
0	0	0	0
81	0	150	
PM	NOON	AM	

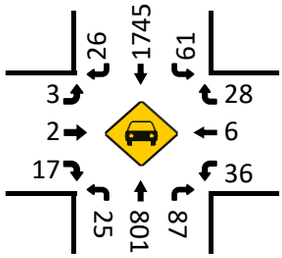
CONTROL: Signalized

TEV	2839 AM	0 NOON	3041 PM
PHF	0.97		0.94

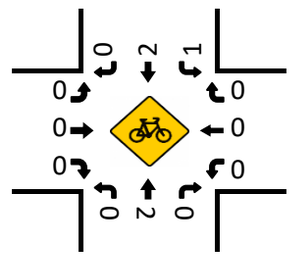
NORTHBOUND (N Hollywood Way)

PM	1348	1	20	1447	45	PM
NOON	0	0	0	0	0	NOON
AM	1800	2	25	801	87	AM
		0	1	3	0	

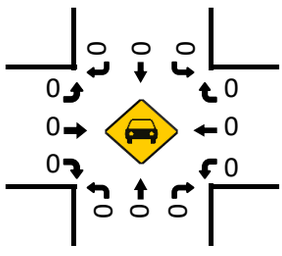
Totals (AM)



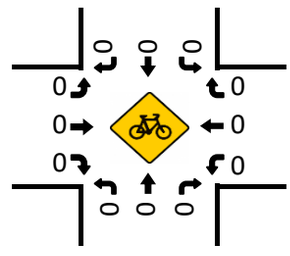
Total Bikes (AM)



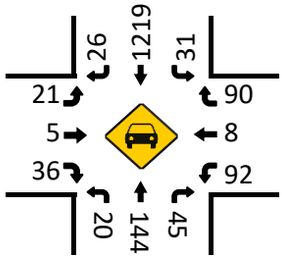
Totals (NOON)



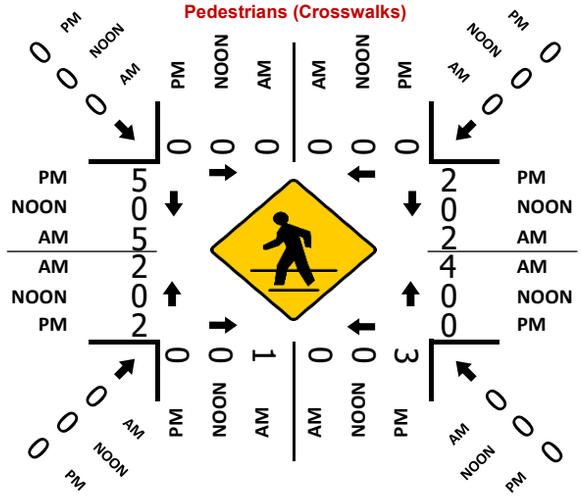
Total Bikes (NOON)



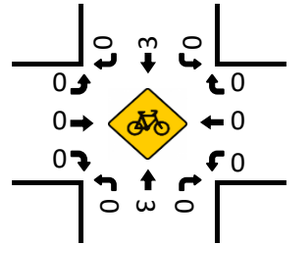
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



Prepared by National Data & Surveying Services

N Hollywood Way & Airport/Thornton Ave

Peak Hour Turning Movement Count

ID: 23-020436-005
City: Burbank

Day: Thursday
Date: 11/9/2023

PEAK HOURS

AM	08:00 AM - 09:00 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	7:00 AM - 10:00 AM
NOON	NONE
PM	4:30 PM - 07:30 PM

SOUTHBOUND (N Hollywood Way)

AM	278	1428	67	0	928	AM
NOON	0	0	0	0	0	NOON
PM	273	1038	56	0	1534	PM
	0	3	1	0		

EASTBOUND (Airport/Thornton Ave)

AM	NOON	PM		
551	0	631		
0	0	0	0	
143	0	302	2	
22	0	36	1	
155	0	170	1	
AM	NOON	PM		

WESTBOUND (Airport/Thornton Ave)

PM	NOON	AM		
79	0	38	0.5	
161	0	123	1.5	
167	0	98	1	
0	0	0	0	
201	0	202		
PM	NOON	AM		

CONTROL

Signalized

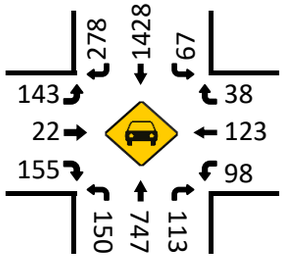
TEV	3369 AM	0 NOON	3752 PM
PHF	0.94		0.95

0 1 3 0

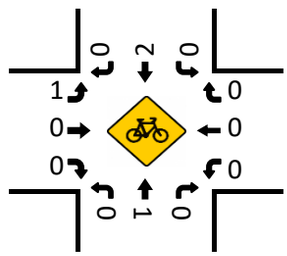
NORTHBOUND (N Hollywood Way)

PM	1386	11	197	1153	109	PM
NOON	0	0	0	0	0	NOON
AM	1688	7	150	747	113	AM

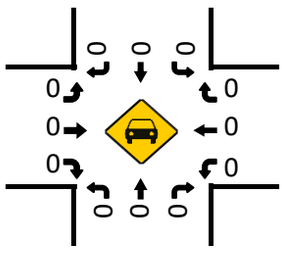
Totals (AM)



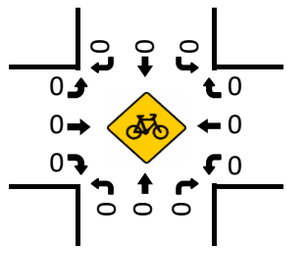
Total Bikes (AM)



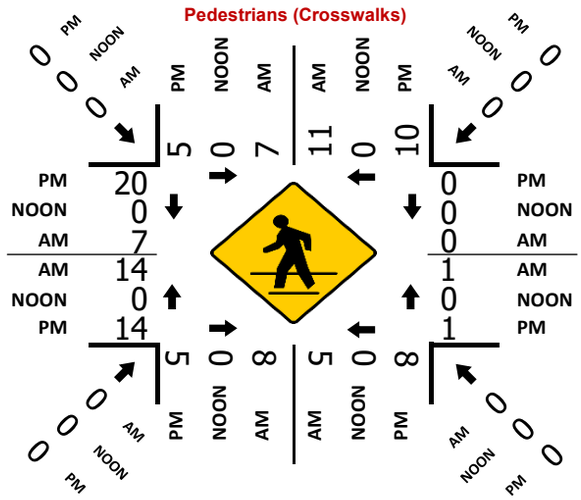
Totals (NOON)



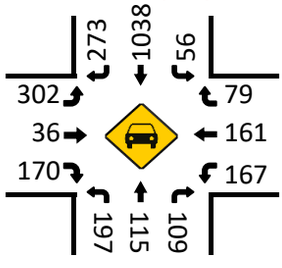
Total Bikes (NOON)



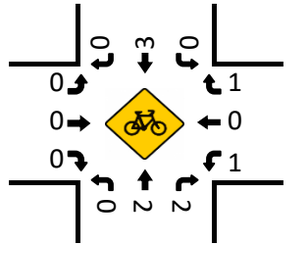
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



Prepared by National Data & Surveying Services

N Hollywood Way & N Avon St

Peak Hour Turning Movement Count

ID: 23-020436-006
City: Burbank

Day: Thursday
Date: 11/9/2023

PEAK HOURS

AM: 08:00 AM - 09:00 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

AM: 7:00 AM - 10:00 AM
NOON: NONE
PM: 4:30 PM - 07:30 PM

SOUTHBOUND (N Hollywood Way)

AM	12	1353	23	0	1010	AM
NOON	0	0	0	0	0	NOON
PM	17	1048	23	0	1374	PM
	0.5	2.5	1	0		

EASTBOUND (N Avon St)

AM	NOON	PM	
101	0	121	
0	0	0	0
73	0	96	1
6	0	7	0.5
23	0	27	0.5
AM	NOON	PM	

WESTBOUND (N Avon St)

	PM	NOON	AM
0.5	121	0	80
0.5	29	0	21
1	89	0	45
0	0	0	0
	66	0	69
	PM	NOON	AM

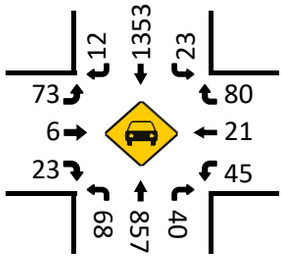
NORTHBOUND (N Hollywood Way)

PM	1164	0	75	1157	36	PM
NOON	0	0	0	0	0	NOON
AM	1421	0	68	857	40	AM
		0	1	2	0	

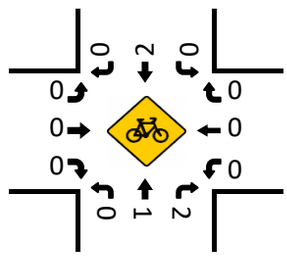
CONTROL: Signalized

TEV	2601	0	2725
	AM	NOON	PM
PHF	0.96		0.96

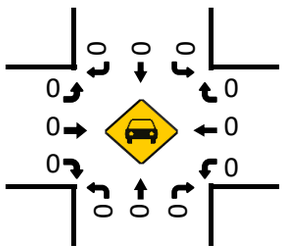
Totals (AM)



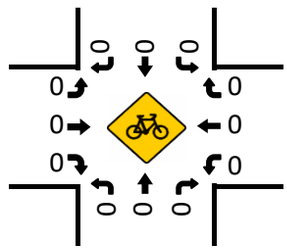
Total Bikes (AM)



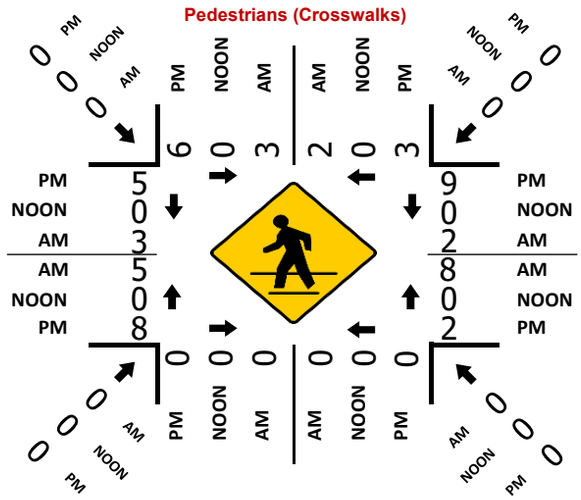
Totals (NOON)



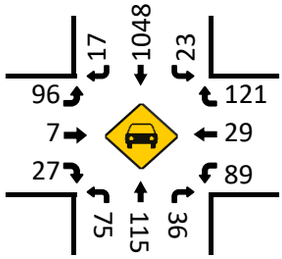
Total Bikes (NOON)



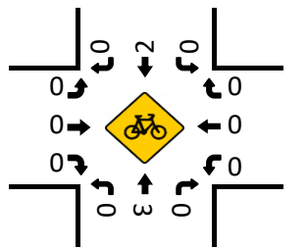
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



Prepared by National Data & Surveying Services

N Hollywood Way & W Empire Ave

Peak Hour Turning Movement Count

ID: 19-05223-005
City: Burbank

Day: Tuesday
Date: 04/23/2019

PEAK HOURS

AM	08:30 AM - 09:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	NONE
PM	04:30 PM - 07:30 PM

N Hollywood Way — SOUTHBOUND

AM	132	0	78	0	0	AM
NOON	0	0	0	0	0	NOON
PM	216	0	37	0	0	PM

1	1	0	0

W Empire Ave — EASTBOUND

AM	NOON	PM	
302	0	751	
0	0	0	0
0	0	0	0
605	0	325	2
0	0	0	0
AM	NOON	PM	

CONTROL

Signalized

TEV	985	0	1113
	AM	NOON	PM
PHF	0.84		0.89

W Empire Ave — WESTBOUND

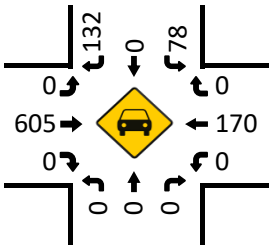
	PM	NOON	AM
0	0	0	0
2	535	0	170
0	0	0	0
0	0	0	0
	362	0	683
	PM	NOON	AM

0	0	0	0	

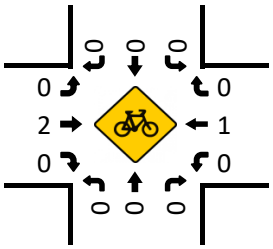
N Hollywood Way — NORTHBOUND

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

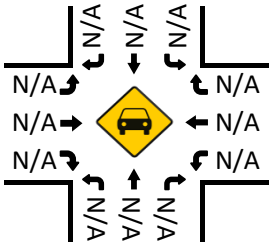
Total Vehicles (AM)



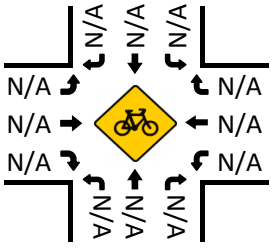
Bikes (AM)



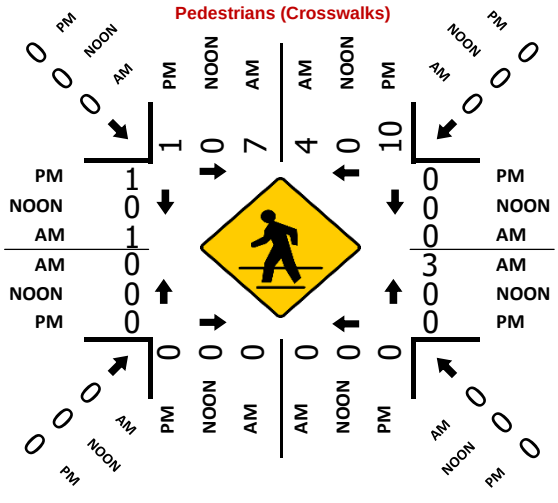
Total Vehicles (Noon)



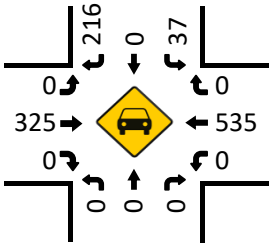
Bikes (NOON)



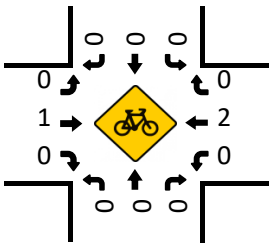
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

N Hollywood Way & W Empire Ave

Peak Hour Turning Movement Count

ID: 19-05223-005
City: Burbank

Day: Wednesday
Date: 04/24/2019

PEAK HOURS

AM: 08:30 AM - 09:30 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 07:00 AM - 10:00 AM
NOON: NONE
PM: 04:30 PM - 07:30 PM

N Hollywood Way — SOUTHBOUND

AM	154	0	100	0	0	AM
NOON	0	0	0	0	0	NOON
PM	224	0	41	0	0	PM

W Empire Ave — EASTBOUND

AM	NOON	PM		
335	0	733	⇦	
1	0	0	↰	0
0	0	0	↱	0
559	0	346	→	2
0	0	0	↳	0
AM	NOON	PM		

W Empire Ave — WESTBOUND

PM	NOON	AM		
0	0	0	↰	0
509	0	180	←	2
0	0	0	↰	0
0	0	0	↰	0
387	0	659	⇨	
PM	NOON	AM		

N Hollywood Way — NORTHBOUND

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

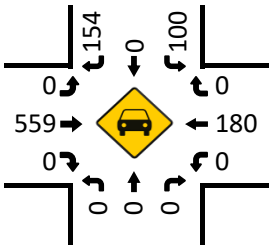
	1	1	0	0
	0	0	0	0

CONTROL

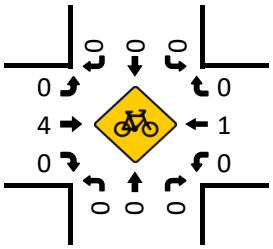
Signalized

TEV	994	0	1120
	AM	NOON	PM
PHF	0.90		0.93

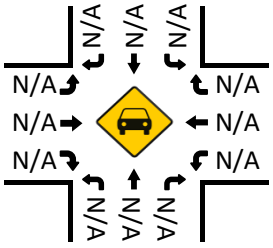
Total Vehicles (AM)



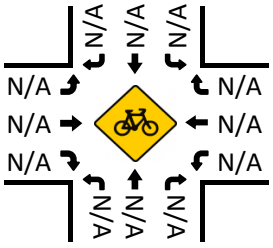
Bikes (AM)



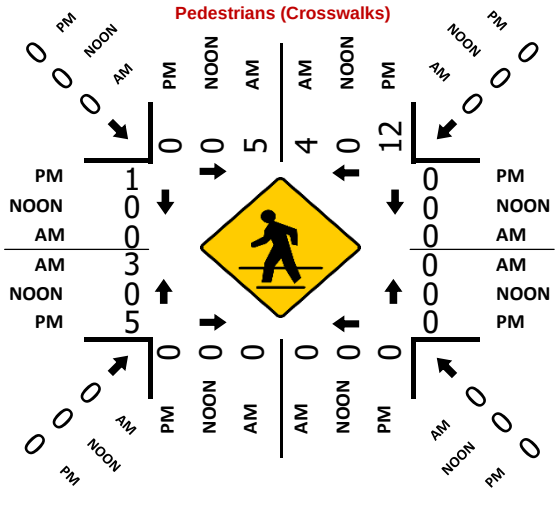
Total Vehicles (NOON)



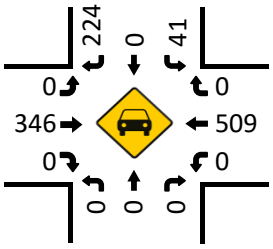
Bikes (NOON)



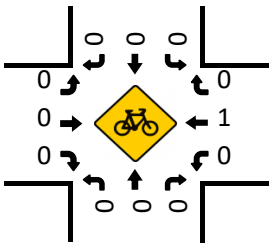
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

N Hollywood Way & W Empire Ave

Peak Hour Turning Movement Count

ID: 19-05223-005
City: Burbank

Day: Thursday
Date: 04/25/2019

PEAK HOURS	COUNT PERIODS
08:45 AM - 09:45 AM	07:00 AM - 10:00 AM
NONE	NONE
05:00 PM - 06:00 PM	04:30 PM - 07:30 PM

N Hollywood Way — SOUTHBOUND

AM	171	0	83	0	0	AM
NOON	0	0	0	0	0	NOON
PM	219	0	41	0	0	PM

W Empire Ave — EASTBOUND

AM	NOON	PM	
361	0	721	
0	0	1	0
0	0	0	0
536	0	382	2
0	0	0	0
AM	NOON	PM	

W Empire Ave — WESTBOUND

PM	NOON	AM	
0	0	0	0
501	0	190	2
0	0	0	0
0	0	1	0
423	0	620	
PM	NOON	AM	

N Hollywood Way — NORTHBOUND

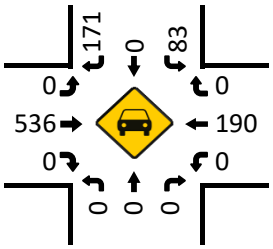
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

	1	1	0	0
	0	0	0	0

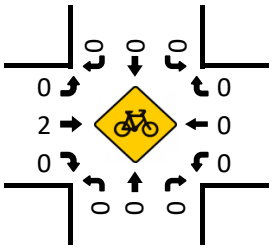
CONTROL: Signalized

TEV	981	0	1144
	AM	NOON	PM
PHF	0.87		0.87

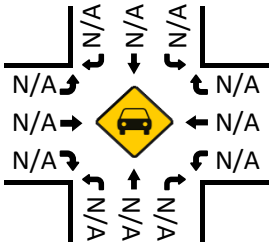
Total Vehicles (AM)



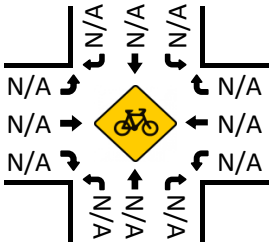
Bikes (AM)



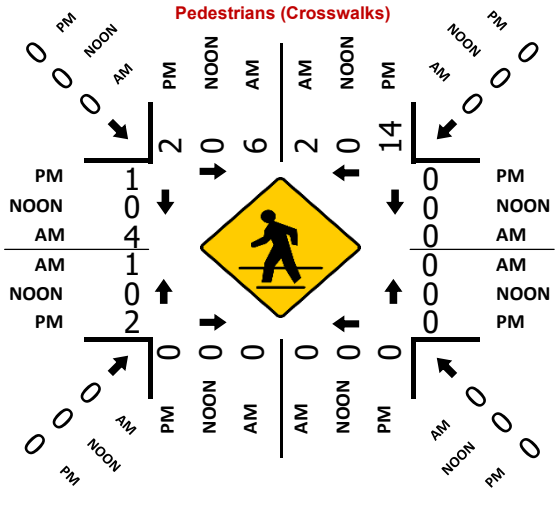
Total Vehicles (Noon)



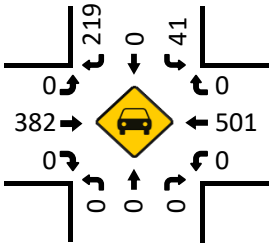
Bikes (NOON)



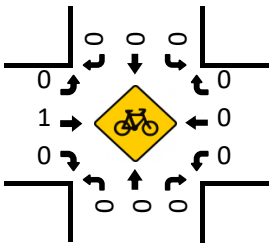
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

N Avon St & Empire Ave

Peak Hour Turning Movement Count

ID: 23-020436-007
City: Burbank

Day: Thursday
Date: 11/9/2023

PEAK HOURS

AM	08:45 AM - 09:45 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	7:00 AM - 10:00 AM
NOON	NONE
PM	4:30 PM - 07:30 PM

SOUTHBOUND (N Avon St)

AM	15	0	62	0	175	AM
NOON	0	0	0	0	0	NOON
PM	21	0	53	0	217	PM

EASTBOUND (Empire Ave)

AM	NOON	PM		
318	0	546	⇦	
1	0	0	↶	0
118	0	107	↰	1
452	0	437	→	2
0	0	0	↷	0
AM	NOON	PM		

WESTBOUND (Empire Ave)

PM	NOON	AM		
110	0	57	↶	0
525	0	302	←	2
0	0	0	↰	0
0	0	0	↷	0
490	0	514	⇨	
PM	NOON	AM		

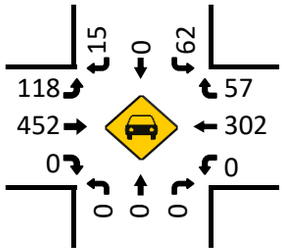
CONTROL: Signalized

TEV	1007 AM	0 NOON	1253 PM
PHF	0.91		0.94

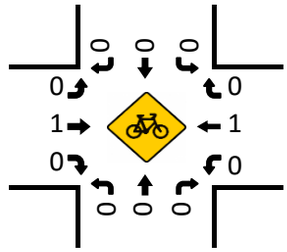
NORTHBOUND (N Avon St)

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

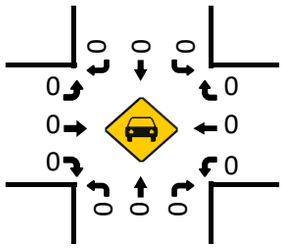
Totals (AM)



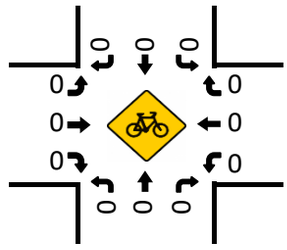
Total Bikes (AM)



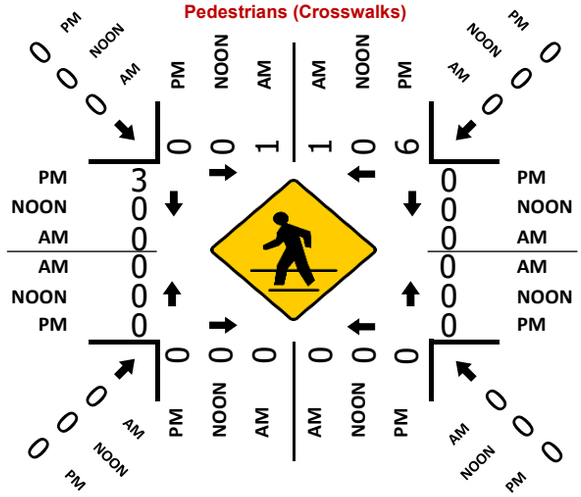
Totals (NOON)



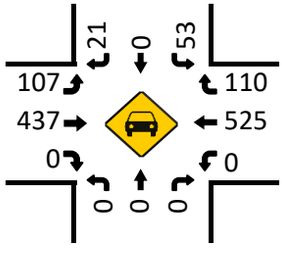
Total Bikes (NOON)



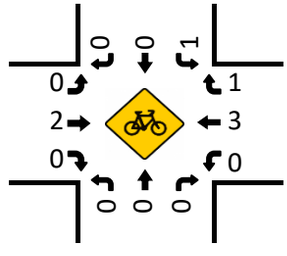
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



Prepared by National Data & Surveying Services

Bob Hope Airport Dr & W Empire Ave

Peak Hour Turning Movement Count

ID: 19-05223-007
City: Burbank

Day: Tuesday
Date: 04/23/2019

PEAK HOURS

AM	08:30 AM - 09:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	NONE
PM	04:30 PM - 07:30 PM

Bob Hope Airport Dr — SOUTHBOUND

AM	5	1	135	1	190	AM
NOON	0	0	0	0	0	NOON
PM	5	0	74	0	125	PM
	0.3	0.3	1.3	0		

W Empire Ave — EASTBOUND

AM	NOON	PM	
262	0	712	
0	0	0	0
149	0	82	1
473	0	258	1
1	0	3	0

W Empire Ave — WESTBOUND

PM	NOON	AM	
43	0	40	0
707	0	256	2
1	0	0	0
0	0	0	0
332	0	609	

CONTROL

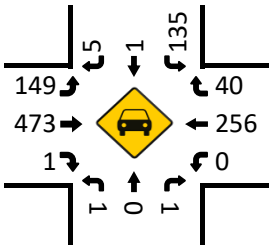
Signalized

TEV	1063	0	1173
	AM	NOON	PM
PHF	0.89		0.93

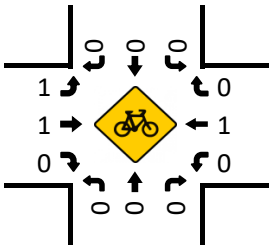
Bob Hope Airport Dr — NORTHBOUND

	0	0	0	0		
PM	4	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	2	0	1	0	1	AM

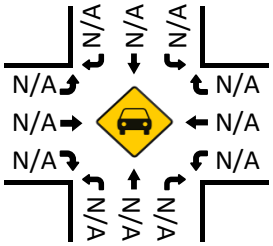
Total Vehicles (AM)



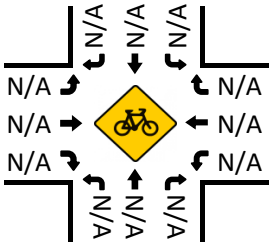
Bikes (AM)



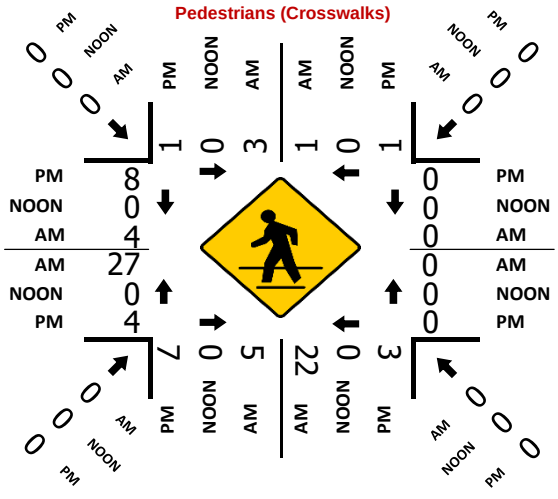
Total Vehicles (Noon)



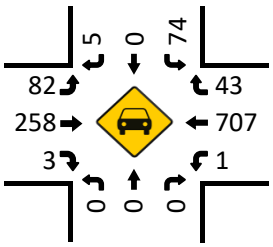
Bikes (NOON)



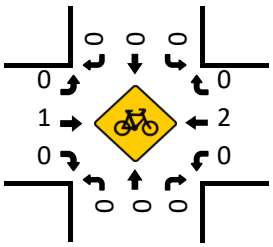
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Bob Hope Airport Dr & W Empire Ave

Peak Hour Turning Movement Count

ID: 19-05223-007
City: Burbank

Day: Wednesday
Date: 04/24/2019

PEAK HOURS

AM	08:30 AM - 09:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	NONE
PM	04:30 PM - 07:30 PM

SOUTHBOUND — Bob Hope Airport Dr

AM	10	1	136	0	178	AM
NOON	0	0	0	0	0	NOON
PM	4	2	78	0	100	PM
	0.3	0.3	1.3	0		

EASTBOUND — W Empire Ave

AM	NOON	PM	
302	0	698	
0	0	0	0
143	0	68	1
419	0	251	1
6	0	1	0

WESTBOUND — W Empire Ave

PM	NOON	AM	
32	0	35	0
694	0	292	2
0	0	2	0
0	0	0	0
329	0	555	

NORTHBOUND — Bob Hope Airport Dr

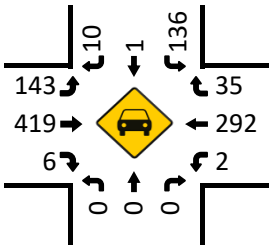
PM	3	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	9	0	0	0	0	AM
		0	0	0	0	

CONTROL

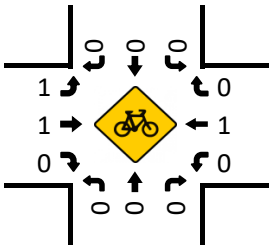
Signalized

TEV	1044 AM	0 NOON	1130 PM
PHF	0.94		0.98

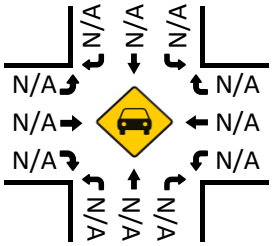
Total Vehicles (AM)



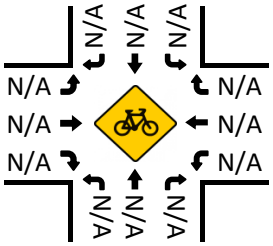
Bikes (AM)



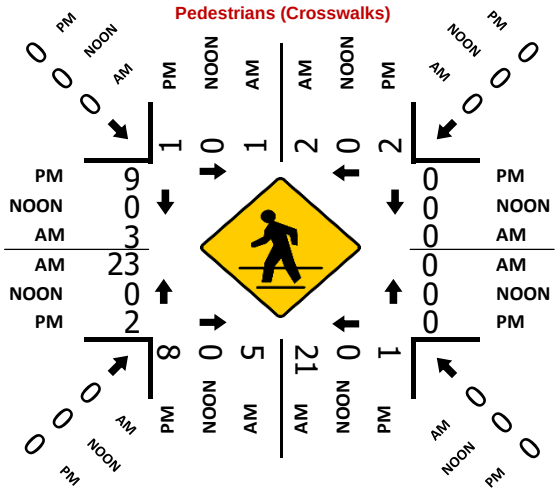
Total Vehicles (Noon)



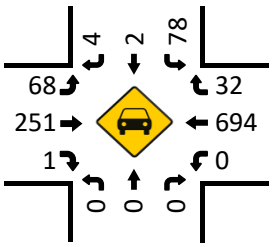
Bikes (NOON)



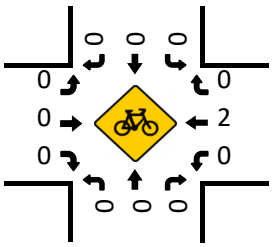
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Bob Hope Airport Dr & W Empire Ave

Peak Hour Turning Movement Count

ID: 19-05223-007
City: Burbank

Day: Thursday
Date: 04/25/2019

PEAK HOURS

AM	08:15 AM - 09:15 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	NONE
PM	04:30 PM - 07:30 PM

Bob Hope Airport Dr — SOUTHBOUND

AM	6	1	125	2	172	AM
NOON	0	0	0	0	0	NOON
PM	8	0	97	2	144	PM

0.3 0.3 1.3 0

W Empire Ave — EASTBOUND

AM	NOON	PM		
310	0	675	⇦	
0	0	0	↶	0
124	0	100	↱	1
406	0	281	→	1
8	0	2	↳	0
AM	NOON	PM		

CONTROL

Signalized

	AM	NOON	PM
TEV	1022	0	1200
PHF	0.91		0.88

W Empire Ave — WESTBOUND

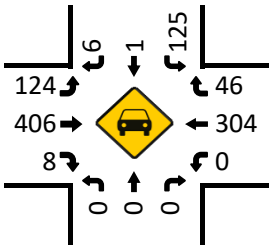
PM	NOON	AM		
			⇨	
42	0	46	↷	0
667	0	304	←	2
1	0	0	↰	0
0	0	0	↲	0
378	0	531		
PM	NOON	AM		

0 0 0 0

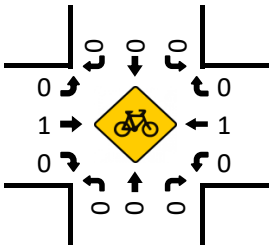
Bob Hope Airport Dr — NORTHBOUND

PM	3	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	9	0	0	0	0	AM

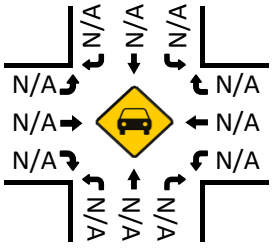
Total Vehicles (AM)



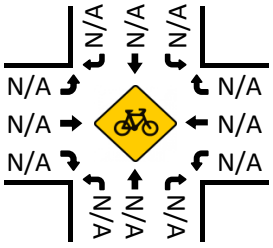
Bikes (AM)



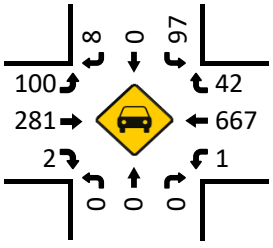
Total Vehicles (Noon)



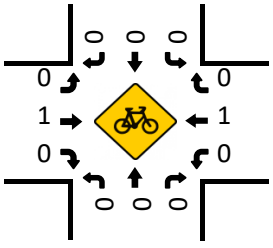
Bikes (NOON)



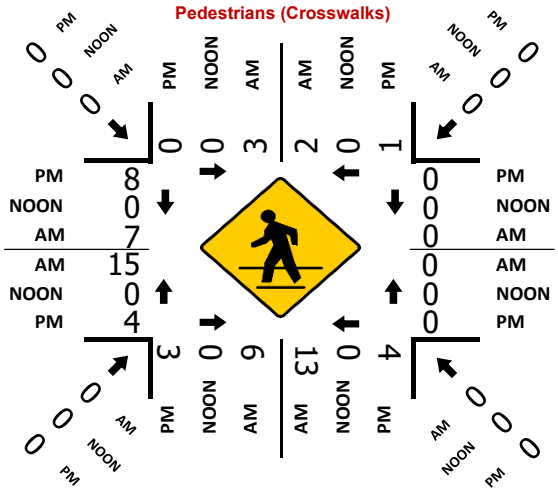
Total Vehicles (PM)



Bikes (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

N Hollywood Way & Victory Blvd

Peak Hour Turning Movement Count

ID: 23-020436-046
City: Burbank

Day: Tuesday
Date: 11/28/2023

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	7:00 AM - 10:00 AM
NOON	NONE
PM	4:30 PM - 07:30 PM

N Hollywood Way — SOUTHBOUND

AM	207	1107	141	0	964	AM
NOON	0	0	0	0	0	NOON
PM	238	959	201	0	1296	PM

EASTBOUND (Victory Blvd)

AM	NOON	PM		
771	0	1234	⇦	
0	0	0	↶	0
201	0	227	↱	1
763	0	698	→	2
129	0	107	↴	1
AM	NOON	PM		

WESTBOUND (Victory Blvd)

PM	NOON	AM		
117	0	72	↰	1
839	0	491	←	2
110	0	96	↰	1
0	0	0	↷	0
993	0	991	⇨	
PM	NOON	AM		

CONTROL

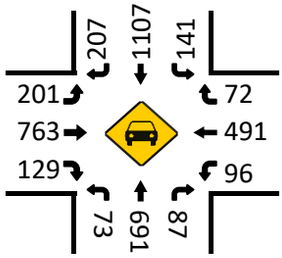
Signalized

TEV	4058 AM	0 NOON	4699 PM
PHF	0.85		0.97

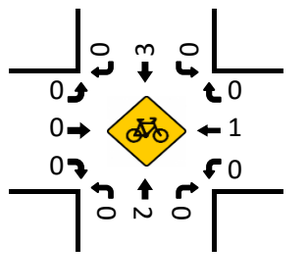
N Hollywood Way — NORTHBOUND

PM	1176	0	157	952	94	PM
NOON	0	0	0	0	0	NOON
AM	1332	0	73	691	87	AM

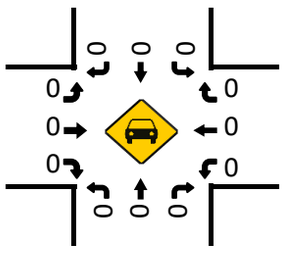
Totals (AM)



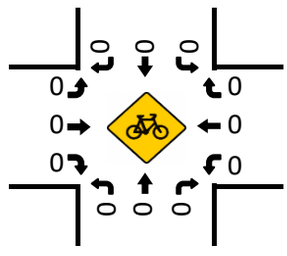
Total Bikes (AM)



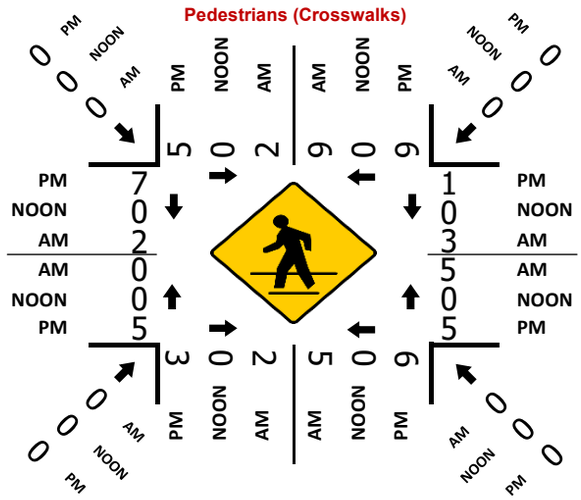
Totals (NOON)



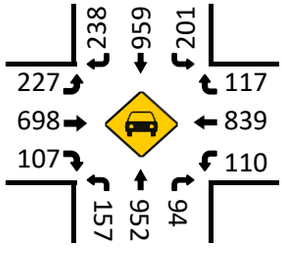
Total Bikes (NOON)



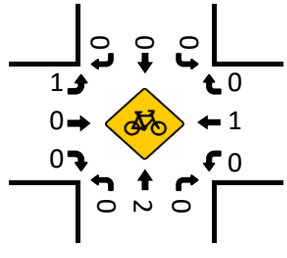
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



Prepared by National Data & Surveying Services

N Hollywood Way & W Burbank Blvd

Peak Hour Turning Movement Count

ID: 23-020436-047
City: Burbank

Day: Thursday
Date: 11/16/2023

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	7:00 AM - 10:00 AM
NOON	NONE
PM	4:30 PM - 07:30 PM

SOUTHBOUND (N Hollywood Way)

AM	106	1136	169	0	856	AM
NOON	0	0	0	0	0	NOON
PM	129	765	139	0	1248	PM
	0	2	1	0		

EASTBOUND (W Burbank Blvd)

AM	NOON	PM		
626	0	879		
0	0	0	0	
158	0	196	1	
507	0	636	2	
26	0	27	0	
AM	NOON	PM		

WESTBOUND (W Burbank Blvd)

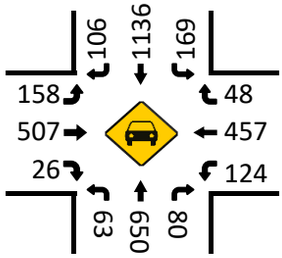
	PM	NOON	AM
1	113	0	48
2	663	0	457
1	159	0	124
0	0	0	0
	880	0	756
	PM	NOON	AM

NORTHBOUND (N Hollywood Way)

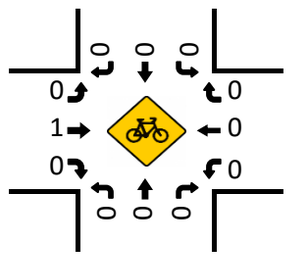
	0	1	2	0		
PM	951	0	87	939	105	PM
NOON	0	0	0	0	0	NOON
AM	1286	0	63	650	80	AM

CONTROL			
Signalized			
TEV	3524 AM	0 NOON	3958 PM
PHF	0.93		0.98

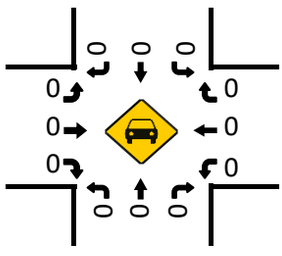
Totals (AM)



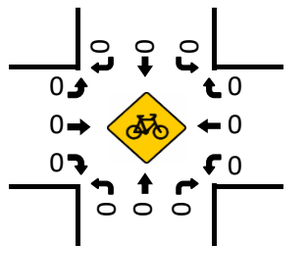
Total Bikes (AM)



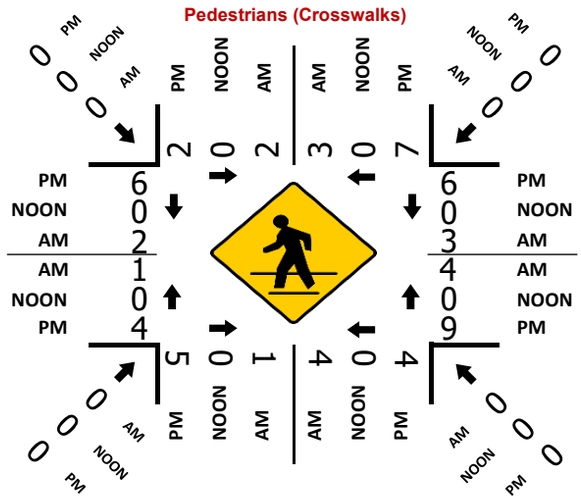
Totals (NOON)



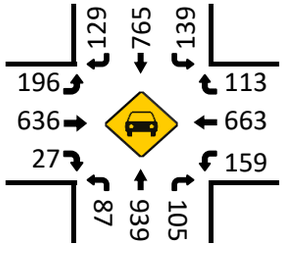
Total Bikes (NOON)



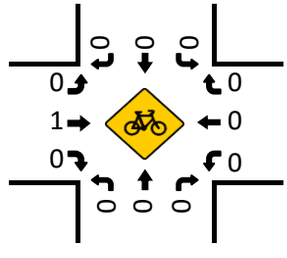
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



Prepared by National Data & Surveying Services

N Buena Vista St & I-5 NB Ramps

Peak Hour Turning Movement Count

ID: 23-020436-013
City: Burbank

Day: Thursday
Date: 11/16/2023

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 7:00 AM - 10:00 AM
NOON: NONE
PM: 4:30 PM - 07:30 PM

SOUTHBOUND (N Buena Vista St)

AM	85	449	0	0	424	AM
NOON	0	0	0	0	0	NOON
PM	64	337	0	0	688	PM

EASTBOUND (I-5 NB Ramps)

AM	NOON	PM		
371	0	679	⇦	
0	0	0	↰	0
165	0	223	↱	1
0	0	0	→	0
592	0	576	↱	1

WESTBOUND (I-5 NB Ramps)

PM	NOON	AM		
0	0	0	↱	0
0	0	0	←	0
0	0	0	↰	0
0	0	0	↰	0
0	0	0	⇨	

NORTHBOUND (N Buena Vista St)

PM	913	0	615	465	0	PM
NOON	0	0	0	0	0	NOON
AM	1041	0	286	259	0	AM

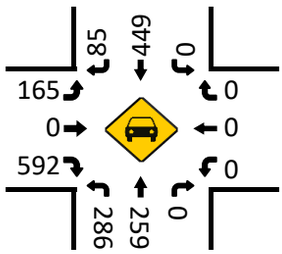
⇩	↶	↰	↑	↱
	0	1	1	0

CONTROL

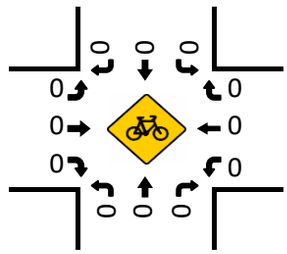
Signalized

TEV	1836	0	2280
	AM	NOON	PM
PHF	0.97		0.95

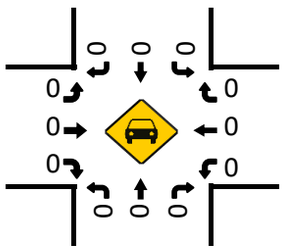
Totals (AM)



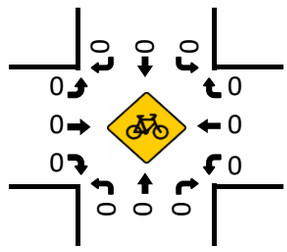
Total Bikes (AM)



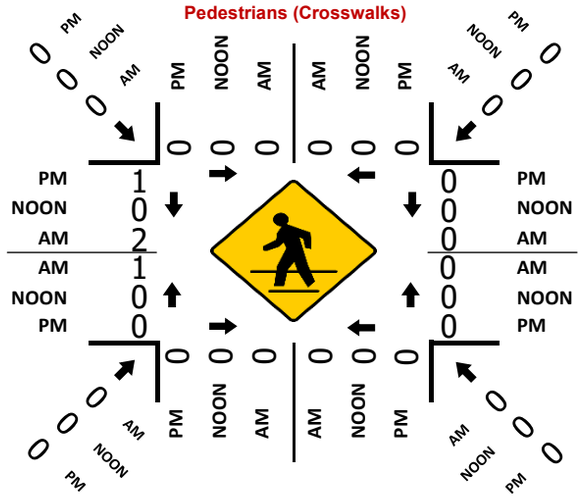
Totals (NOON)



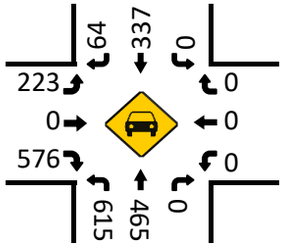
Total Bikes (NOON)



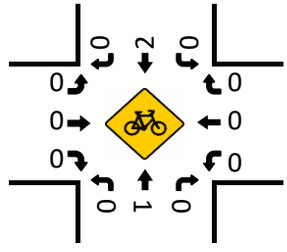
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



Prepared by National Data & Surveying Services

I-5 SB Ramps & N San Fernando Blvd

Peak Hour Turning Movement Count

ID: 23-020436-011
City: Burbank

Day: Thursday
Date: 11/16/2023

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	7:00 AM - 10:00 AM
NOON	NONE
PM	4:30 PM - 07:30 PM

SOUTHBOUND (I-5 SB Ramps)

AM	46	0	353	0	452	AM
NOON	0	0	0	0	0	NOON
PM	17	0	245	1	538	PM

EASTBOUND (N San Fernando Blvd)

AM	NOON	PM		
193	0	164		
0	0	0	0	
195	0	300	1	
65	0	105	1	
0	0	0	0	
AM	NOON	PM		

WESTBOUND (N San Fernando Blvd)

PM	NOON	AM	
237	0	257	0
147	0	147	1
0	0	0	0
0	0	0	0
350	0	418	
PM	NOON	AM	

NORTHBOUND (I-5 SB Ramps)

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

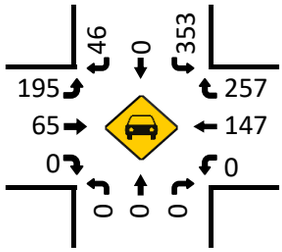
	0.5	0	1.5	0
	0	0	0	0

CONTROL

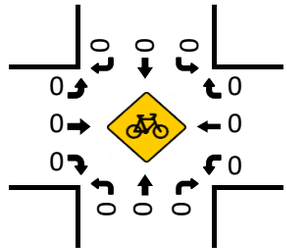
3-Way Stop(SB/EB/WB)

TEV	1063 AM	0 NOON	1052 PM
PHF	0.90		0.92

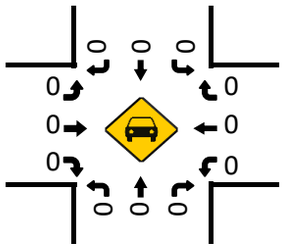
Totals (AM)



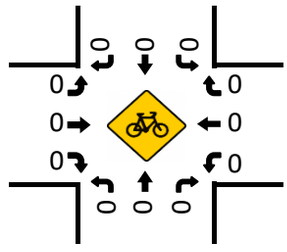
Total Bikes (AM)



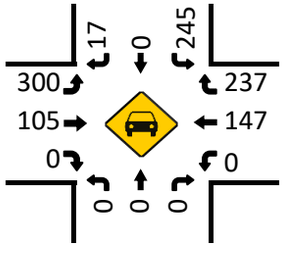
Totals (NOON)



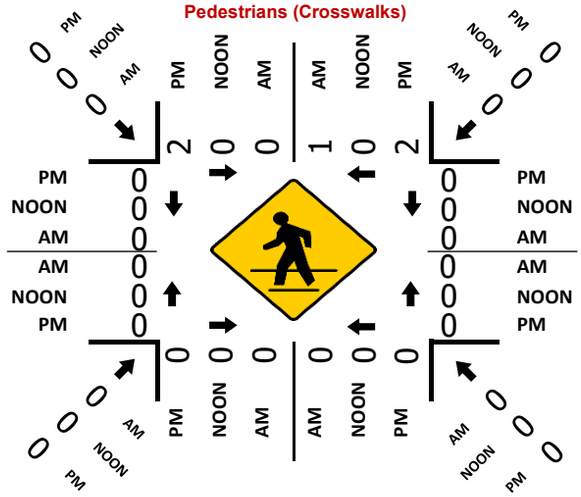
Total Bikes (NOON)



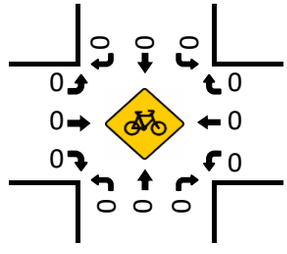
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



Prepared by National Data & Surveying Services

N Buena Vista St & Winona Ave

Peak Hour Turning Movement Count

ID: 23-020436-014
City: Burbank

Day: Thursday
Date: 11/16/2023

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	7:00 AM - 10:00 AM
NOON	NONE
PM	4:30 PM - 07:30 PM

SOUTHBOUND (N Buena Vista St)

AM	204	781	49	0	543	AM
NOON	0	0	0	0	0	NOON
PM	146	741	26	0	1084	PM
	0	2	1	0		

EASTBOUND (Winona Ave)

AM	NOON	PM	
405	0	386	
0	0	0	0
43	0	65	0.5
73	0	47	0.5
311	0	231	1
AM	NOON	PM	

WESTBOUND (Winona Ave)

PM	NOON	AM	
37	0	66	0.5
31	0	86	0.5
150	0	247	1
0	0	0	0
PM	NOON	AM	
332	0	314	

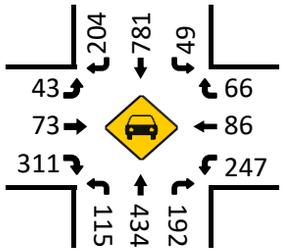
CONTROL: Signalized

TEV	2601 AM	0 NOON	2924 PM
PHF	0.95		0.93

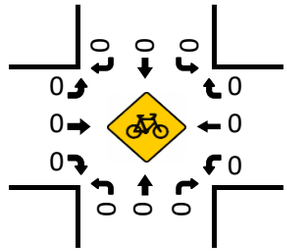
	0	1	2	0	
PM	1122	0	209	982	259	PM
NOON	0	0	0	0	0	NOON
AM	1339	0	115	434	192	AM

NORTHBOUND (N Buena Vista St)

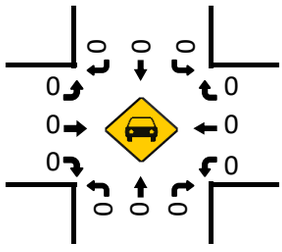
Totals (AM)



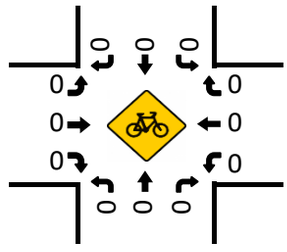
Total Bikes (AM)



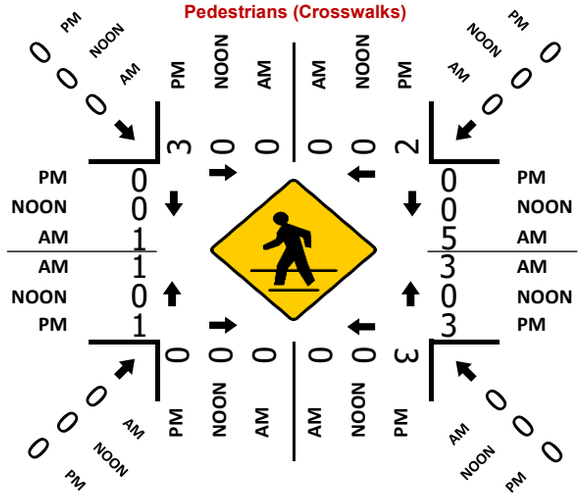
Totals (NOON)



Total Bikes (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
3
0
2
0
0
0
0
1
1
0
1
0
0
0
0
0
0
0
0
0
0
0

Prepared by National Data & Surveying Services

N Buena Vista St & N San Fernando Blvd

Peak Hour Turning Movement Count

ID: 23-020436-050
City: Burbank

Day: Thursday
Date: 11/16/2023

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	7:00 AM - 10:00 AM
NOON	NONE
PM	4:30 PM - 07:30 PM

SOUTHBOUND (N Buena Vista St)

AM	362	811	169	0	743	AM
NOON	0	0	0	0	0	NOON
PM	274	665	191	0	1459	PM
	1	2	1	0		

EASTBOUND (N San Fernando Blvd)

AM	NOON	PM		
551	0	635		
0	0	0	0	
124	0	247	1	
237	0	270	2	
82	0	72	0	
AM	NOON	PM		

WESTBOUND (N San Fernando Blvd)

	PM	NOON	AM
1	430	0	151
2	297	0	148
1	83	0	37
0	0	0	0
	498	0	427
	PM	NOON	AM

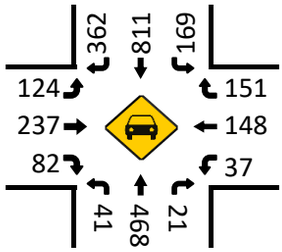
CONTROL: Signalized

TEV	2651 AM	0 NOON	3412 PM
PHF	0.98		0.94

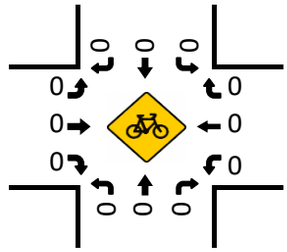
NORTHBOUND (N Buena Vista St)

	0	1	2	0		
PM	820	0	64	782	37	PM
NOON	0	0	0	0	0	NOON
AM	930	0	41	468	21	AM

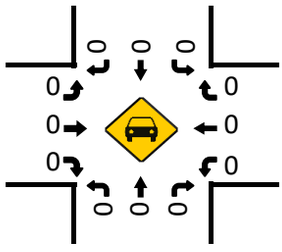
Totals (AM)



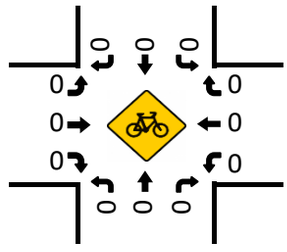
Total Bikes (AM)



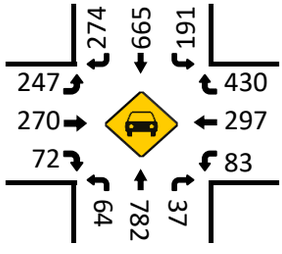
Totals (NOON)



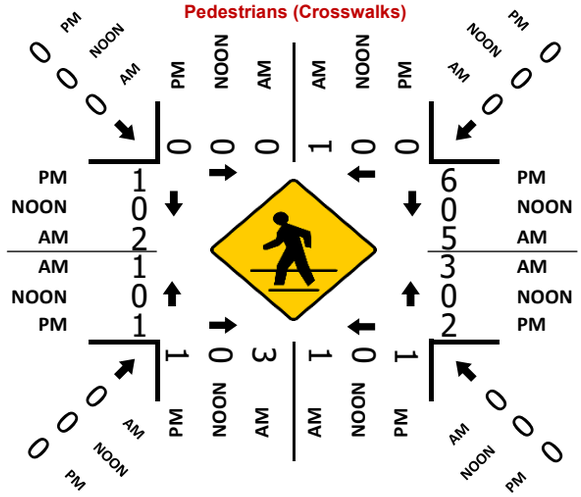
Total Bikes (NOON)



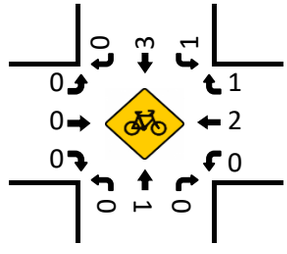
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



Prepared by National Data & Surveying Services

N Ontario St & Thornton Ave

Peak Hour Turning Movement Count

ID: 23-020436-009
City: Burbank

Day: Thursday
Date: 11/9/2023

PEAK HOURS

AM: 08:15 AM - 09:15 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

AM: 7:00 AM - 10:00 AM
NOON: NONE
PM: 4:30 PM - 07:30 PM

SOUTHBOUND (N Ontario St)

AM	15	10	12	0	56	AM
NOON	0	0	0	0	0	NOON
PM	39	32	11	0	60	PM

EASTBOUND (Thornton Ave)

AM	NOON	PM		
287	0	347	⇦	
1	0	0	↶	0
19	0	14	↱	1
93	0	148	→	1
64	0	46	↴	0

WESTBOUND (Thornton Ave)

PM	NOON	AM		
21	0	17	↰	0
266	0	243	←	1
16	0	26	↰	1
0	0	0	↶	0
181	0	124	⇨	

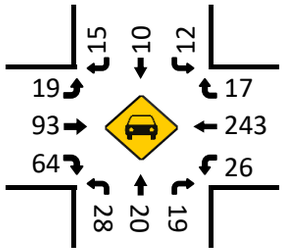
NORTHBOUND (N Ontario St)

PM	94	0	42	25	22	PM
NOON	0	0	0	0	0	NOON
AM	100	0	28	20	19	AM

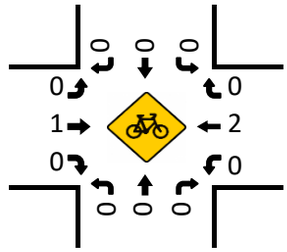
CONTROL: Signalized

TEV	567 AM	0 NOON	682 PM
PHF	0.90		0.93

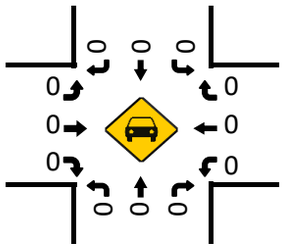
Totals (AM)



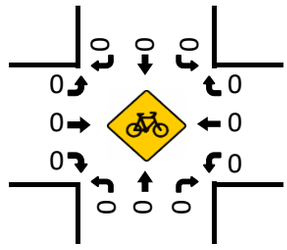
Total Bikes (AM)



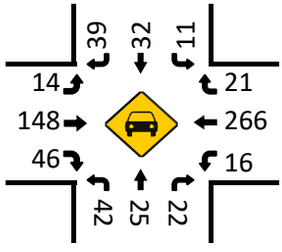
Totals (NOON)



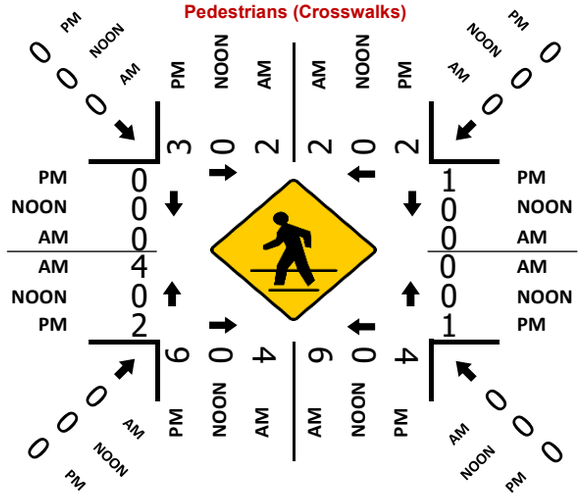
Total Bikes (NOON)



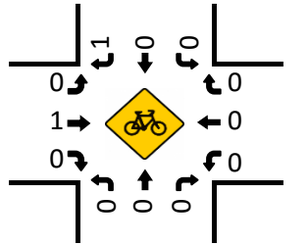
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



Prepared by National Data & Surveying Services

N Ontario St & Empire Ave

Peak Hour Turning Movement Count

ID: 23-020436-010
City: Burbank

Day: Thursday
Date: 11/9/2023

PEAK HOURS

AM: 08:15 AM - 09:15 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

COUNT PERIODS

AM: 7:00 AM - 10:00 AM
NOON: NONE
PM: 4:30 PM - 07:30 PM

SOUTHBOUND (N Ontario St)

AM	32	0	39	0	108	AM
NOON	0	0	0	0	0	NOON
PM	52	0	88	0	82	PM

EASTBOUND (Empire Ave)

AM	NOON	PM	
410	0	602	
1	0	3	0
41	0	27	1
403	0	484	2
0	0	0	0

WESTBOUND (Empire Ave)

PM	NOON	AM	
54	0	66	0
547	0	377	2
0	0	4	1
0	0	1	0
577	0	444	

NORTHBOUND (N Ontario St)

PM	0	0	0	1	5	PM
NOON	0	0	0	0	0	NOON
AM	4	0	0	1	1	AM

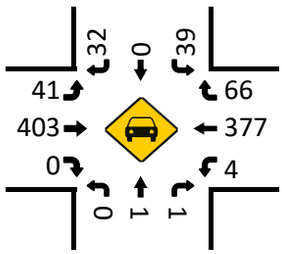
	1	0	1	0
	0	0	1	0

CONTROL

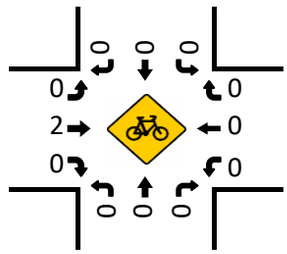
Signalized

TEV	966	0	1261
	AM	NOON	PM
PHF	0.93		0.96

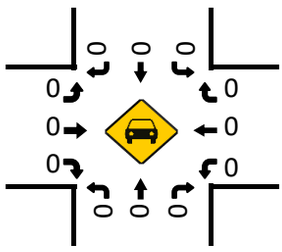
Totals (AM)



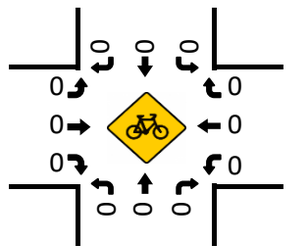
Total Bikes (AM)



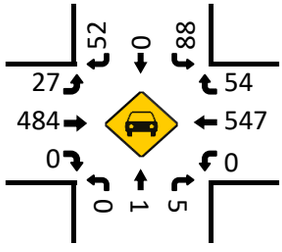
Totals (NOON)



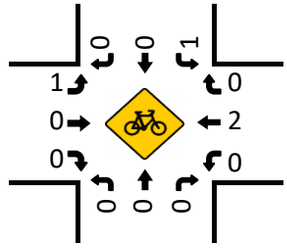
Total Bikes (NOON)



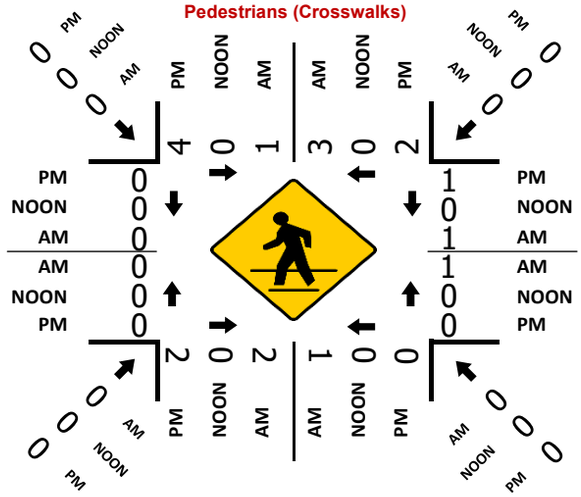
Totals (PM)



Total Bikes (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

N Buena Vista St & Empire Ave

Peak Hour Turning Movement Count

ID: 23-020436-051
City: Burbank

Day: Thursday
Date: 11/16/2023

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

COUNT PERIODS

AM: 7:00 AM - 10:00 AM
NOON: NONE
PM: 4:30 PM - 07:30 PM

SOUTHBOUND (N Buena Vista St)

AM	29	736	80	0	620	AM
NOON	0	0	0	0	0	NOON
PM	37	514	91	0	928	PM
	0	2	2	0		

EASTBOUND (Empire Ave)

AM	NOON	PM	
518	0	647	
0	0	0	0
49	0	45	1
352	0	461	2
135	0	112	1
AM	NOON	PM	

WESTBOUND (Empire Ave)

PM	NOON	AM	
147	0	86	0
503	0	393	2
444	0	397	2
0	0	0	0
1308	0	1066	
PM	NOON	AM	

CONTROL

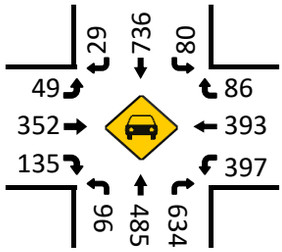
Signalized

TEV	3472 AM	0 NOON	3953 PM
PHF	0.96		0.92

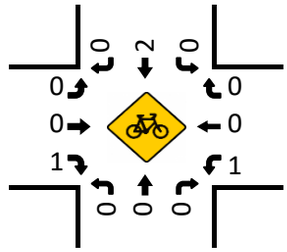
	0	1	2	1		
PM	1070	0	107	736	756	PM
NOON	0	0	0	0	0	NOON
AM	1268	0	96	485	634	AM

NORTHBOUND (N Buena Vista St)

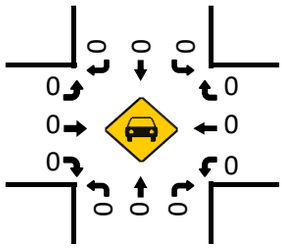
Totals (AM)



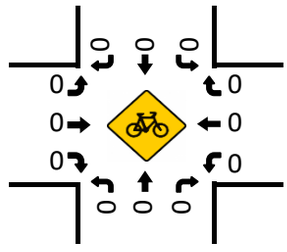
Total Bikes (AM)



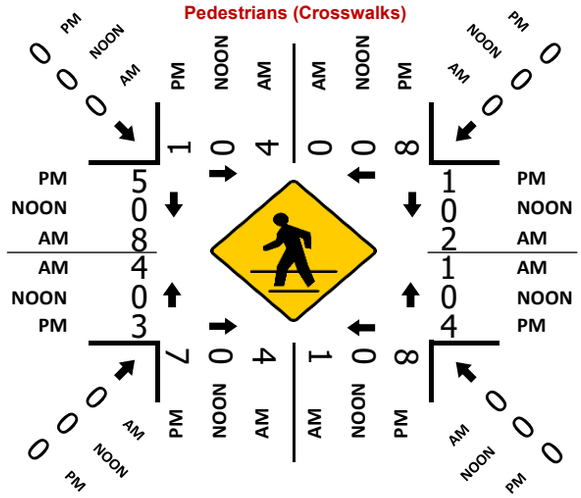
Totals (NOON)



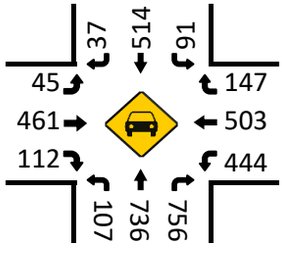
Total Bikes (NOON)



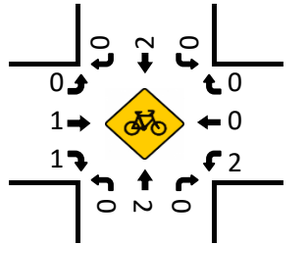
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



Prepared by National Data & Surveying Services

N Buena Vista St & Thornton Ave

Peak Hour Turning Movement Count

ID: 23-020436-015
City: Burbank

Day: Thursday
Date: 11/16/2023

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	7:00 AM - 10:00 AM
NOON	NONE
PM	4:30 PM - 07:30 PM

SOUTHBOUND (N Buena Vista St)

AM	190	733	12	0	536	AM
NOON	0	0	0	0	0	NOON
PM	243	553	11	2	895	PM
	0	2	1	0		

EASTBOUND (Thornton Ave)

AM	NOON	PM		
320	0	354		
0	0	0	0	
33	0	70	1	
25	0	35	1	
102	0	78	0	
AM	NOON	PM		

WESTBOUND (Thornton Ave)

PM	NOON	AM	
17	0	12	0
35	0	16	1
15	0	7	1
0	0	0	0
59	0	54	
PM	NOON	AM	

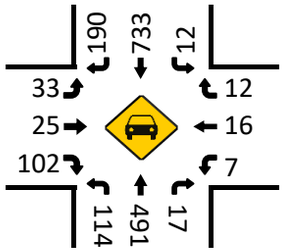
CONTROL: Signalized

TEV	1752 AM	0 NOON	1954 PM
PHF	0.98		0.96

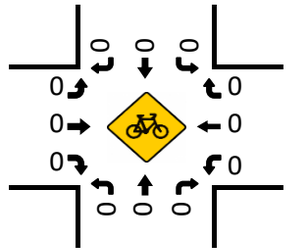
NORTHBOUND (N Buena Vista St)

PM	646	0	76	806	13	PM
NOON	0	0	0	0	0	NOON
AM	842	0	114	491	17	AM
		0	1	2	0	

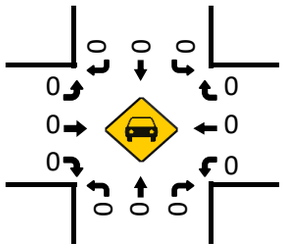
Totals (AM)



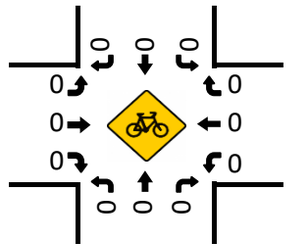
Total Bikes (AM)



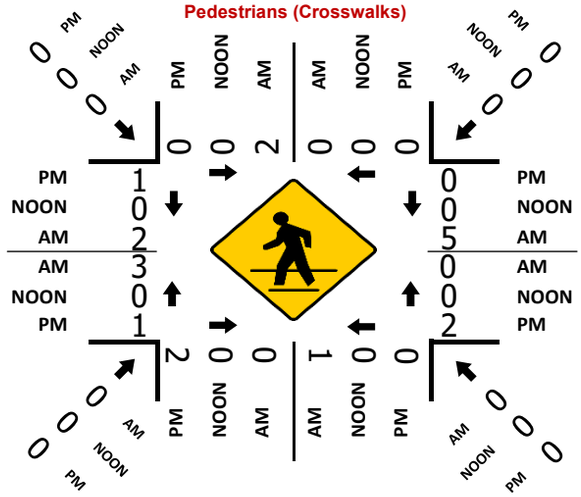
Totals (NOON)



Total Bikes (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
2
1
0
2
3
0
1
2
0
0
0
0
0
0
0
0
0
0
0

Prepared by National Data & Surveying Services

I-5/Golden State Fwy SB Ramps & Empire Ave/N San Fernando Blvd

Peak Hour Turning Movement Count

ID: 23-020436-057
City: Burbank

Day: Thursday
Date: 11/16/2023

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 7:00 AM - 10:00 AM
NOON: NONE
PM: 4:30 PM - 07:30 PM

SOUTHBOUND (I-5/Golden State Fwy SB Ramps)

AM	124	1	279	0	0	AM
NOON	0	0	0	0	0	NOON
PM	186	4	196	0	0	PM

EASTBOUND (Empire Ave/N San Fernando Blvd)

AM	NOON	PM		
1066	0	1094		
0	0	0	0	
0	0	0	0	
387	0	555	2	
580	0	782	1	

WESTBOUND (Empire Ave/N San Fernando Blvd)

PM	NOON	AM	
0	0	0	0
908	0	942	2
187	0	388	2
0	0	0	0
751	0	666	

NORTHBOUND (I-5/Golden State Fwy SB Ramps)

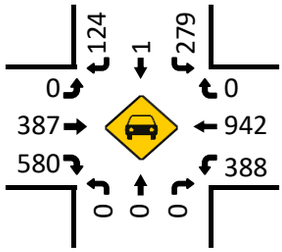
PM	973	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	969	0	0	0	0	AM

	1	0.5	1.5	0
	0	0	0	0

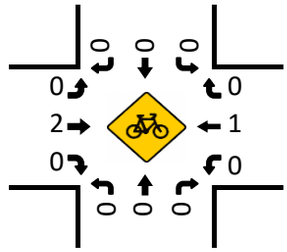
CONTROL: Signalized

TEV	2701 AM	0 NOON	2818 PM
PHF	0.92		0.97

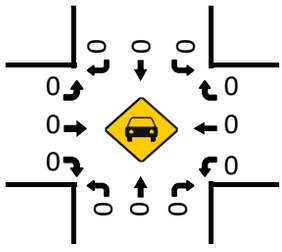
Totals (AM)



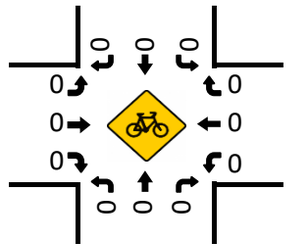
Total Bikes (AM)



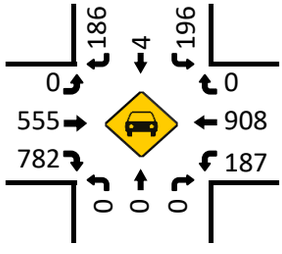
Totals (NOON)



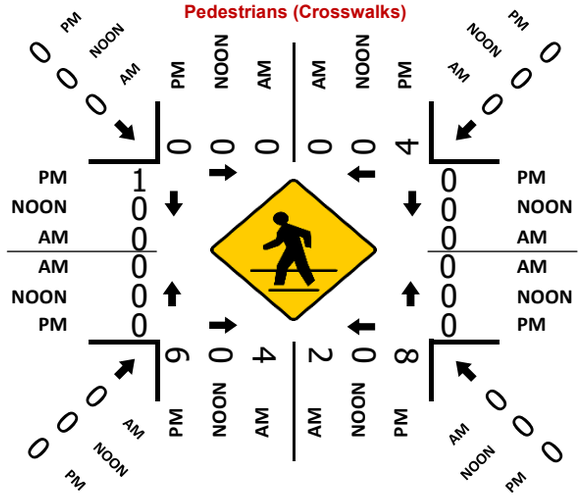
Total Bikes (NOON)



Totals (PM)



Pedestrians (Crosswalks)


PM
NOON
AM
0
1
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0
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0
0
4
0
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0
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0
0
0

Prepared by National Data & Surveying Services

I-5/Golden State Fwy NB Ramps & N San Fernando Blvd

Peak Hour Turning Movement Count

ID: 23-020436-056
City: Burbank

Day: Thursday
Date: 11/16/2023

PEAK HOURS
AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

COUNT PERIODS
7:00 AM - 10:00 AM
NONE
4:30 PM - 07:30 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	2463	0	2442
PHF	0.92		0.96

SOUTHBOUND (I-5/Golden State Fwy NB Ramps)

AM	0	0	0	0	307	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	389	PM

EASTBOUND (N San Fernando Blvd)

AM	NOON	PM	
1341	0	1081	
0	0	0	0
17	0	74	2
637	0	660	2
0	0	0	0

WESTBOUND (N San Fernando Blvd)

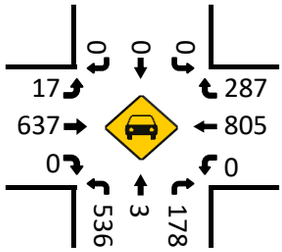
	PM	NOON	AM
0	314	0	287
2	620	0	805
0	0	0	0
0	0	0	0
	972	0	815

NORTHBOUND (I-5/Golden State Fwy NB Ramps)

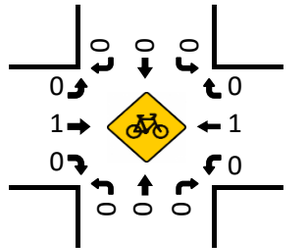
PM	0	0	461	1	312	PM
NOON	0	0	0	0	0	NOON
AM	0	0	536	3	178	AM

0 0 0 0 | 0 1.5 0.5 1

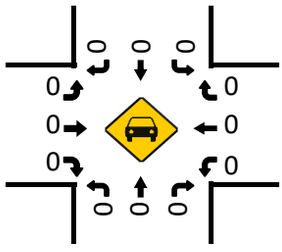
Totals (AM)



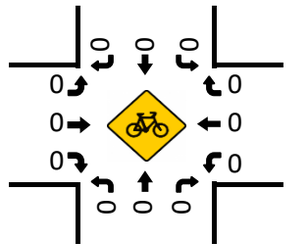
Total Bikes (AM)



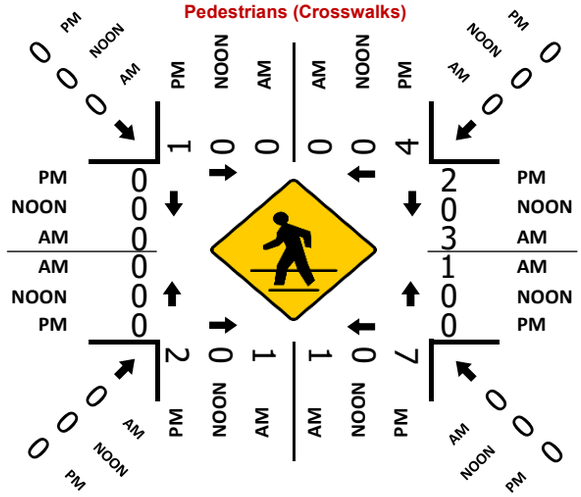
Totals (NOON)



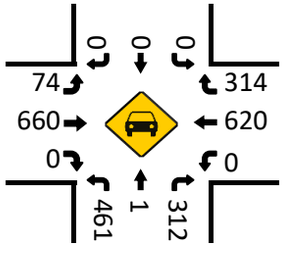
Total Bikes (NOON)



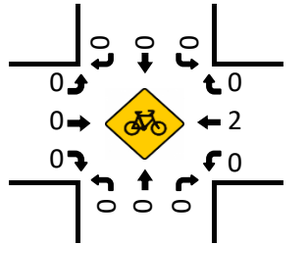
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



Prepared by National Data & Surveying Services

VOLUME

N Hollywood Way Bet Thornton Ave & N Avon St

Day: Tuesday
Date: 10/1/2024

City: Burbank
Project #: CA24_020340_001

DAILY TOTALS	NB	SB	EB	WB	Total
	15,964	17,047	0	0	33,011

15-Minutes Interval

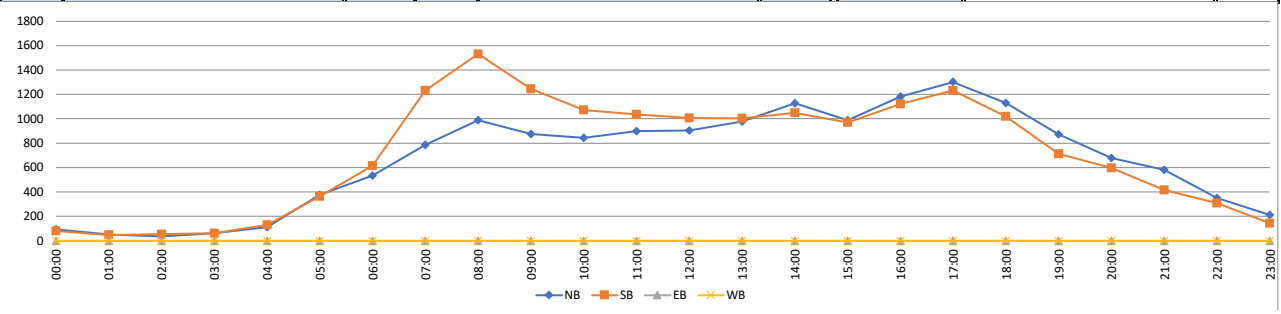
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	31	20			51	12:00	234	282			516
0:15	18	24			42	12:15	240	249			489
0:30	30	19			49	12:30	206	221			427
0:45	15	18			33	12:45	223	255			478
1:00	13	16			29	13:00	247	252			499
1:15	10	13			23	13:15	244	245			489
1:30	9	8			17	13:30	238	245			483
1:45	19	11			30	13:45	248	261			509
2:00	10	18			28	14:00	266	285			551
2:15	6	22			28	14:15	297	241			538
2:30	14	8			22	14:30	285	260			545
2:45	8	7			15	14:45	279	261			540
3:00	10	10			20	15:00	238	263			501
3:15	21	14			35	15:15	245	222			467
3:30	12	12			24	15:30	250	246			496
3:45	19	26			45	15:45	255	239			494
4:00	12	20			32	16:00	278	228			506
4:15	19	21			40	16:15	312	273			585
4:30	32	31			63	16:30	316	325			641
4:45	48	58			106	16:45	276	296			572
5:00	53	53			106	17:00	329	359			688
5:15	85	79			164	17:15	333	314			647
5:30	102	81			183	17:30	319	277			596
5:45	136	151			287	17:45	321	281			602
6:00	133	127			260	18:00	340	289			629
6:15	124	118			242	18:15	280	267			547
6:30	122	158			280	18:30	249	226			475
6:45	155	212			367	18:45	261	238			499
7:00	173	209			382	19:00	235	216			451
7:15	199	245			444	19:15	212	183			395
7:30	203	380			583	19:30	219	160			379
7:45	210	398			608	19:45	207	154			361
8:00	274	395			669	20:00	206	147			353
8:15	216	407			623	20:15	166	168			334
8:30	260	364			624	20:30	145	158			303
8:45	239	365			604	20:45	162	125			287
9:00	207	355			562	21:00	200	112			312
9:15	241	297			538	21:15	173	118			291
9:30	226	305			531	21:30	99	104			203
9:45	202	287			489	21:45	109	81			190
10:00	204	281			485	22:00	120	108			228
10:15	234	279			513	22:15	92	68			160
10:30	213	240			453	22:30	78	72			150
10:45	193	271			464	22:45	61	60			121
11:00	215	261			476	23:00	67	58			125
11:15	235	246			481	23:15	52	33			85
11:30	228	276			504	23:30	47	34			81
11:45	222	253			475	23:45	45	19			64
TOTALS	5660	7469	0	0	13129	TOTALS	10304	9578	0	0	19882
SPLIT %	43%	57%	0%	0%	40%	SPLIT %	52%	48%	0%	0%	60%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	94	81			175
01:00	02:00	51	48			99
02:00	03:00	38	55			93
03:00	04:00	62	62			124
04:00	05:00	111	130			241
05:00	06:00	376	364			740
06:00	07:00	534	615			1149
07:00	08:00	785	1232			2017
08:00	09:00	989	1531			2520
09:00	10:00	876	1244			2120
10:00	11:00	844	1071			1915
11:00	12:00	900	1036			1936
12:00	13:00	903	1007			1910
13:00	14:00	977	1003			1980
14:00	15:00	1127	1047			2174
15:00	16:00	988	970			1958
16:00	17:00	1182	1122			2304
17:00	18:00	1302	1231			2533
18:00	19:00	1130	1020			2150
19:00	20:00	873	713			1586
20:00	21:00	679	598			1277
21:00	22:00	581	415			996
22:00	23:00	351	308			659
23:00	00:00	211	144			355

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	5660	7469			13129
Peak Hour	8:00	7:30			7:45
Peak Volume	989	1580			2524
Peak Hour Factor	0.902	0.971			0.943
Peak Period	12:00	to	00:00		
Volume	10304	9578			19882
Peak Hour	17:15	16:30			16:30
Peak Volume	1313	1294			2548
Peak Hour Factor	0.965	0.901			0.926
Peak Period	07:00	to	09:00		
Volume	1774	2763			4537
Peak Hour	8:00	7:30			7:45
Peak Volume	989	1580			2524
Peak Hour Factor	0.902	0.971			0.943
Peak Period	16:00	to	18:00		
Volume	2484	2353			4837
Peak Hour	17:00	16:30			16:30
Peak Volume	1302	1294			2548
Peak Hour Factor	0.977	0.901			0.926



Prepared by National Data & Surveying Services

VOLUME

Thornton Ave Bet N Hollywood Way & N Ontario St

Day: Tuesday
Date: 10/1/2024

City: Burbank
Project #: CA24_020340_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,665	4,670	7,335

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			3	6	9	12:00			35	76	111
0:15			5	5	10	12:15			41	76	117
0:30			6	2	8	12:30			43	70	113
0:45			1	4	5	12:45			33	67	100
1:00			4	3	7	13:00			38	73	111
1:15			2	4	6	13:15			36	58	94
1:30			0	3	3	13:30			32	72	104
1:45			2	4	6	13:45			38	90	128
2:00			0	3	3	14:00			32	71	103
2:15			3	2	5	14:15			60	78	138
2:30			4	7	11	14:30			54	66	120
2:45			2	2	4	14:45			48	88	136
3:00			1	1	2	15:00			43	85	128
3:15			3	0	3	15:15			33	59	92
3:30			1	5	6	15:30			45	80	125
3:45			4	1	5	15:45			42	71	113
4:00			2	3	5	16:00			31	54	85
4:15			2	12	14	16:15			43	80	123
4:30			6	16	22	16:30			44	71	115
4:45			8	17	25	16:45			40	84	124
5:00			9	20	29	17:00			46	81	127
5:15			25	37	62	17:15			49	82	131
5:30			21	46	67	17:30			54	72	126
5:45			28	64	92	17:45			40	92	132
6:00			20	83	103	18:00			44	85	129
6:15			19	72	91	18:15			37	88	125
6:30			16	53	69	18:30			34	66	100
6:45			30	68	98	18:45			32	51	83
7:00			28	54	82	19:00			36	63	99
7:15			26	69	95	19:15			31	53	84
7:30			36	83	119	19:30			30	47	77
7:45			54	77	131	19:45			28	45	73
8:00			51	61	112	20:00			28	54	82
8:15			66	64	130	20:15			25	39	64
8:30			52	72	124	20:30			25	44	69
8:45			48	66	114	20:45			24	34	58
9:00			42	58	100	21:00			20	55	75
9:15			56	67	123	21:15			29	34	63
9:30			47	60	107	21:30			20	36	56
9:45			48	70	118	21:45			12	36	48
10:00			51	80	131	22:00			22	28	50
10:15			46	67	113	22:15			7	19	26
10:30			34	72	106	22:30			16	22	38
10:45			44	77	121	22:45			10	12	22
11:00			51	75	126	23:00			8	14	22
11:15			45	74	119	23:15			7	11	18
11:30			30	72	102	23:30			12	9	21
11:45			43	62	105	23:45			3	6	9
TOTALS	0	0	1125	1923	3048	TOTALS	0	0	1540	2747	4287
SPLIT %	0%	0%	37%	63%	42%	SPLIT %	0%	0%	36%	64%	58%

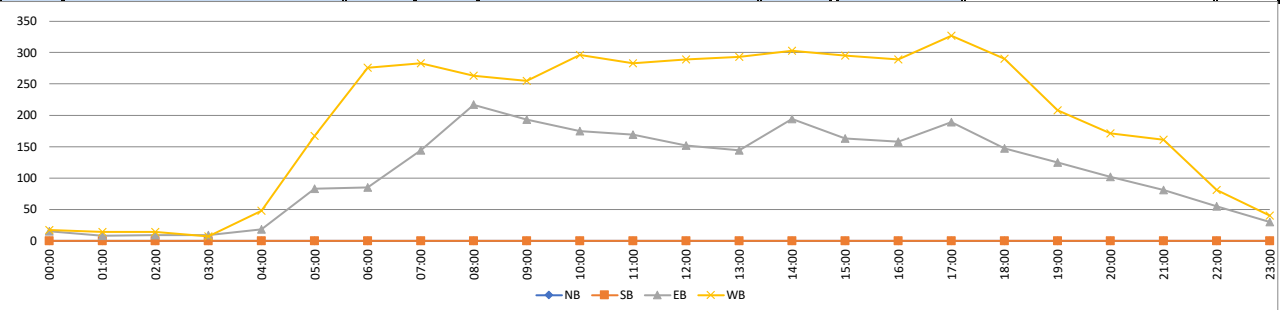
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			15	17	32
01:00	02:00			8	14	22
02:00	03:00			9	14	23
03:00	04:00			9	7	16
04:00	05:00			18	48	66
05:00	06:00			83	167	250
06:00	07:00			85	276	361
07:00	08:00			144	283	427
08:00	09:00			217	263	480
09:00	10:00			193	255	448
10:00	11:00			175	296	471
11:00	12:00			169	283	452
12:00	13:00			152	289	441
13:00	14:00			144	293	437
14:00	15:00			194	303	497
15:00	16:00			163	295	458
16:00	17:00			158	289	447
17:00	18:00			189	327	516
18:00	19:00			147	290	437
19:00	20:00			125	208	333
20:00	21:00			102	171	273
21:00	22:00			81	161	242
22:00	23:00			55	81	136
23:00	00:00			30	40	70

STATISTICS

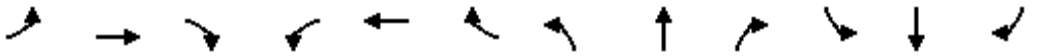
	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			1125	1923	3048
Peak Hour			7:45	10:30	7:45
Peak Volume			223	298	497
Peak Hour Factor			0.845	0.968	0.948
Peak Period	12:00	to	00:00		
Volume			1540	2747	4287
Peak Hour			14:15	17:30	14:15
Peak Volume			205	337	522
Peak Hour Factor			0.854	0.916	0.946
Peak Period	07:00	to	09:00		
Volume			361	546	907
Peak Hour			7:45	7:15	7:45
Peak Volume			223	290	497
Peak Hour Factor			0.845	0.873	0.948
Peak Period	16:00	to	18:00		
Volume			347	616	963
Peak Hour			16:45	17:00	17:00
Peak Volume			189	327	516
Peak Hour Factor			0.875	0.889	0.977



Appendix B: LOS Worksheets

HCM 6th Signalized Intersection Summary
1: Hollywood Way & Tulare Ave

10/02/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1	47	4	3	3	68	731	10	37	1810	97
Future Volume (veh/h)	22	1	47	4	3	3	68	731	10	37	1810	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	22	1	4	4	3	0	69	738	10	37	1828	80
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	140	21	83	138	121	0	228	4354	59	575	3747	1155
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.00	0.13	1.00	1.00	0.74	0.74	0.74
Sat Flow, veh/h	1390	316	1266	1387	1856	0	3428	5150	70	708	5066	1562
Grp Volume(v), veh/h	22	0	5	4	3	0	69	484	264	37	1828	80
Grp Sat Flow(s),veh/h/ln	1390	0	1582	1387	1856	0	1714	1689	1843	708	1689	1562
Q Serve(g_s), s	2.1	0.0	0.4	0.4	0.2	0.0	2.5	0.0	0.0	2.0	20.6	2.0
Cycle Q Clear(g_c), s	2.3	0.0	0.4	0.8	0.2	0.0	2.5	0.0	0.0	2.0	20.6	2.0
Prop In Lane	1.00		0.80	1.00		0.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	140	0	103	138	121	0	228	2855	1558	575	3747	1155
V/C Ratio(X)	0.16	0.00	0.05	0.03	0.02	0.00	0.30	0.17	0.17	0.06	0.49	0.07
Avail Cap(c_a), veh/h	481	0	492	478	577	0	465	2855	1558	575	3747	1155
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.3	0.0	61.4	61.7	61.3	0.0	57.7	0.0	0.0	5.0	7.4	5.0
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.1	0.1	0.0	0.5	0.1	0.2	0.2	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.2	0.1	0.1	0.0	1.1	0.0	0.1	0.3	6.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.9	0.0	61.5	61.8	61.3	0.0	58.3	0.1	0.2	5.2	7.9	5.1
LnGrp LOS	E	A	E	E	E	A	E	A	A	A	A	A
Approach Vol, veh/h		27			7			817			1945	
Approach Delay, s/veh		62.6			61.6			5.1			7.7	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	14.8	110.0		15.1		124.9		15.1				
Change Period (Y+Rc), s	5.5	6.5		6.0		6.5		6.0				
Max Green Setting (Gmax), s	19.0	59.5		43.5		84.0		43.5				
Max Q Clear Time (g_c+I1), s	4.5	22.6		2.8		2.0		4.3				
Green Ext Time (p_c), s	0.1	19.6		0.0		5.2		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		7.6	
HCM 6th LOS		A	

HCM 6th Signalized Intersection Summary
2: Hollywood Way & Winona Ave

10/02/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	2	17	36	6	28	27	801	87	61	1745	26
Future Volume (veh/h)	3	2	17	36	6	28	27	801	87	61	1745	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	3	2	2	37	6	1	28	826	85	63	1799	26
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	142	124	103	143	203	33	324	3465	355	618	3916	57
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.09	1.00	1.00	0.13	1.00	1.00
Sat Flow, veh/h	1391	1856	1537	1395	3028	489	1767	4661	477	1767	5144	74
Grp Volume(v), veh/h	3	2	2	37	3	4	28	597	314	63	1181	644
Grp Sat Flow(s),veh/h/ln	1391	1856	1537	1395	1763	1754	1767	1689	1761	1767	1689	1841
Q Serve(g_s), s	0.3	0.1	0.2	3.6	0.3	0.3	0.5	0.0	0.0	1.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.1	0.2	3.7	0.3	0.3	0.5	0.0	0.0	1.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.28	1.00		0.27	1.00		0.04
Lane Grp Cap(c), veh/h	142	124	103	143	118	118	324	2511	1309	618	2571	1402
V/C Ratio(X)	0.02	0.02	0.02	0.26	0.03	0.03	0.09	0.24	0.24	0.10	0.46	0.46
Avail Cap(c_a), veh/h	481	577	478	483	548	545	417	2511	1309	680	2571	1402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.87	0.87	0.87
Uniform Delay (d), s/veh	61.3	61.0	61.0	62.7	61.1	61.1	3.0	0.0	0.0	2.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.9	0.1	0.1	0.1	0.2	0.4	0.0	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.1	1.3	0.1	0.1	0.1	0.1	0.1	0.3	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	61.1	61.1	63.7	61.2	61.2	3.0	0.2	0.4	2.5	0.5	0.9
LnGrp LOS	E	E	E	E	E	E	A	A	A	A	A	A
Approach Vol, veh/h		7			44			939			1888	
Approach Delay, s/veh		61.2			63.3			0.4			0.7	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	113.1		15.4	14.0	110.6		15.4				
Change Period (Y+Rc), s	4.9	6.5		6.0	4.9	6.5		6.0				
Max Green Setting (Gmax), s	14.6	65.1		43.5	14.0	65.1		43.5				
Max Q Clear Time (g_c+I1), s	2.5	2.0		5.7	3.0	2.0		2.6				
Green Ext Time (p_c), s	0.0	20.9		0.1	0.1	6.8		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	1.7
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
3: Hollywood Way & Airport/Thornton Ave

10/02/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	22	155	98	123	38	157	747	113	67	1428	278
Future Volume (veh/h)	143	22	155	98	123	38	157	747	113	67	1428	278
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	0.48		0.94	1.00		0.96	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	152	23	5	104	131	16	167	795	110	71	1519	281
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	244	224	181	184	390	47	324	2552	350	514	2421	446
Arrive On Green	0.07	0.12	0.12	0.07	0.12	0.12	0.14	1.00	1.00	0.13	1.00	1.00
Sat Flow, veh/h	3428	1856	1498	1767	3146	376	1767	4477	614	1767	4279	789
Grp Volume(v), veh/h	152	23	5	104	72	75	167	598	307	71	1197	603
Grp Sat Flow(s),veh/h/ln	1714	1856	1498	1767	1763	1760	1767	1689	1715	1767	1689	1691
Q Serve(g_s), s	6.0	1.5	0.3	3.7	5.2	5.4	5.5	0.0	0.0	2.1	0.0	0.0
Cycle Q Clear(g_c), s	6.0	1.5	0.3	3.7	5.2	5.4	5.5	0.0	0.0	2.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.36	1.00		0.47
Lane Grp Cap(c), veh/h	244	224	181	184	218	218	324	1925	978	514	1910	957
V/C Ratio(X)	0.62	0.10	0.03	0.57	0.33	0.34	0.52	0.31	0.31	0.14	0.63	0.63
Avail Cap(c_a), veh/h	575	524	423	229	378	377	501	1925	978	635	1910	957
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	63.2	54.8	37.4	60.8	56.0	56.1	9.4	0.0	0.0	9.1	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.2	0.1	1.0	0.9	0.9	0.9	0.4	0.8	0.1	1.4	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.7	0.2	3.6	2.4	2.5	1.9	0.1	0.2	0.8	0.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.8	55.0	37.4	61.8	56.9	57.0	10.4	0.4	0.8	9.2	1.4	2.8
LnGrp LOS	E	E	D	E	E	E	B	A	A	A	A	A
Approach Vol, veh/h		180			251			1072			1871	
Approach Delay, s/veh		63.6			59.0			2.1			2.1	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	85.7	16.0	23.3	14.4	86.3	16.4	22.9
Change Period (Y+Rc), s	5.0	6.5	6.0	6.0	5.0	6.5	6.0	6.0
Max Green Setting (Gmax), s	24.0	39.0	23.5	30.0	19.0	44.0	14.0	39.5
Max Q Clear Time (g_c+I1), s	7.5	2.0	8.0	7.4	4.1	2.0	5.7	3.5
Green Ext Time (p_c), s	0.3	17.5	0.4	0.7	0.1	6.7	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
4: Hollywood Way & Avon St

10/02/2024



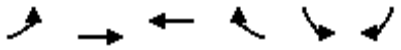
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	6	23	89	29	121	68	857	40	23	1353	12
Future Volume (veh/h)	73	6	23	89	29	121	68	857	40	23	1353	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	76	6	24	93	30	126	71	893	41	24	1409	12
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	147	54	215	259	52	217	118	2283	105	77	2951	25
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.07	0.67	0.67	0.04	0.64	0.64
Sat Flow, veh/h	1215	318	1273	1358	306	1284	1767	3427	157	1767	4593	39
Grp Volume(v), veh/h	76	0	30	93	0	156	71	459	475	24	854	567
Grp Sat Flow(s),veh/h/ln	1215	0	1591	1358	0	1590	1767	1763	1822	1767	1392	1848
Q Serve(g_s), s	8.6	0.0	2.2	8.7	0.0	12.7	5.5	16.5	16.5	1.8	22.1	22.1
Cycle Q Clear(g_c), s	21.3	0.0	2.2	11.0	0.0	12.7	5.5	16.5	16.5	1.8	22.1	22.1
Prop In Lane	1.00		0.80	1.00		0.81	1.00		0.09	1.00		0.02
Lane Grp Cap(c), veh/h	147	0	269	259	0	269	118	1174	1214	77	1789	1188
V/C Ratio(X)	0.52	0.00	0.11	0.36	0.00	0.58	0.60	0.39	0.39	0.31	0.48	0.48
Avail Cap(c_a), veh/h	371	0	562	510	0	562	252	1174	1214	252	1789	1188
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.99	0.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.4	0.0	49.3	53.9	0.0	53.6	63.5	10.5	10.5	64.9	12.9	12.9
Incr Delay (d2), s/veh	2.8	0.0	0.2	0.8	0.0	2.0	3.6	1.0	0.9	1.7	0.9	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.9	3.1	0.0	5.3	2.6	6.3	6.5	0.9	6.7	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.2	0.0	49.4	54.7	0.0	55.6	67.1	11.5	11.5	66.7	13.8	14.3
LnGrp LOS	E	A	D	D	A	E	E	B	B	E	B	B
Approach Vol, veh/h		106			249			1005			1445	
Approach Delay, s/veh		61.5			55.2			15.4			14.9	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.9	96.5		28.7	11.6	99.8		28.7
Change Period (Y+Rc), s	5.5	6.5		5.0	5.5	6.5		5.0
Max Green Setting (Gmax), s	20.0	53.5		49.5	20.0	53.5		49.5
Max Q Clear Time (g_c+I1), s	17.5	24.1		14.7	3.8	18.5		23.3
Green Ext Time (p_c), s	0.1	11.1		1.4	0.0	6.5		0.4

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
5: Empire Ave & N Hollywood Way

10/02/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰	↱
Traffic Volume (veh/h)	0	541	82	0	72	149
Future Volume (veh/h)	0	541	82	0	72	149
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	0	622	94	0	83	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	2707	2707	0	196	
Arrive On Green	0.00	1.00	0.77	0.00	0.11	0.00
Sat Flow, veh/h	0	3711	3711	0	1767	1572
Grp Volume(v), veh/h	0	622	94	0	83	0
Grp Sat Flow(s),veh/h/ln	0	1763	1763	0	1767	1572
Q Serve(g_s), s	0.0	0.0	0.6	0.0	3.9	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.6	0.0	3.9	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2707	2707	0	196	
V/C Ratio(X)	0.00	0.23	0.03	0.00	0.42	
Avail Cap(c_a), veh/h	0	2707	2707	0	465	
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.95	0.99	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	2.5	0.0	37.3	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.1	0.0	1.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.2	2.5	0.0	39.4	0.0
LnGrp LOS	A	A	A	A	D	
Approach Vol, veh/h		622	94		83	
Approach Delay, s/veh		0.2	2.5		39.4	
Approach LOS		A	A		D	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	75.4		14.6		75.4
Change Period (Y+Rc), s	6.3		4.6		6.3
Max Green Setting (Gmax), s	55.4		23.7		55.4
Max Q Clear Time (g_c+I1), s	2.0		5.9		2.6
Green Ext Time (p_c), s	4.5		0.3		0.6

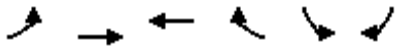
Intersection Summary	
HCM 6th Ctrl Delay	4.5
HCM 6th LOS	A

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
6: Empire Ave & Avon St

10/02/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	119	452	302	57	62	15
Future Volume (veh/h)	119	452	302	57	62	15
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	131	497	332	53	68	4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	831	2802	2022	319	152	9
Arrive On Green	0.08	0.79	0.66	0.66	0.09	0.09
Sat Flow, veh/h	1767	3618	3142	482	1634	96
Grp Volume(v), veh/h	131	497	191	194	73	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1763	1768	1754	0
Q Serve(g_s), s	1.8	3.3	4.0	4.0	3.8	0.0
Cycle Q Clear(g_c), s	1.8	3.3	4.0	4.0	3.8	0.0
Prop In Lane	1.00			0.27	0.93	0.05
Lane Grp Cap(c), veh/h	831	2802	1169	1172	163	0
V/C Ratio(X)	0.16	0.18	0.16	0.17	0.45	0.00
Avail Cap(c_a), veh/h	1054	2802	1169	1172	465	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.99	0.99	0.99	0.00
Uniform Delay (d), s/veh	3.1	2.4	6.2	6.2	41.6	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.3	0.3	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.7	1.4	1.4	1.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.2	2.5	6.5	6.5	43.5	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h		628	385		73	
Approach Delay, s/veh		2.7	6.5		43.5	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		83.4		13.6	12.8	70.6
Change Period (Y+Rc), s		6.3		4.6	5.0	6.3
Max Green Setting (Gmax), s		53.4		25.7	20.0	35.0
Max Q Clear Time (g_c+I1), s		5.3		5.8	3.8	6.0
Green Ext Time (p_c), s		3.4		0.1	0.1	2.3

Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
7: Empire Ave & Airport

10/02/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	433	5	1	284	40	0	0	0	133	1	7
Future Volume (veh/h)	139	433	5	1	284	40	0	0	0	133	1	7
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856				1856	1856	1856
Adj Flow Rate, veh/h	153	476	5	1	312	43				153	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3				3	3	3
Cap, veh/h	811	1399	15	41	1922	261				408	214	0
Arrive On Green	0.08	0.76	0.76	0.63	0.63	0.63				0.12	0.00	0.00
Sat Flow, veh/h	1767	1832	19	1	3037	412				3534	1856	0
Grp Volume(v), veh/h	153	0	481	189	0	167				153	0	0
Grp Sat Flow(s),veh/h/ln	1767	0	1851	1855	0	1595				1767	1856	0
Q Serve(g_s), s	2.3	0.0	7.5	0.0	0.0	3.9				3.6	0.0	0.0
Cycle Q Clear(g_c), s	2.3	0.0	7.5	3.8	0.0	3.9				3.6	0.0	0.0
Prop In Lane	1.00		0.01	0.01		0.26				1.00		0.00
Lane Grp Cap(c), veh/h	811	0	1413	1214	0	1009				408	214	0
V/C Ratio(X)	0.19	0.00	0.34	0.16	0.00	0.17				0.38	0.00	0.00
Avail Cap(c_a), veh/h	821	0	1413	1214	0	1009				931	489	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.96	0.00	0.96				1.00	0.00	0.00
Uniform Delay (d), s/veh	3.8	0.0	3.4	6.8	0.0	6.8				36.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.3	0.0	0.3				0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.9	1.3	0.0	1.2				1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.8	0.0	4.1	7.0	0.0	7.1				37.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				D	A	A
Approach Vol, veh/h		634			356						153	
Approach Delay, s/veh		4.0			7.1						37.4	
Approach LOS		A			A						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	75.0	15.0	11.7	63.3
Change Period (Y+Rc), s	6.3	4.6	4.9	6.3
Max Green Setting (Gmax), s	55.4	23.7	7.4	43.1
Max Q Clear Time (g_c+I1), s	9.5	5.6	4.3	5.9
Green Ext Time (p_c), s	3.1	0.4	0.1	2.1

Intersection Summary	
HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
8: Hollywood Way & Victory Bl

10/02/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	763	129	96	491	72	73	691	87	141	1107	207
Future Volume (veh/h)	201	763	129	96	491	72	73	691	87	141	1107	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	236	898	83	113	578	34	86	813	67	166	1302	200
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	317	964	527	190	811	464	210	1527	788	342	1536	852
Arrive On Green	0.11	0.27	0.27	0.07	0.23	0.23	0.07	0.43	0.43	0.07	0.44	0.44
Sat Flow, veh/h	1767	3526	1531	1767	3526	1529	1767	3526	1564	1767	3526	1544
Grp Volume(v), veh/h	236	898	83	113	578	34	86	813	67	166	1302	200
Grp Sat Flow(s),veh/h/ln	1767	1763	1531	1767	1763	1529	1767	1763	1564	1767	1763	1544
Q Serve(g_s), s	13.8	34.8	5.3	6.7	21.1	2.2	3.6	23.8	3.1	7.2	46.3	9.4
Cycle Q Clear(g_c), s	13.8	34.8	5.3	6.7	21.1	2.2	3.6	23.8	3.1	7.2	46.3	9.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	317	964	527	190	811	464	210	1527	788	342	1536	852
V/C Ratio(X)	0.75	0.93	0.16	0.59	0.71	0.07	0.41	0.53	0.08	0.49	0.85	0.23
Avail Cap(c_a), veh/h	367	992	539	318	992	542	340	1527	788	469	1536	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	49.6	32.0	40.1	49.6	35.0	28.3	29.2	18.0	21.7	35.4	16.3
Incr Delay (d2), s/veh	5.4	14.6	0.1	1.1	1.9	0.1	0.5	1.3	0.2	0.4	6.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	17.1	2.0	3.0	9.5	0.8	1.5	10.3	1.2	3.0	20.7	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	64.2	32.1	41.2	51.5	35.0	28.7	30.6	18.2	22.1	41.4	17.0
LnGrp LOS	D	E	C	D	D	D	C	C	B	C	D	B
Approach Vol, veh/h		1217			725			966			1668	
Approach Delay, s/veh		57.6			49.1			29.5			36.5	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	44.3	14.2	67.0	20.6	38.2	14.6	66.6
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	4.6	6.0
Max Green Setting (Gmax), s	20.0	39.4	20.0	39.4	20.0	39.4	20.0	39.4
Max Q Clear Time (g_c+I1), s	9.7	36.8	5.6	48.3	15.8	23.1	9.2	25.8
Green Ext Time (p_c), s	0.1	1.5	0.1	0.0	0.1	3.5	0.2	4.8

Intersection Summary	
HCM 6th Ctrl Delay	42.6
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
9: Hollywood Way & Burbank Bl

10/02/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	507	26	124	457	48	63	650	91	169	1136	106
Future Volume (veh/h)	158	507	26	124	457	48	63	650	91	169	1136	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	176	563	23	138	508	-16	70	722	97	188	1262	56
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	254	667	27	219	619	276	268	1576	212	414	1800	799
Arrive On Green	0.10	0.19	0.19	0.08	0.18	0.00	0.07	0.51	0.51	0.07	0.51	0.51
Sat Flow, veh/h	1767	3451	141	1767	3526	1572	1767	3116	418	1767	3526	1566
Grp Volume(v), veh/h	176	287	299	138	508	-16	70	408	411	188	1262	56
Grp Sat Flow(s),veh/h/ln	1767	1763	1829	1767	1763	1572	1767	1763	1772	1767	1763	1566
Q Serve(g_s), s	11.3	22.0	22.0	8.9	19.4	0.0	2.5	20.8	20.9	7.0	38.2	2.5
Cycle Q Clear(g_c), s	11.3	22.0	22.0	8.9	19.4	0.0	2.5	20.8	20.9	7.0	38.2	2.5
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	254	341	354	219	619	276	268	892	896	414	1800	799
V/C Ratio(X)	0.69	0.84	0.84	0.63	0.82	-0.06	0.26	0.46	0.46	0.45	0.70	0.07
Avail Cap(c_a), veh/h	337	496	515	333	992	443	402	892	896	540	1800	799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	54.4	54.4	43.9	55.6	0.0	19.4	22.2	22.3	16.2	26.1	17.4
Incr Delay (d2), s/veh	1.9	8.6	8.4	1.1	3.0	0.0	0.2	1.7	1.7	0.3	2.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	10.5	10.9	3.9	8.9	0.0	1.0	9.0	9.0	2.8	16.2	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.9	63.0	62.9	45.1	58.6	0.0	19.6	23.9	23.9	16.5	28.4	17.6
LnGrp LOS	D	E	E	D	E	A	B	C	C	B	C	B
Approach Vol, veh/h		762			630			889			1506	
Approach Delay, s/veh		58.8			57.1			23.6			26.5	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.5	33.1	13.9	77.5	18.0	30.6	14.6	76.8
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	4.6	6.0
Max Green Setting (Gmax), s	20.0	39.4	20.0	39.4	20.0	39.4	20.0	39.4
Max Q Clear Time (g_c+I1), s	10.9	24.0	4.5	40.2	13.3	21.4	9.0	22.9
Green Ext Time (p_c), s	0.1	3.0	0.1	0.0	0.1	3.1	0.2	4.7

Intersection Summary	
HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
10: Buena Vista St & I-5 NB Ramps

10/02/2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	165	592	286	259	449	85
Future Volume (veh/h)	165	592	286	259	449	85
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	170	0	295	267	463	84
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	278		502	1191	574	104
Arrive On Green	0.16	0.00	0.17	0.64	0.38	0.38
Sat Flow, veh/h	1767	1572	1767	1856	1527	277
Grp Volume(v), veh/h	170	0	295	267	0	547
Grp Sat Flow(s),veh/h/ln	1767	1572	1767	1856	0	1804
Q Serve(g_s), s	5.4	0.0	5.1	3.6	0.0	16.2
Cycle Q Clear(g_c), s	5.4	0.0	5.1	3.6	0.0	16.2
Prop In Lane	1.00	1.00	1.00			0.15
Lane Grp Cap(c), veh/h	278		502	1191	0	678
V/C Ratio(X)	0.61		0.59	0.22	0.00	0.81
Avail Cap(c_a), veh/h	1478		1539	1862	0	1811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.5	0.0	10.5	4.5	0.0	16.7
Incr Delay (d2), s/veh	0.8	0.0	0.4	0.1	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	1.5	1.0	0.0	6.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.3	0.0	11.0	4.6	0.0	19.1
LnGrp LOS	C		B	A	A	B
Approach Vol, veh/h	170			562	547	
Approach Delay, s/veh	24.3			7.9	19.1	
Approach LOS	C			A	B	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	44.4		15.4	15.9	28.5
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s	60.0		50.0	45.0	60.0
Max Q Clear Time (g_c+I1), s	5.6		7.4	7.1	18.2
Green Ext Time (p_c), s	1.7		0.2	0.4	4.2

Intersection Summary	
HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th AWSC
11: Winona Ave/San Fernando Bl & I-5 SB Ramps

10/02/2024

Intersection	
Intersection Delay, s/veh	18.1
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	353	46	147	257	195	65
Future Vol, veh/h	353	46	147	257	195	65
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	392	51	163	286	217	72
Number of Lanes	2	0	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	15.8	23	14.1
HCM LOS	C	C	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	72%	100%	0%
Vol Thru, %	36%	0%	0%	0%	100%
Vol Right, %	64%	0%	28%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	404	235	164	195	65
LT Vol	0	235	118	195	0
Through Vol	147	0	0	0	65
RT Vol	257	0	46	0	0
Lane Flow Rate	449	261	182	217	72
Geometry Grp	3b	5	5	5	5
Degree of Util (X)	0.728	0.522	0.345	0.432	0.134
Departure Headway (Hd)	5.84	7.182	6.839	7.173	6.663
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	619	502	524	501	536
Service Time	3.896	4.941	4.598	4.943	4.433
HCM Lane V/C Ratio	0.725	0.52	0.347	0.433	0.134
HCM Control Delay	23	17.6	13.2	15.3	10.5
HCM Lane LOS	C	C	B	C	B
HCM 95th-tile Q	6.2	3	1.5	2.2	0.5

HCM 6th Signalized Intersection Summary
12: Buena Vista St & Winona Ave

10/02/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	73	311	247	86	66	115	434	192	49	781	204
Future Volume (veh/h)	43	73	311	247	86	66	115	434	192	49	781	204
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	45	77	239	260	91	51	121	457	173	52	822	202
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	116	198	385	321	202	113	250	1178	442	354	985	242
Arrive On Green	0.17	0.17	0.17	0.18	0.18	0.18	0.07	0.47	0.47	0.35	0.35	0.35
Sat Flow, veh/h	672	1150	1572	1767	1115	625	1767	2486	932	786	2798	687
Grp Volume(v), veh/h	122	0	239	260	0	142	121	323	307	52	518	506
Grp Sat Flow(s),veh/h/ln	1822	0	1572	1767	0	1741	1767	1763	1655	786	1763	1722
Q Serve(g_s), s	5.5	0.0	12.6	13.1	0.0	6.8	3.8	11.0	11.1	4.3	25.0	25.0
Cycle Q Clear(g_c), s	5.5	0.0	12.6	13.1	0.0	6.8	3.8	11.0	11.1	4.3	25.0	25.0
Prop In Lane	0.37		1.00	1.00		0.36	1.00		0.56	1.00		0.40
Lane Grp Cap(c), veh/h	314	0	385	321	0	316	250	835	784	354	621	607
V/C Ratio(X)	0.39	0.00	0.62	0.81	0.00	0.45	0.48	0.39	0.39	0.15	0.83	0.83
Avail Cap(c_a), veh/h	687	0	706	666	0	656	789	835	784	416	759	742
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	0.0	31.2	36.5	0.0	33.9	20.4	15.7	15.8	20.9	27.6	27.6
Incr Delay (d2), s/veh	0.8	0.0	1.6	4.9	0.0	1.0	0.5	0.3	0.3	0.2	6.7	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	4.9	6.1	0.0	2.9	1.5	4.2	4.0	0.8	11.1	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	0.0	32.9	41.4	0.0	34.9	20.9	16.0	16.1	21.1	34.3	34.4
LnGrp LOS	C	A	C	D	A	C	C	B	B	C	C	C
Approach Vol, veh/h		361			402			751			1076	
Approach Delay, s/veh		33.6			39.1			16.8			33.7	
Approach LOS		C			D			B			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.3	38.7		21.8		50.0		21.0				
Change Period (Y+Rc), s	4.6	6.0		* 5		6.0		5.0				
Max Green Setting (Gmax), s	35.0	40.0		* 35		40.0		35.0				
Max Q Clear Time (g_c+I1), s	15.8	27.0		15.1		13.1		14.6				
Green Ext Time (p_c), s	0.2	5.7		1.6		4.1		1.4				

Intersection Summary		
HCM 6th Ctrl Delay		29.6
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
13: Buena Vista St & San Fernando Bl

10/02/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	237	82	37	148	151	41	468	21	169	811	362
Future Volume (veh/h)	124	237	82	37	148	151	41	468	21	169	811	362
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	127	242	68	38	151	26	42	478	19	172	828	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	429	620	170	340	678	301	84	964	38	251	1336	
Arrive On Green	0.08	0.23	0.23	0.04	0.19	0.19	0.05	0.28	0.28	0.14	0.38	0.00
Sat Flow, veh/h	1767	2729	750	1767	3526	1563	1767	3455	137	1767	3526	1572
Grp Volume(v), veh/h	127	154	156	38	151	26	42	243	254	172	828	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1716	1767	1763	1563	1767	1763	1829	1767	1763	1572
Q Serve(g_s), s	4.0	5.2	5.4	1.2	2.5	1.0	1.6	8.1	8.2	6.5	13.4	0.0
Cycle Q Clear(g_c), s	4.0	5.2	5.4	1.2	2.5	1.0	1.6	8.1	8.2	6.5	13.4	0.0
Prop In Lane	1.00		0.44	1.00		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	429	400	390	340	678	301	84	492	510	251	1336	
V/C Ratio(X)	0.30	0.39	0.40	0.11	0.22	0.09	0.50	0.50	0.50	0.68	0.62	
Avail Cap(c_a), veh/h	791	1003	976	763	2005	889	628	1880	1951	1005	4512	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.1	23.0	23.1	21.0	24.0	23.3	32.7	21.2	21.2	28.7	17.7	0.0
Incr Delay (d2), s/veh	0.1	0.6	0.7	0.1	0.2	0.1	1.7	1.1	1.1	3.3	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.1	2.1	0.5	1.0	0.3	0.7	3.3	3.4	2.8	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	23.6	23.8	21.0	24.1	23.4	34.3	22.3	22.3	31.9	18.4	0.0
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	B	
Approach Vol, veh/h		437			215			539			1000	
Approach Delay, s/veh		22.7			23.5			23.2			20.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	22.0	8.0	32.7	10.2	19.5	15.0	25.6
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	5.0	6.0
Max Green Setting (Gmax), s	20.0	40.0	25.0	90.0	20.0	40.0	40.0	75.0
Max Q Clear Time (g_c+I1), s	3.2	7.4	3.6	15.4	6.0	4.5	8.5	10.2
Green Ext Time (p_c), s	0.0	1.8	0.0	10.5	0.1	1.0	0.5	4.8

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
14: Ontario St & Thornton Ave

10/02/2024



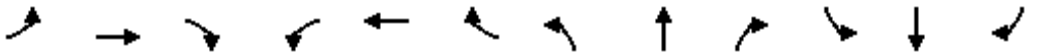
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	93	64	26	243	17	28	20	19	12	10	15
Future Volume (veh/h)	20	93	64	26	243	17	28	20	19	12	10	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.98		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	22	103	51	29	270	17	31	22	0	13	11	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	866	827	409	880	1222	77	172	101	0	162	113	0
Arrive On Green	0.23	0.23	0.23	1.00	1.00	1.00	0.12	0.12	0.00	0.12	0.12	0.00
Sat Flow, veh/h	1078	1168	578	1218	1726	109	752	837	0	682	934	0
Grp Volume(v), veh/h	22	0	154	29	0	287	53	0	0	24	0	0
Grp Sat Flow(s),veh/h/ln	1078	0	1747	1218	0	1835	1590	0	0	1616	0	0
Q Serve(g_s), s	1.1	0.0	4.9	0.2	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	4.9	5.0	0.0	0.0	1.9	0.0	0.0	0.8	0.0	0.0
Prop In Lane	1.00		0.33	1.00		0.06	0.58		0.00	0.54		0.00
Lane Grp Cap(c), veh/h	866	0	1236	880	0	1299	274	0	0	275	0	0
V/C Ratio(X)	0.03	0.00	0.12	0.03	0.00	0.22	0.19	0.00	0.00	0.09	0.00	0.00
Avail Cap(c_a), veh/h	866	0	1236	880	0	1299	725	0	0	729	0	0
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.3	0.0	9.7	0.2	0.0	0.0	27.8	0.0	0.0	27.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.1	0.0	0.4	0.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.5	0.0	0.0	0.1	0.8	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.3	0.0	9.9	0.3	0.0	0.4	28.2	0.0	0.0	27.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		176			316			53			24	
Approach Delay, s/veh		9.7			0.4			28.2			27.5	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	55.5	14.5	55.5	14.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	29.0	29.0	29.0	29.0
Max Q Clear Time (g_c+I1), s	6.9	3.9	7.0	2.8
Green Ext Time (p_c), s	0.9	0.2	1.8	0.1

Intersection Summary	
HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
15: Empire Ave & Ontario St

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	403	0	4	377	66	0	1	1	39	0	32
Future Volume (veh/h)	42	403	0	4	377	66	0	1	1	39	0	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	45	433	0	4	405	60	0	1	0	42	0	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	742	2668	0	764	2326	342	0	144	0	187	0	121
Arrive On Green	0.76	0.76	0.00	0.76	0.76	0.76	0.00	0.08	0.00	0.08	0.00	0.08
Sat Flow, veh/h	919	3618	0	947	3073	452	0	1856	0	1385	0	1564
Grp Volume(v), veh/h	45	433	0	4	231	234	0	1	0	42	0	2
Grp Sat Flow(s),veh/h/ln	919	1763	0	947	1763	1762	0	1856	0	1385	0	1564
Q Serve(g_s), s	1.3	3.1	0.0	0.1	3.3	3.4	0.0	0.0	0.0	2.6	0.0	0.1
Cycle Q Clear(g_c), s	4.7	3.1	0.0	3.2	3.3	3.4	0.0	0.0	0.0	2.6	0.0	0.1
Prop In Lane	1.00		0.00	1.00		0.26	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	742	2668	0	764	1334	1334	0	144	0	187	0	121
V/C Ratio(X)	0.06	0.16	0.00	0.01	0.17	0.18	0.00	0.01	0.00	0.22	0.00	0.02
Avail Cap(c_a), veh/h	742	2668	0	764	1334	1334	0	200	0	411	0	372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.00	0.87	0.87	0.87	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.7	3.0	0.0	3.5	3.1	3.1	0.0	38.3	0.0	39.5	0.0	38.3
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	0.0	0.0	0.9	0.9	0.0	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.9	3.2	0.0	3.5	3.3	3.3	0.0	38.3	0.0	40.1	0.0	38.4
LnGrp LOS	A	A	A	A	A	A	A	D	A	D	A	D
Approach Vol, veh/h		478			469			1			44	
Approach Delay, s/veh		3.2			3.3			38.3			40.0	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		74.4		15.6		74.4		15.6				
Change Period (Y+Rc), s		6.3		* 8.6		6.3		* 8.6				
Max Green Setting (Gmax), s		39.4		* 9.7		39.4		* 21				
Max Q Clear Time (g_c+I1), s		6.7		2.0		5.4		4.6				
Green Ext Time (p_c), s		3.9		0.0		3.6		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	4.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
16: Buena Vista St & Empire Ave

10/02/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	352	135	397	393	86	96	485	634	80	736	29
Future Volume (veh/h)	49	352	135	397	393	86	96	485	634	80	736	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	51	367	18	414	409	75	100	505	575	83	767	28
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	117	497	216	476	742	135	473	1815	1012	141	1782	65
Arrive On Green	0.04	0.14	0.14	0.14	0.25	0.25	0.04	0.51	0.51	0.08	1.00	1.00
Sat Flow, veh/h	1767	3526	1530	3428	2969	540	1767	3526	1542	3428	3466	127
Grp Volume(v), veh/h	51	367	18	414	241	243	100	505	575	83	390	405
Grp Sat Flow(s),veh/h/ln	1767	1763	1530	1714	1763	1746	1767	1763	1542	1714	1763	1830
Q Serve(g_s), s	3.7	14.0	1.2	16.6	16.7	16.9	3.7	11.4	6.4	3.3	0.0	0.0
Cycle Q Clear(g_c), s	3.7	14.0	1.2	16.6	16.7	16.9	3.7	11.4	6.4	3.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.31	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	117	497	216	476	441	436	473	1815	1012	141	906	941
V/C Ratio(X)	0.44	0.74	0.08	0.87	0.55	0.56	0.21	0.28	0.57	0.59	0.43	0.43
Avail Cap(c_a), veh/h	228	755	328	710	567	561	563	1815	1012	416	906	941
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	56.4	57.7	38.6	59.1	45.6	45.7	14.6	19.2	4.4	63.1	0.0	0.0
Incr Delay (d2), s/veh	1.9	2.1	0.2	6.8	1.1	1.1	0.2	0.4	2.3	2.7	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	6.4	0.6	7.6	7.4	7.5	1.5	4.7	4.3	1.4	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.2	59.8	38.8	65.9	46.7	46.9	14.8	19.6	6.7	65.8	1.4	1.4
LnGrp LOS	E	E	D	E	D	D	B	B	A	E	A	A
Approach Vol, veh/h		436			898			1180			878	
Approach Delay, s/veh		58.7			55.6			12.9			7.5	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.4	25.7	10.9	78.0	10.2	41.0	10.8	78.1
Change Period (Y+Rc), s	6.0	* 6	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	29.0	* 30	13.0	46.0	14.0	45.0	17.0	42.0
Max Q Clear Time (g_c+I1), s	18.6	16.0	5.7	2.0	5.7	18.9	5.3	13.4
Green Ext Time (p_c), s	0.9	2.0	0.1	5.6	0.0	2.9	0.1	7.8

Intersection Summary	
HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

HCM 6th Signalized Intersection Summary
17: Buena Vista St & Thornton Ave

10/02/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	25	102	7	16	12	114	491	17	12	733	190
Future Volume (veh/h)	33	25	102	7	16	12	114	491	17	12	733	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	34	26	8	7	16	1	116	501	16	12	748	188
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	146	105	32	132	133	8	518	2773	88	776	2354	592
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	1.00	0.02	0.84	0.84
Sat Flow, veh/h	1375	1358	418	1355	1727	108	593	3487	111	1767	2789	701
Grp Volume(v), veh/h	34	0	34	7	0	17	116	253	264	12	473	463
Grp Sat Flow(s),veh/h/ln	1375	0	1776	1355	0	1835	593	1763	1835	1767	1763	1727
Q Serve(g_s), s	3.3	0.0	2.5	0.7	0.0	1.2	0.4	0.0	0.0	0.2	8.0	8.0
Cycle Q Clear(g_c), s	4.5	0.0	2.5	3.2	0.0	1.2	1.5	0.0	0.0	0.2	8.0	8.0
Prop In Lane	1.00		0.24	1.00		0.06	1.00		0.06	1.00		0.41
Lane Grp Cap(c), veh/h	146	0	137	132	0	142	518	1402	1460	776	1488	1458
V/C Ratio(X)	0.23	0.00	0.25	0.05	0.00	0.12	0.22	0.18	0.18	0.02	0.32	0.32
Avail Cap(c_a), veh/h	570	0	685	550	0	708	518	1402	1460	938	1488	1458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.96	0.96	0.96	0.84	0.84	0.84
Uniform Delay (d), s/veh	62.3	0.0	60.8	62.3	0.0	60.2	0.0	0.0	0.0	2.2	2.3	2.3
Incr Delay (d2), s/veh	0.8	0.0	0.9	0.2	0.0	0.4	1.0	0.3	0.3	0.0	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.2	0.2	0.0	0.6	0.1	0.1	0.1	0.0	2.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.1	0.0	61.7	62.4	0.0	60.5	1.0	0.3	0.3	2.2	2.8	2.8
LnGrp LOS	E	A	E	E	A	E	A	A	A	A	A	A
Approach Vol, veh/h		68			24			633			948	
Approach Delay, s/veh		62.4			61.1			0.4			2.8	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.8	117.4		15.8		124.2		15.8				
Change Period (Y+Rc), s	4.6	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	15.0	55.4		54.0		75.0		54.0				
Max Q Clear Time (g_c+I1), s	2.2	3.5		6.5		10.0		5.2				
Green Ext Time (p_c), s	0.0	4.8		0.3		7.4		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		5.1
HCM 6th LOS		A

HCM 6th Signalized Intersection Summary
18: I-5 SB Ramps & Empire Ave

10/02/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	387	580	388	942	0	0	0	0	279	1	124
Future Volume (veh/h)	0	387	580	388	942	0	0	0	0	279	1	124
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	421	301	422	1024	0				304	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	2034	904	494	2718	0				392	0	
Arrive On Green	0.00	0.58	0.58	0.14	0.77	0.00				0.11	0.00	0.00
Sat Flow, veh/h	0	3618	1568	3428	3618	0				3534	0	1572
Grp Volume(v), veh/h	0	421	301	422	1024	0				304	0	0
Grp Sat Flow(s),veh/h/ln	0	1763	1568	1714	1763	0				1767	0	1572
Q Serve(g_s), s	0.0	6.3	11.1	13.2	10.3	0.0				9.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.3	11.1	13.2	10.3	0.0				9.2	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2034	904	494	2718	0				392	0	
V/C Ratio(X)	0.00	0.21	0.33	0.85	0.38	0.00				0.78	0.00	
Avail Cap(c_a), veh/h	0	2034	904	795	2718	0				1012	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.74	0.74	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	11.2	12.2	45.9	4.1	0.0				47.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	1.0	2.1	0.3	0.0				3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.4	3.9	5.7	2.9	0.0				4.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.4	13.2	48.0	4.4	0.0				50.9	0.0	0.0
LnGrp LOS	A	B	B	D	A	A				D	A	
Approach Vol, veh/h		722			1446						304	
Approach Delay, s/veh		12.1			17.1						50.9	
Approach LOS		B			B						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	21.4	70.0		18.7		91.3
Change Period (Y+Rc), s	5.5	6.5		6.5		6.5
Max Green Setting (Gmax), s	25.5	34.5		31.5		65.5
Max Q Clear Time (g_c+I1), s	15.2	13.1		11.2		12.3
Green Ext Time (p_c), s	0.6	5.5		1.0		14.0

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
19: I-5 NB Ramps & Empire Ave

10/02/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	637	0	0	805	287	536	3	178	0	0	0
Future Volume (veh/h)	17	637	0	0	805	287	536	3	178	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	18	692	0	0	875	289	585	0	33			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	132	2416	0	0	1548	510	695	0	304			
Arrive On Green	0.08	1.00	0.00	0.00	0.60	0.60	0.20	0.00	0.20			
Sat Flow, veh/h	3428	3618	0	0	2687	855	3534	0	1548			
Grp Volume(v), veh/h	18	692	0	0	594	570	585	0	33			
Grp Sat Flow(s),veh/h/ln	1714	1763	0	0	1763	1686	1767	0	1548			
Q Serve(g_s), s	0.5	0.0	0.0	0.0	22.5	22.7	17.5	0.0	1.9			
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.0	22.5	22.7	17.5	0.0	1.9			
Prop In Lane	1.00		0.00	0.00		0.51	1.00		1.00			
Lane Grp Cap(c), veh/h	132	2416	0	0	1052	1006	695	0	304			
V/C Ratio(X)	0.14	0.29	0.00	0.00	0.56	0.57	0.84	0.00	0.11			
Avail Cap(c_a), veh/h	732	2416	0	0	1052	1006	1076	0	472			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.95	0.95	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	49.1	0.0	0.0	0.0	13.5	13.5	42.5	0.0	36.3			
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.0	2.2	2.3	3.7	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.0	0.0	8.9	8.6	7.9	0.0	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.2	0.3	0.0	0.0	15.7	15.8	46.3	0.0	36.4			
LnGrp LOS	D	A	A	A	B	B	D	A	D			
Approach Vol, veh/h		710			1164			618				
Approach Delay, s/veh		1.5			15.8			45.7				
Approach LOS		A			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		81.9			9.7	72.1		28.1				
Change Period (Y+Rc), s		6.5			5.5	6.5		6.5				
Max Green Setting (Gmax), s		63.5			23.5	34.5		33.5				
Max Q Clear Time (g_c+I1), s		2.0			2.5	24.7		19.5				
Green Ext Time (p_c), s		8.1			0.0	6.4		2.0				

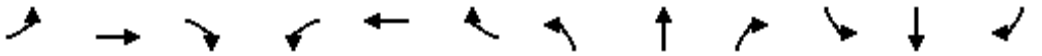
Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
1: Hollywood Way & Tulare Ave

10/02/2024



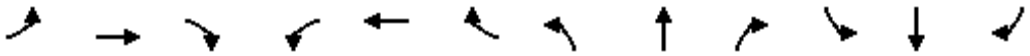
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	0	75	23	2	36	58	1524	3	8	1169	84
Future Volume (veh/h)	75	0	75	23	2	36	58	1524	3	8	1169	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	84	0	1	26	2	19	65	1712	3	9	1313	72
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	168	0	152	187	14	138	225	4246	7	251	3587	1109
Arrive On Green	0.10	0.00	0.10	0.10	0.10	0.10	0.13	1.00	1.00	0.71	0.71	0.71
Sat Flow, veh/h	1372	0	1563	1396	149	1411	3428	5222	9	282	5066	1566
Grp Volume(v), veh/h	84	0	1	26	0	21	65	1107	608	9	1313	72
Grp Sat Flow(s),veh/h/ln	1372	0	1563	1396	0	1559	1714	1689	1854	282	1689	1566
Q Serve(g_s), s	8.4	0.0	0.1	2.4	0.0	1.7	2.4	0.0	0.0	1.3	14.3	2.0
Cycle Q Clear(g_c), s	10.1	0.0	0.1	2.5	0.0	1.7	2.4	0.0	0.0	1.3	14.3	2.0
Prop In Lane	1.00		1.00	1.00		0.90	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	168	0	152	187	0	152	225	2746	1507	251	3587	1109
V/C Ratio(X)	0.50	0.00	0.01	0.14	0.00	0.14	0.29	0.40	0.40	0.04	0.37	0.06
Avail Cap(c_a), veh/h	461	0	486	485	0	484	465	2746	1507	251	3587	1109
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.4	0.0	57.0	58.2	0.0	57.8	57.8	0.0	0.0	6.2	8.0	6.3
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.3	0.0	0.4	0.5	0.4	0.7	0.3	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.0	0.9	0.0	0.7	1.0	0.2	0.3	0.1	4.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.7	0.0	57.1	58.5	0.0	58.2	58.3	0.4	0.7	6.4	8.3	6.4
LnGrp LOS	E	A	E	E	A	E	E	A	A	A	A	A
Approach Vol, veh/h		85			47			1780			1394	
Approach Delay, s/veh		64.6			58.4			2.6			8.2	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	14.7	105.6		19.7		120.3		19.7				
Change Period (Y+Rc), s	5.5	6.5		6.0		6.5		6.0				
Max Green Setting (Gmax), s	19.0	59.5		43.5		84.0		43.5				
Max Q Clear Time (g_c+I1), s	4.4	16.3		4.5		2.0		12.1				
Green Ext Time (p_c), s	0.1	12.8		0.2		19.2		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			7.4									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
2: Hollywood Way & Winona Ave

10/02/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	5	36	92	8	90	21	1447	45	31	1219	26
Future Volume (veh/h)	21	5	36	92	8	90	21	1447	45	31	1219	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	22	5	3	98	9	7	22	1539	47	33	1297	27
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	183	186	153	187	199	134	421	3656	112	374	3751	78
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.08	1.00	1.00	0.10	1.00	1.00
Sat Flow, veh/h	1374	1856	1529	1384	1989	1343	1767	5050	154	1767	5107	106
Grp Volume(v), veh/h	22	5	3	98	8	8	22	1029	557	33	858	466
Grp Sat Flow(s),veh/h/ln	1374	1856	1529	1384	1763	1569	1767	1689	1827	1767	1689	1836
Q Serve(g_s), s	2.1	0.3	0.2	9.6	0.6	0.7	0.4	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.3	0.2	10.0	0.6	0.7	0.4	0.0	0.0	0.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.86	1.00		0.08	1.00		0.06
Lane Grp Cap(c), veh/h	183	186	153	187	177	157	421	2445	1323	374	2480	1349
V/C Ratio(X)	0.12	0.03	0.02	0.52	0.04	0.05	0.05	0.42	0.42	0.09	0.35	0.35
Avail Cap(c_a), veh/h	472	577	475	478	548	488	526	2445	1323	459	2480	1349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82	0.94	0.94	0.94
Uniform Delay (d), s/veh	58.2	56.8	56.8	61.3	56.9	57.0	3.7	0.0	0.0	3.4	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.1	0.1	2.3	0.1	0.1	0.0	0.4	0.8	0.1	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.1	3.5	0.3	0.3	0.1	0.1	0.3	0.2	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	56.9	56.8	63.6	57.0	57.1	3.8	0.4	0.8	3.5	0.4	0.7
LnGrp LOS	E	E	E	E	E	E	A	A	A	A	A	A
Approach Vol, veh/h		30			114			1608			1357	
Approach Delay, s/veh		58.1			62.7			0.6			0.5	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	109.3		20.0	12.1	107.8		20.0				
Change Period (Y+Rc), s	4.9	6.5		6.0	4.9	6.5		6.0				
Max Green Setting (Gmax), s	14.0	65.1		43.5	14.0	65.1		43.5				
Max Q Clear Time (g_c+I1), s	2.4	2.0		12.0	2.6	2.0		4.7				
Green Ext Time (p_c), s	0.0	11.7		0.3	0.0	16.1		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			3.4									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
3: Hollywood Way & Airport/Thornton Ave

10/02/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	36	170	167	161	79	208	1153	109	56	1038	273
Future Volume (veh/h)	302	36	170	167	161	79	208	1153	109	56	1038	273
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.95	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	318	38	8	176	169	34	219	1214	109	59	1093	260
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	379	217	175	259	360	70	396	2511	225	378	2111	502
Arrive On Green	0.11	0.12	0.12	0.12	0.12	0.12	0.15	1.00	1.00	0.13	1.00	1.00
Sat Flow, veh/h	3428	1856	1497	1767	2910	569	1767	4706	422	1767	4057	965
Grp Volume(v), veh/h	318	38	8	176	100	103	219	871	452	59	910	443
Grp Sat Flow(s),veh/h/ln	1714	1856	1497	1767	1763	1716	1767	1689	1751	1767	1689	1644
Q Serve(g_s), s	12.7	2.6	0.5	9.1	7.4	7.8	8.5	0.0	0.0	1.9	0.0	0.0
Cycle Q Clear(g_c), s	12.7	2.6	0.5	9.1	7.4	7.8	8.5	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.33	1.00		0.24	1.00		0.59
Lane Grp Cap(c), veh/h	379	217	175	259	218	212	396	1802	935	378	1757	856
V/C Ratio(X)	0.84	0.17	0.05	0.68	0.46	0.48	0.55	0.48	0.48	0.16	0.52	0.52
Avail Cap(c_a), veh/h	575	524	422	259	378	368	562	1802	935	504	1757	856
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	61.0	55.7	37.2	57.3	57.0	57.2	11.9	0.0	0.0	11.6	0.0	0.0
Incr Delay (d2), s/veh	6.7	0.4	0.1	5.9	1.5	1.7	0.9	0.9	1.8	0.1	1.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	1.3	0.3	6.3	3.4	3.5	2.9	0.2	0.5	0.7	0.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.7	56.1	37.3	63.1	58.5	58.9	12.8	0.9	1.8	11.8	1.0	2.1
LnGrp LOS	E	E	D	E	E	E	B	A	A	B	A	A
Approach Vol, veh/h		364			379			1542			1412	
Approach Delay, s/veh		65.9			60.8			2.9			1.8	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	79.4	21.5	23.3	14.0	81.2	22.4	22.4
Change Period (Y+Rc), s	5.0	6.5	6.0	6.0	5.0	6.5	6.0	6.0
Max Green Setting (Gmax), s	24.0	39.0	23.5	30.0	19.0	44.0	14.0	39.5
Max Q Clear Time (g_c+I1), s	10.5	2.0	14.7	9.8	3.9	2.0	11.1	4.6
Green Ext Time (p_c), s	0.4	11.6	0.8	1.0	0.1	11.3	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
4: Hollywood Way & Avon St

10/02/2024

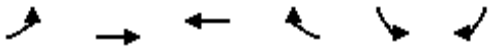
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	7	50	89	29	121	80	1157	36	23	1261	17
Future Volume (veh/h)	96	7	50	89	29	121	80	1157	36	23	1261	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	100	7	52	93	30	126	83	1205	37	24	1314	18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	173	35	260	258	57	241	121	2254	69	77	2835	39
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.07	0.65	0.65	0.09	1.00	1.00
Sat Flow, veh/h	1210	185	1376	1317	304	1276	1767	3488	107	1767	4565	63
Grp Volume(v), veh/h	100	0	59	93	0	156	83	609	633	24	801	531
Grp Sat Flow(s),veh/h/ln	1210	0	1561	1317	0	1580	1767	1763	1832	1767	1392	1844
Q Serve(g_s), s	11.3	0.0	4.5	9.0	0.0	12.4	6.4	26.1	26.2	1.8	0.0	0.0
Cycle Q Clear(g_c), s	23.8	0.0	4.5	13.4	0.0	12.4	6.4	26.1	26.2	1.8	0.0	0.0
Prop In Lane	1.00		0.88	1.00		0.81	1.00		0.06	1.00		0.03
Lane Grp Cap(c), veh/h	173	0	295	258	0	299	121	1139	1184	77	1728	1145
V/C Ratio(X)	0.58	0.00	0.20	0.36	0.00	0.52	0.68	0.53	0.53	0.31	0.46	0.46
Avail Cap(c_a), veh/h	372	0	552	475	0	559	252	1139	1184	252	1728	1145
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.99	0.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.8	0.0	47.9	53.5	0.0	51.1	63.7	13.4	13.4	62.0	0.0	0.0
Incr Delay (d2), s/veh	3.1	0.0	0.3	0.8	0.0	1.4	5.0	1.8	1.7	1.7	0.9	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	1.8	3.1	0.0	5.1	3.0	10.3	10.7	0.8	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.8	0.0	48.2	54.3	0.0	52.5	68.7	15.2	15.1	63.7	0.9	1.4
LnGrp LOS	E	A	D	D	A	D	E	B	B	E	A	A
Approach Vol, veh/h		159			249			1325			1356	
Approach Delay, s/veh		58.7			53.2			18.5			2.2	
Approach LOS		E			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.1	93.4		31.5	11.6	97.0		31.5				
Change Period (Y+Rc), s	5.5	6.5		5.0	5.5	6.5		5.0				
Max Green Setting (Gmax), s	20.0	53.5		49.5	20.0	53.5		49.5				
Max Q Clear Time (g_c+I1), s	8.4	2.0		15.4	3.8	28.2		25.8				
Green Ext Time (p_c), s	0.1	11.6		1.4	0.0	8.9		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		16.2	
HCM 6th LOS		B	

HCM 6th Signalized Intersection Summary
5: Empire Ave & N Hollywood Way

10/02/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰	↱
Traffic Volume (veh/h)	0	351	515	0	40	220
Future Volume (veh/h)	0	351	515	0	40	220
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	0	403	592	0	46	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	2707	2707	0	196	
Arrive On Green	0.00	1.00	0.77	0.00	0.11	0.00
Sat Flow, veh/h	0	3711	3711	0	1767	1572
Grp Volume(v), veh/h	0	403	592	0	46	0
Grp Sat Flow(s),veh/h/ln	0	1763	1763	0	1767	1572
Q Serve(g_s), s	0.0	0.0	4.2	0.0	2.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	4.2	0.0	2.1	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2707	2707	0	196	
V/C Ratio(X)	0.00	0.15	0.22	0.00	0.23	
Avail Cap(c_a), veh/h	0	2707	2707	0	465	
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.99	0.96	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	2.9	0.0	36.5	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.0	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.0	0.0	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.1	3.1	0.0	37.4	0.0
LnGrp LOS	A	A	A	A	D	
Approach Vol, veh/h		403	592		46	
Approach Delay, s/veh		0.1	3.1		37.4	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		75.4		14.6		75.4
Change Period (Y+Rc), s		6.3		4.6		6.3
Max Green Setting (Gmax), s		55.4		23.7		55.4
Max Q Clear Time (g_c+I1), s		2.0		4.1		6.2
Green Ext Time (p_c), s		2.7		0.1		4.5

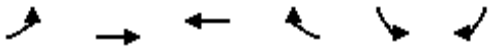
Intersection Summary	
HCM 6th Ctrl Delay	3.5
HCM 6th LOS	A

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
6: Empire Ave & Avon St

10/02/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	107	437	525	110	53	21
Future Volume (veh/h)	107	437	525	110	53	21
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	114	465	559	106	56	3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	664	2815	1975	373	146	8
Arrive On Green	0.08	0.80	0.67	0.67	0.09	0.09
Sat Flow, veh/h	1767	3618	3049	559	1638	88
Grp Volume(v), veh/h	114	465	333	332	60	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1763	1752	1755	0
Q Serve(g_s), s	1.6	3.0	7.5	7.5	3.1	0.0
Cycle Q Clear(g_c), s	1.6	3.0	7.5	7.5	3.1	0.0
Prop In Lane	1.00			0.32	0.93	0.05
Lane Grp Cap(c), veh/h	664	2815	1178	1171	157	0
V/C Ratio(X)	0.17	0.17	0.28	0.28	0.38	0.00
Avail Cap(c_a), veh/h	890	2815	1178	1171	465	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.98	0.98	0.98	0.00
Uniform Delay (d), s/veh	3.4	2.3	6.6	6.6	41.7	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.6	0.6	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.6	2.6	2.6	1.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.4	2.4	7.2	7.2	43.2	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h		579	665		60	
Approach Delay, s/veh		2.6	7.2		43.2	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		83.7		13.3	12.6	71.1
Change Period (Y+Rc), s		6.3		4.6	5.0	6.3
Max Green Setting (Gmax), s		53.4		25.7	20.0	35.0
Max Q Clear Time (g_c+I1), s		5.0		5.1	3.6	9.5
Green Ext Time (p_c), s		3.2		0.1	0.1	4.2

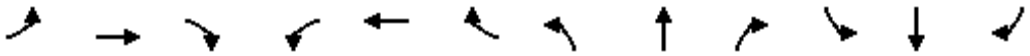
Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
7: Empire Ave & Airport

10/02/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	263	2	1	689	39	0	0	0	84	1	6
Future Volume (veh/h)	83	263	2	1	689	39	0	0	0	84	1	6
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856				1856	1856	1856
Adj Flow Rate, veh/h	91	289	2	1	757	40				93	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3				3	3	3
Cap, veh/h	636	1412	10	40	2141	113				393	206	0
Arrive On Green	0.07	0.77	0.77	1.00	1.00	1.00				0.11	0.00	0.00
Sat Flow, veh/h	1767	1840	13	0	3328	176				3534	1856	0
Grp Volume(v), veh/h	91	0	291	422	0	376				93	0	0
Grp Sat Flow(s),veh/h/ln	1767	0	1853	1855	0	1649				1767	1856	0
Q Serve(g_s), s	1.3	0.0	3.9	0.0	0.0	0.0				2.2	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.0	3.9	0.0	0.0	0.0				2.2	0.0	0.0
Prop In Lane	1.00		0.01	0.00		0.11				1.00		0.00
Lane Grp Cap(c), veh/h	636	0	1422	1234	0	1061				393	206	0
V/C Ratio(X)	0.14	0.00	0.20	0.34	0.00	0.35				0.24	0.00	0.00
Avail Cap(c_a), veh/h	658	0	1422	1234	0	1061				931	489	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.95	0.00	0.95				1.00	0.00	0.00
Uniform Delay (d), s/veh	3.3	0.0	2.9	0.0	0.0	0.0				36.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.7	0.0	0.9				0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.0	0.2	0.0	0.3				0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.4	0.0	3.2	0.7	0.0	0.9				36.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				D	A	A
Approach Vol, veh/h		382			798						93	
Approach Delay, s/veh		3.2			0.8						36.8	
Approach LOS		A			A						D	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		75.4		14.6	11.2	64.2						
Change Period (Y+Rc), s		6.3		4.6	4.9	6.3						
Max Green Setting (Gmax), s		55.4		23.7	7.4	43.1						
Max Q Clear Time (g_c+I1), s		5.9		4.2	3.3	2.0						
Green Ext Time (p_c), s		1.7		0.2	0.0	5.3						

Intersection Summary												
HCM 6th Ctrl Delay			4.2									
HCM 6th LOS			A									

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
8: Hollywood Way & Victory Bl

10/02/2024

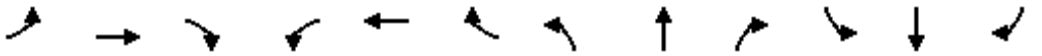
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	698	107	110	839	117	157	952	94	201	959	238
Future Volume (veh/h)	227	698	107	110	839	117	157	952	94	201	959	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	234	720	61	113	865	83	162	981	62	207	989	187
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	261	1078	580	264	944	543	257	1363	713	283	1414	788
Arrive On Green	0.11	0.31	0.31	0.07	0.27	0.27	0.07	0.39	0.39	0.09	0.40	0.40
Sat Flow, veh/h	1767	3526	1529	1767	3526	1526	1767	3526	1558	1767	3526	1539
Grp Volume(v), veh/h	234	720	61	113	865	83	162	981	62	207	989	187
Grp Sat Flow(s),veh/h/ln	1767	1763	1529	1767	1763	1526	1767	1763	1558	1767	1763	1539
Q Serve(g_s), s	13.0	24.9	3.6	6.3	33.3	5.2	7.7	33.1	3.1	9.8	32.7	9.5
Cycle Q Clear(g_c), s	13.0	24.9	3.6	6.3	33.3	5.2	7.7	33.1	3.1	9.8	32.7	9.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	261	1078	580	264	944	543	257	1363	713	283	1414	788
V/C Ratio(X)	0.90	0.67	0.11	0.43	0.92	0.15	0.63	0.72	0.09	0.73	0.70	0.24
Avail Cap(c_a), veh/h	321	1078	580	391	992	564	383	1363	713	385	1414	788
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	42.4	28.3	34.4	49.7	30.9	27.8	36.5	21.5	28.4	34.9	19.2
Incr Delay (d2), s/veh	20.9	1.6	0.1	0.4	12.5	0.1	1.0	3.3	0.2	2.5	2.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	11.0	1.4	2.8	16.2	2.0	3.3	14.7	1.2	4.3	14.4	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.3	44.0	28.4	34.8	62.2	31.1	28.7	39.8	21.7	31.0	37.8	19.9
LnGrp LOS	E	D	C	C	E	C	C	D	C	C	D	B
Approach Vol, veh/h		1015			1061			1205			1383	
Approach Delay, s/veh		45.9			56.8			37.4			34.4	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	48.8	14.6	62.1	19.8	43.5	16.6	60.1
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	4.6	6.0
Max Green Setting (Gmax), s	20.0	39.4	20.0	39.4	20.0	39.4	20.0	39.4
Max Q Clear Time (g_c+I1), s	8.3	26.9	9.7	34.7	15.0	35.3	11.8	35.1
Green Ext Time (p_c), s	0.1	4.0	0.1	2.9	0.2	2.2	0.2	2.5

Intersection Summary	
HCM 6th Ctrl Delay	42.8
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
9: Hollywood Way & Burbank Bl

10/03/2024



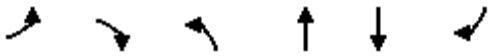
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	636	27	160	663	113	87	939	119	139	765	129
Future Volume (veh/h)	196	636	27	160	663	113	87	939	119	139	765	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	218	707	28	178	737	47	97	1043	125	154	850	81
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	267	887	35	258	845	373	325	1361	163	249	1523	672
Arrive On Green	0.11	0.26	0.26	0.09	0.24	0.24	0.07	0.43	0.43	0.07	0.43	0.43
Sat Flow, veh/h	1767	3455	137	1767	3526	1555	1767	3161	379	1767	3526	1556
Grp Volume(v), veh/h	218	361	374	178	737	47	97	581	587	154	850	81
Grp Sat Flow(s),veh/h/ln	1767	1763	1829	1767	1763	1555	1767	1763	1777	1767	1763	1556
Q Serve(g_s), s	12.9	26.8	26.8	10.5	28.1	3.3	4.1	39.2	39.3	6.7	25.3	4.4
Cycle Q Clear(g_c), s	12.9	26.8	26.8	10.5	28.1	3.3	4.1	39.2	39.3	6.7	25.3	4.4
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	267	452	469	258	845	373	325	759	765	249	1523	672
V/C Ratio(X)	0.82	0.80	0.80	0.69	0.87	0.13	0.30	0.77	0.77	0.62	0.56	0.12
Avail Cap(c_a), veh/h	330	496	515	351	992	438	454	759	765	375	1523	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	48.6	48.6	37.8	51.2	41.7	21.2	33.9	33.9	27.2	29.8	23.8
Incr Delay (d2), s/veh	9.9	8.2	8.0	1.5	7.7	0.2	0.2	7.3	7.3	0.9	1.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	12.7	13.2	4.6	13.2	1.3	1.7	18.0	18.2	2.8	11.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.7	56.8	56.6	39.2	58.8	41.9	21.4	41.1	41.1	28.1	31.2	24.2
LnGrp LOS	D	E	E	D	E	D	C	D	D	C	C	C
Approach Vol, veh/h		953			962			1265			1085	
Approach Delay, s/veh		54.7			54.4			39.6			30.3	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	41.9	14.4	66.5	19.6	39.5	14.6	66.3
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	4.6	6.0
Max Green Setting (Gmax), s	20.0	39.4	20.0	39.4	20.0	39.4	20.0	39.4
Max Q Clear Time (g_c+I1), s	12.5	28.8	6.1	27.3	14.9	30.1	8.7	41.3
Green Ext Time (p_c), s	0.1	3.3	0.1	4.8	0.1	3.4	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.9
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
10: Buena Vista St & I-5 NB Ramps

10/02/2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	223	576	615	465	337	64
Future Volume (veh/h)	223	576	615	465	337	64
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	230	0	634	479	347	62
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	280		685	1231	455	81
Arrive On Green	0.16	0.00	0.28	0.66	0.30	0.30
Sat Flow, veh/h	1767	1572	1767	1856	1532	274
Grp Volume(v), veh/h	230	0	634	479	0	409
Grp Sat Flow(s),veh/h/ln	1767	1572	1767	1856	0	1806
Q Serve(g_s), s	8.5	0.0	15.6	7.9	0.0	13.9
Cycle Q Clear(g_c), s	8.5	0.0	15.6	7.9	0.0	13.9
Prop In Lane	1.00	1.00	1.00			0.15
Lane Grp Cap(c), veh/h	280		685	1231	0	536
V/C Ratio(X)	0.82		0.93	0.39	0.00	0.76
Avail Cap(c_a), veh/h	1312		1375	1653	0	1608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.4	0.0	12.2	5.1	0.0	21.5
Incr Delay (d2), s/veh	2.3	0.0	2.4	0.2	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	5.2	2.3	0.0	5.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.7	0.0	14.6	5.3	0.0	23.8
LnGrp LOS	C		B	A	A	C
Approach Vol, veh/h	230			1113	409	
Approach Delay, s/veh	29.7			10.6	23.8	
Approach LOS	C			B	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		50.7		16.7	24.7	26.0
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		60.0		50.0	45.0	60.0
Max Q Clear Time (g_c+I1), s		9.9		10.5	17.6	15.9
Green Ext Time (p_c), s		3.5		0.3	1.0	2.9

Intersection Summary	
HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	16.6
Intersection LOS	C

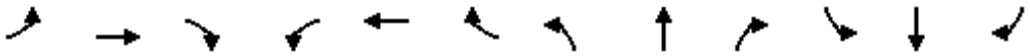
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	246	17	147	237	300	105
Future Vol, veh/h	246	17	147	237	300	105
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	267	18	160	258	326	114
Number of Lanes	2	0	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	13.4	18.7	16.6
HCM LOS	B	C	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	83%	100%	0%
Vol Thru, %	38%	0%	0%	0%	100%
Vol Right, %	62%	0%	17%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	384	164	99	300	105
LT Vol	0	164	82	300	0
Through Vol	147	0	0	0	105
RT Vol	237	0	17	0	0
Lane Flow Rate	417	178	108	326	114
Geometry Grp	3b	5	5	5	5
Degree of Util (X)	0.653	0.364	0.213	0.599	0.194
Departure Headway (Hd)	5.628	7.351	7.141	6.618	6.11
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	643	488	501	545	587
Service Time	3.673	5.105	4.895	4.368	3.859
HCM Lane V/C Ratio	0.649	0.365	0.216	0.598	0.194
HCM Control Delay	18.7	14.3	11.8	18.8	10.3
HCM Lane LOS	C	B	B	C	B
HCM 95th-tile Q	4.8	1.6	0.8	3.9	0.7

HCM 6th Signalized Intersection Summary
12: Buena Vista St & Winona Ave

10/02/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	47	231	150	31	37	209	982	259	26	741	146
Future Volume (veh/h)	65	47	231	150	31	37	209	982	259	26	741	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	70	51	91	161	33	10	225	1056	265	28	797	148
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	137	100	365	246	189	57	348	1438	359	186	1041	193
Arrive On Green	0.13	0.13	0.13	0.14	0.14	0.14	0.11	0.52	0.52	0.35	0.35	0.35
Sat Flow, veh/h	1043	760	1526	1767	1357	411	1767	2780	693	412	2966	551
Grp Volume(v), veh/h	121	0	91	161	0	43	225	667	654	28	474	471
Grp Sat Flow(s),veh/h/ln	1803	0	1526	1767	0	1769	1767	1763	1711	412	1763	1754
Q Serve(g_s), s	4.7	0.0	3.6	6.5	0.0	1.6	5.7	22.1	22.5	4.3	18.0	18.0
Cycle Q Clear(g_c), s	4.7	0.0	3.6	6.5	0.0	1.6	5.7	22.1	22.5	14.3	18.0	18.0
Prop In Lane	0.58		1.00	1.00		0.23	1.00		0.41	1.00		0.31
Lane Grp Cap(c), veh/h	237	0	365	246	0	246	348	912	885	186	619	616
V/C Ratio(X)	0.51	0.00	0.25	0.65	0.00	0.17	0.65	0.73	0.74	0.15	0.77	0.77
Avail Cap(c_a), veh/h	838	0	874	821	0	822	983	936	908	260	936	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	0.0	23.4	30.7	0.0	28.6	15.7	14.1	14.2	24.7	21.7	21.7
Incr Delay (d2), s/veh	1.7	0.0	0.4	2.9	0.0	0.3	0.8	2.9	3.1	0.4	2.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	1.3	2.9	0.0	0.7	2.1	8.2	8.2	0.4	7.1	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.2	0.0	23.7	33.6	0.0	28.9	16.4	17.0	17.4	25.1	23.8	23.8
LnGrp LOS	C	A	C	C	A	C	B	B	B	C	C	C
Approach Vol, veh/h		212			204			1546			973	
Approach Delay, s/veh		28.6			32.7			17.1			23.8	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.5	32.5		15.5		45.0		14.9				
Change Period (Y+Rc), s	4.6	6.0		* 5		6.0		5.0				
Max Green Setting (Gmax), s	35.0	40.0		* 35		40.0		35.0				
Max Q Clear Time (g_c+I1), s	7.7	20.0		8.5		24.5		6.7				
Green Ext Time (p_c), s	0.3	6.5		0.7		8.0		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			21.2									
HCM 6th LOS			C									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
13: Buena Vista St & San Fernando Bl

10/02/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	270	72	83	297	430	64	782	37	191	665	274
Future Volume (veh/h)	247	270	72	83	297	430	64	782	37	191	665	274
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	263	287	65	88	316	157	68	832	37	203	707	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	392	685	152	332	544	238	93	1160	52	245	1510	
Arrive On Green	0.14	0.24	0.24	0.06	0.15	0.15	0.05	0.34	0.34	0.14	0.43	0.00
Sat Flow, veh/h	1767	2855	635	1767	3526	1543	1767	3434	153	1767	3526	1572
Grp Volume(v), veh/h	263	175	177	88	316	157	68	427	442	203	707	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1728	1767	1763	1543	1767	1763	1824	1767	1763	1572
Q Serve(g_s), s	11.4	8.0	8.3	3.9	7.9	9.1	3.6	20.2	20.2	10.6	13.7	0.0
Cycle Q Clear(g_c), s	11.4	8.0	8.3	3.9	7.9	9.1	3.6	20.2	20.2	10.6	13.7	0.0
Prop In Lane	1.00		0.37	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	392	423	414	332	544	238	93	596	616	245	1510	
V/C Ratio(X)	0.67	0.41	0.43	0.26	0.58	0.66	0.73	0.72	0.72	0.83	0.47	
Avail Cap(c_a), veh/h	511	740	726	603	1480	648	464	1388	1436	742	3331	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.8	30.6	30.7	31.2	37.4	37.9	44.5	27.6	27.6	39.9	19.5	0.0
Incr Delay (d2), s/veh	1.0	0.7	0.7	0.2	1.0	3.1	4.1	2.3	2.2	7.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	3.4	3.4	1.7	3.4	3.6	1.7	8.5	8.8	5.0	5.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.8	31.2	31.4	31.3	38.4	41.0	48.6	29.9	29.8	46.9	19.8	0.0
LnGrp LOS	C	C	C	C	D	D	D	C	C	D	B	
Approach Vol, veh/h		615			561			937			910	
Approach Delay, s/veh		29.8			38.0			31.2			25.9	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	28.8	9.6	46.8	18.2	20.7	18.2	38.2
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	5.0	6.0
Max Green Setting (Gmax), s	20.0	40.0	25.0	90.0	20.0	40.0	40.0	75.0
Max Q Clear Time (g_c+I1), s	5.9	10.3	5.6	15.7	13.4	11.1	12.6	22.2
Green Ext Time (p_c), s	0.1	2.1	0.1	8.4	0.2	2.6	0.6	9.9

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
14: Ontario St & Thornton Ave

10/02/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	148	46	16	266	21	42	25	22	11	32	39
Future Volume (veh/h)	14	148	46	16	266	21	42	25	22	11	32	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	0.99		0.96	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	15	159	40	17	286	21	45	27	1	12	34	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	816	987	248	909	1179	87	195	99	3	95	201	10
Arrive On Green	1.00	1.00	1.00	0.92	0.92	0.92	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1059	1428	359	1168	1707	125	813	721	21	225	1458	73
Grp Volume(v), veh/h	15	0	199	17	0	307	73	0	0	48	0	0
Grp Sat Flow(s),veh/h/ln	1059	0	1788	1168	0	1832	1555	0	0	1756	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	1.2	1.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	0.1	0.0	1.2	2.7	0.0	0.0	1.6	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.07	0.62		0.01	0.25		0.04
Lane Grp Cap(c), veh/h	816	0	1235	909	0	1265	298	0	0	306	0	0
V/C Ratio(X)	0.02	0.00	0.16	0.02	0.00	0.24	0.25	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	816	0	1235	909	0	1265	712	0	0	772	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.99	0.00	0.99	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.9	0.0	0.9	27.1	0.0	0.0	26.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.0	0.0	0.1	0.4	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.0	0.0	0.3	1.1	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.1	0.0	0.3	0.9	0.0	1.0	27.5	0.0	0.0	26.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		214			324			73			48	
Approach Delay, s/veh		0.3			1.0			27.5			26.9	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.3		15.7		54.3		15.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		29.0		29.0		29.0		29.0				
Max Q Clear Time (g_c+I1), s		3.3		4.7		3.2		3.6				
Green Ext Time (p_c), s		1.2		0.3		1.9		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			5.6									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
15: Empire Ave & Ontario St

10/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	484	0	0	547	54	0	1	5	88	0	52
Future Volume (veh/h)	30	484	0	0	547	54	0	1	5	88	0	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	31	504	0	0	570	51	0	1	0	92	0	4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	618	2581	0	80	2391	213	0	190	0	222	0	161
Arrive On Green	0.73	0.73	0.00	0.00	0.73	0.73	0.00	0.10	0.00	0.10	0.00	0.10
Sat Flow, veh/h	796	3618	0	888	3267	292	0	1856	0	1390	0	1568
Grp Volume(v), veh/h	31	504	0	0	307	314	0	1	0	92	0	4
Grp Sat Flow(s),veh/h/ln	796	1763	0	888	1763	1795	0	1856	0	1390	0	1568
Q Serve(g_s), s	1.2	4.0	0.0	0.0	5.1	5.1	0.0	0.0	0.0	5.7	0.0	0.2
Cycle Q Clear(g_c), s	6.3	4.0	0.0	0.0	5.1	5.1	0.0	0.0	0.0	5.7	0.0	0.2
Prop In Lane	1.00		0.00	1.00		0.16	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	618	2581	0	80	1290	1314	0	190	0	222	0	161
V/C Ratio(X)	0.05	0.20	0.00	0.00	0.24	0.24	0.00	0.01	0.00	0.41	0.00	0.02
Avail Cap(c_a), veh/h	618	2581	0	80	1290	1314	0	200	0	411	0	373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.00	0.00	0.81	0.81	0.00	1.00	0.00	0.97	0.00	0.97
Uniform Delay (d), s/veh	4.9	3.8	0.0	0.0	3.9	3.9	0.0	36.3	0.0	38.9	0.0	36.3
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	0.4	0.3	0.0	0.0	0.0	1.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.1	0.0	0.0	1.5	1.5	0.0	0.0	0.0	2.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.1	3.9	0.0	0.0	4.3	4.3	0.0	36.3	0.0	40.0	0.0	36.4
LnGrp LOS	A	A	A	A	A	A	A	D	A	D	A	D
Approach Vol, veh/h		535			621			1			96	
Approach Delay, s/veh		4.0			4.3			36.3			39.9	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.2		17.8		72.2		17.8				
Change Period (Y+Rc), s		6.3		* 8.6		6.3		* 8.6				
Max Green Setting (Gmax), s		39.4		* 9.7		39.4		* 21				
Max Q Clear Time (g_c+I1), s		8.3		2.0		7.1		7.7				
Green Ext Time (p_c), s		4.5		0.0		4.9		0.3				

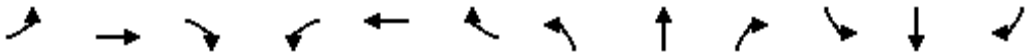
Intersection Summary		
HCM 6th Ctrl Delay	6.9	
HCM 6th LOS	A	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
16: Buena Vista St & Empire Ave

10/02/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	461	112	444	503	147	107	736	756	91	514	37
Future Volume (veh/h)	45	461	112	444	503	147	107	736	756	91	514	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	49	501	25	483	547	139	116	800	755	99	559	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	116	649	278	544	867	219	477	1589	946	145	1488	96
Arrive On Green	0.04	0.18	0.18	0.16	0.31	0.31	0.05	0.45	0.45	0.08	0.89	0.89
Sat Flow, veh/h	1767	3526	1510	3428	2769	700	1767	3526	1545	3428	3359	216
Grp Volume(v), veh/h	49	501	25	483	347	339	116	800	755	99	293	302
Grp Sat Flow(s),veh/h/ln	1767	1763	1510	1714	1763	1706	1767	1763	1545	1714	1763	1812
Q Serve(g_s), s	3.3	18.9	1.6	19.3	23.6	23.8	5.0	22.6	17.8	3.9	4.0	4.0
Cycle Q Clear(g_c), s	3.3	18.9	1.6	19.3	23.6	23.8	5.0	22.6	17.8	3.9	4.0	4.0
Prop In Lane	1.00		1.00	1.00		0.41	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	116	649	278	544	552	534	477	1589	946	145	781	803
V/C Ratio(X)	0.42	0.77	0.09	0.89	0.63	0.63	0.24	0.50	0.80	0.68	0.37	0.38
Avail Cap(c_a), veh/h	228	755	324	710	567	548	553	1589	946	416	781	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	51.6	54.3	33.6	57.7	41.1	41.2	19.3	27.3	9.0	63.1	4.7	4.7
Incr Delay (d2), s/veh	1.8	4.2	0.1	10.1	2.1	2.3	0.2	1.1	7.0	4.0	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	8.7	0.7	9.1	10.5	10.3	2.1	9.7	10.1	1.7	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	58.6	33.8	67.8	43.3	43.5	19.5	28.5	16.0	67.1	6.0	6.0
LnGrp LOS	D	E	C	E	D	D	B	C	B	E	A	A
Approach Vol, veh/h		575			1169			1671			694	
Approach Delay, s/veh		57.0			53.5			22.2			14.7	
Approach LOS		E			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.2	31.8	12.0	68.0	10.1	49.9	10.9	69.1
Change Period (Y+Rc), s	6.0	* 6	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	29.0	* 30	13.0	46.0	14.0	45.0	17.0	42.0
Max Q Clear Time (g_c+I1), s	21.3	20.9	7.0	6.0	5.3	25.8	5.9	24.6
Green Ext Time (p_c), s	0.9	2.2	0.1	3.9	0.0	4.1	0.1	9.9

Intersection Summary	
HCM 6th Ctrl Delay	34.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

HCM 6th Signalized Intersection Summary
17: Buena Vista St & Thornton Ave

10/02/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	35	78	15	35	17	76	806	13	13	553	243
Future Volume (veh/h)	70	35	78	15	35	17	76	806	13	13	553	243
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	73	36	6	16	36	1	79	840	14	14	576	238
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	155	147	24	150	170	5	565	2753	46	580	2011	829
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	1.00	1.00	1.00	0.02	0.83	0.83
Sat Flow, veh/h	1353	1549	258	1347	1796	50	665	3548	59	1767	2433	1003
Grp Volume(v), veh/h	73	0	42	16	0	37	79	417	437	14	417	397
Grp Sat Flow(s),veh/h/ln	1353	0	1807	1347	0	1846	665	1763	1845	1767	1763	1674
Q Serve(g_s), s	7.4	0.0	3.0	1.6	0.0	2.6	0.1	0.0	0.0	0.2	7.5	7.5
Cycle Q Clear(g_c), s	10.0	0.0	3.0	4.6	0.0	2.6	0.5	0.0	0.0	0.2	7.5	7.5
Prop In Lane	1.00		0.14	1.00		0.03	1.00		0.03	1.00		0.60
Lane Grp Cap(c), veh/h	155	0	171	150	0	175	565	1367	1431	580	1457	1383
V/C Ratio(X)	0.47	0.00	0.25	0.11	0.00	0.21	0.14	0.31	0.31	0.02	0.29	0.29
Avail Cap(c_a), veh/h	548	0	697	542	0	712	565	1367	1431	738	1457	1383
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	0.80	0.80	0.80	0.89	0.89	0.89
Uniform Delay (d), s/veh	63.1	0.0	58.7	60.8	0.0	58.5	0.0	0.0	0.0	2.6	2.8	2.8
Incr Delay (d2), s/veh	2.2	0.0	0.7	0.3	0.0	0.6	0.4	0.5	0.4	0.0	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	1.4	0.5	0.0	1.2	0.1	0.2	0.2	0.1	2.2	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	0.0	59.4	61.1	0.0	59.1	0.4	0.5	0.4	2.6	3.2	3.2
LnGrp LOS	E	A	E	E	A	E	A	A	A	A	A	A
Approach Vol, veh/h		115			53			933			828	
Approach Delay, s/veh		63.2			59.7			0.4			3.2	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.1	114.6		18.3		121.7		18.3				
Change Period (Y+Rc), s	4.6	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	15.0	55.4		54.0		75.0		54.0				
Max Q Clear Time (g_c+I1), s	2.2	2.5		12.0		9.5		6.6				
Green Ext Time (p_c), s	0.0	7.2		0.4		6.1		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		7.0	
HCM 6th LOS		A	

HCM 6th Signalized Intersection Summary
18: I-5 SB Ramps & Empire Ave

10/02/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	555	782	187	908	0	0	0	0	196	4	186
Future Volume (veh/h)	0	555	782	187	908	0	0	0	0	196	4	186
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	572	533	193	936	0				205	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	2428	1076	263	2848	0				326	0	
Arrive On Green	0.00	0.69	0.69	0.08	0.81	0.00				0.09	0.00	0.00
Sat Flow, veh/h	0	3618	1563	3428	3618	0				3534	0	1572
Grp Volume(v), veh/h	0	572	533	193	936	0				205	0	0
Grp Sat Flow(s),veh/h/ln	0	1763	1563	1714	1763	0				1767	0	1572
Q Serve(g_s), s	0.0	7.8	21.0	7.2	9.0	0.0				7.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	7.8	21.0	7.2	9.0	0.0				7.3	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2428	1076	263	2848	0				326	0	
V/C Ratio(X)	0.00	0.24	0.50	0.73	0.33	0.00				0.63	0.00	
Avail Cap(c_a), veh/h	0	2428	1076	752	2848	0				1047	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.84	0.84	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	7.5	9.6	58.7	3.3	0.0				56.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	1.6	1.2	0.3	0.0				2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	7.1	3.1	2.5	0.0				3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.8	11.2	59.9	3.5	0.0				58.9	0.0	0.0
LnGrp LOS	A	A	B	E	A	A				E	A	
Approach Vol, veh/h		1105			1129						205	
Approach Delay, s/veh		9.4			13.2						58.9	
Approach LOS		A			B						E	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	15.5	96.0		18.5		111.5						
Change Period (Y+Rc), s	5.5	6.5		6.5		6.5						
Max Green Setting (Gmax), s	28.5	44.5		38.5		78.5						
Max Q Clear Time (g_c+I1), s	9.2	23.0		9.3		11.0						
Green Ext Time (p_c), s	0.3	8.7		0.7		12.6						

Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
19: I-5 NB Ramps & Empire Ave

10/02/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	660	0	0	620	314	461	1	312	0	0	0
Future Volume (veh/h)	74	660	0	0	620	314	461	1	312	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	77	688	0	0	646	294	481	0	117			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	247	2597	0	0	1457	663	577	0	256			
Arrive On Green	0.14	1.00	0.00	0.00	0.62	0.62	0.16	0.00	0.16			
Sat Flow, veh/h	3428	3618	0	0	2435	1066	3534	0	1567			
Grp Volume(v), veh/h	77	688	0	0	486	454	481	0	117			
Grp Sat Flow(s),veh/h/ln	1714	1763	0	0	1763	1645	1767	0	1567			
Q Serve(g_s), s	2.6	0.0	0.0	0.0	18.7	18.7	17.1	0.0	8.8			
Cycle Q Clear(g_c), s	2.6	0.0	0.0	0.0	18.7	18.7	17.1	0.0	8.8			
Prop In Lane	1.00		0.00	0.00		0.65	1.00		1.00			
Lane Grp Cap(c), veh/h	247	2597	0	0	1097	1023	577	0	256			
V/C Ratio(X)	0.31	0.26	0.00	0.00	0.44	0.44	0.83	0.00	0.46			
Avail Cap(c_a), veh/h	699	2597	0	0	1097	1023	1020	0	452			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	52.7	0.0	0.0	0.0	12.8	12.8	52.7	0.0	49.2			
Incr Delay (d2), s/veh	0.3	0.2	0.0	0.0	1.3	1.4	3.2	0.0	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	0.1	0.0	0.0	7.5	7.0	7.9	0.0	3.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	0.2	0.0	0.0	14.1	14.2	55.9	0.0	50.4			
LnGrp LOS	D	A	A	A	B	B	E	A	D			
Approach Vol, veh/h		765			940			598				
Approach Delay, s/veh		5.5			14.2			54.8				
Approach LOS		A			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		102.3			14.9	87.4		27.7				
Change Period (Y+Rc), s		6.5			5.5	6.5		6.5				
Max Green Setting (Gmax), s		79.5			26.5	47.5		37.5				
Max Q Clear Time (g_c+I1), s		2.0			4.6	20.7		19.1				
Green Ext Time (p_c), s		8.1			0.1	9.6		2.1				

Intersection Summary	
HCM 6th Ctrl Delay	21.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
1: Hollywood Way & Tulare Ave

10/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	1	137	4	3	3	304	740	10	39	1969	344
Future Volume (veh/h)	157	1	137	4	3	3	304	740	10	39	1969	344
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	159	1	95	4	3	0	307	747	10	39	1989	329
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	246	2	215	159	261	0	355	3967	53	492	3178	979
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.00	0.21	1.00	1.00	0.63	0.63	0.63
Sat Flow, veh/h	1397	16	1526	1285	1856	0	3428	5151	69	702	5066	1560
Grp Volume(v), veh/h	159	0	96	4	3	0	307	489	268	39	1989	329
Grp Sat Flow(s),veh/h/ln	1397	0	1542	1285	1856	0	1714	1689	1843	702	1689	1560
Q Serve(g_s), s	15.5	0.0	8.0	0.4	0.2	0.0	12.1	0.0	0.0	3.1	33.7	13.9
Cycle Q Clear(g_c), s	15.7	0.0	8.0	8.4	0.2	0.0	12.1	0.0	0.0	3.1	33.7	13.9
Prop In Lane	1.00		0.99	1.00		0.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	246	0	217	159	261	0	355	2601	1419	492	3178	979
V/C Ratio(X)	0.65	0.00	0.44	0.03	0.01	0.00	0.87	0.19	0.19	0.08	0.63	0.34
Avail Cap(c_a), veh/h	483	0	479	378	577	0	465	2601	1419	492	3178	979
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	0.0	55.1	59.0	51.8	0.0	54.6	0.0	0.0	10.3	16.0	12.3
Incr Delay (d2), s/veh	2.8	0.0	1.4	0.1	0.0	0.0	10.8	0.1	0.3	0.3	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	3.2	0.1	0.1	0.0	5.2	0.1	0.1	0.5	12.5	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	0.0	56.5	59.0	51.8	0.0	65.4	0.1	0.3	10.6	16.9	13.2
LnGrp LOS	E	A	E	E	D	A	E	A	A	B	B	B
Approach Vol, veh/h		255			7			1064			2357	
Approach Delay, s/veh		59.6			55.9			19.0			16.3	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.0	94.3		25.7		114.3		25.7				
Change Period (Y+Rc), s	5.5	6.5		6.0		6.5		6.0				
Max Green Setting (Gmax), s	19.0	59.5		43.5		84.0		43.5				
Max Q Clear Time (g_c+I1), s	14.1	35.7		10.4		2.0		17.7				
Green Ext Time (p_c), s	0.4	17.4		0.0		5.3		1.1				

Intersection Summary			
HCM 6th Ctrl Delay		20.2	
HCM 6th LOS		C	

HCM 6th Signalized Intersection Summary
2: Hollywood Way & Winona Ave

10/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	81	269	37	90	36	297	877	91	65	1716	252
Future Volume (veh/h)	211	81	269	37	90	36	297	877	91	65	1716	252
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	218	84	261	38	93	9	306	904	89	67	1769	259
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	300	403	336	236	705	67	335	2773	272	486	2515	365
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.19	1.00	1.00	0.13	1.00	1.00
Sat Flow, veh/h	1281	1856	1548	1027	3247	310	1767	4682	459	1767	4456	647
Grp Volume(v), veh/h	218	84	261	38	50	52	306	651	342	67	1337	691
Grp Sat Flow(s),veh/h/ln	1281	1856	1548	1027	1763	1794	1767	1689	1764	1767	1689	1727
Q Serve(g_s), s	23.1	5.2	22.2	4.4	3.2	3.3	11.1	0.0	0.0	2.0	0.0	0.0
Cycle Q Clear(g_c), s	26.4	5.2	22.2	9.6	3.2	3.3	11.1	0.0	0.0	2.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.26	1.00		0.37
Lane Grp Cap(c), veh/h	300	403	336	236	383	390	335	2000	1045	486	1906	974
V/C Ratio(X)	0.73	0.21	0.78	0.16	0.13	0.13	0.91	0.33	0.33	0.14	0.70	0.71
Avail Cap(c_a), veh/h	419	577	481	332	548	557	345	2000	1045	545	1906	974
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82	0.70	0.70	0.70
Uniform Delay (d), s/veh	54.8	44.9	51.6	48.9	44.1	44.2	14.0	0.0	0.0	9.2	0.0	0.0
Incr Delay (d2), s/veh	3.8	0.3	5.0	0.3	0.2	0.2	23.4	0.4	0.7	0.1	1.5	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	2.5	9.2	1.2	1.4	1.5	5.3	0.1	0.2	0.7	0.4	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	45.2	56.6	49.2	44.3	44.3	37.5	0.4	0.7	9.3	1.5	3.1
LnGrp LOS	E	D	E	D	D	D	D	A	A	A	A	A
Approach Vol, veh/h		563			140			1299			2095	
Approach Delay, s/veh		55.7			45.6			9.2			2.3	
Approach LOS		E			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.1	85.5		36.4	14.2	89.4		36.4				
Change Period (Y+Rc), s	4.9	6.5		6.0	4.9	6.5		6.0				
Max Green Setting (Gmax), s	14.0	65.1		43.5	14.0	65.1		43.5				
Max Q Clear Time (g_c+I1), s	13.1	2.0		11.6	4.0	2.0		28.4				
Green Ext Time (p_c), s	0.1	26.3		0.7	0.1	7.7		2.0				

Intersection Summary												
HCM 6th Ctrl Delay			13.3									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
3: Hollywood Way & Airport/Thornton Ave

10/03/2024

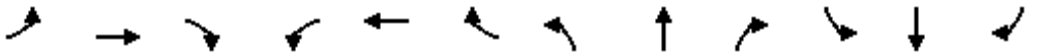
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	25	21	115	92	55	20	1376	134	74	1937	67
Future Volume (veh/h)	23	25	21	115	92	55	20	1376	134	74	1937	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.67		0.95	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	24	27	-138	122	98	35	21	1464	133	79	2061	56
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	149	212	180	189	361	121	232	2726	248	355	3077	83
Arrive On Green	0.04	0.11	0.00	0.07	0.14	0.14	0.08	1.00	1.00	0.14	1.00	1.00
Sat Flow, veh/h	3428	1856	1572	1767	2550	857	1767	4707	428	1767	5067	137
Grp Volume(v), veh/h	24	27	-138	122	66	67	21	1050	547	79	1372	745
Grp Sat Flow(s),veh/h/ln	1714	1856	1572	1767	1763	1644	1767	1689	1758	1767	1689	1827
Q Serve(g_s), s	0.9	1.8	0.0	4.2	4.7	5.1	0.6	0.0	0.0	2.2	0.0	0.0
Cycle Q Clear(g_c), s	0.9	1.8	0.0	4.2	4.7	5.1	0.6	0.0	0.0	2.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.52	1.00		0.24	1.00		0.08
Lane Grp Cap(c), veh/h	149	212	180	189	250	233	232	1955	1018	355	2051	1110
V/C Ratio(X)	0.16	0.13	-0.77	0.64	0.26	0.29	0.09	0.54	0.54	0.22	0.67	0.67
Avail Cap(c_a), veh/h	575	524	444	241	378	352	465	1955	1018	474	2051	1110
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.63	0.63	0.63
Uniform Delay (d), s/veh	64.5	55.7	0.0	61.2	53.6	53.8	9.9	0.0	0.0	8.1	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.3	0.0	1.6	0.6	0.7	0.1	1.1	2.0	0.1	1.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.9	0.0	4.3	2.1	2.2	0.2	0.3	0.6	0.8	0.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.0	56.0	0.0	62.7	54.1	54.4	10.0	1.1	2.0	8.3	1.1	2.1
LnGrp LOS	E	E	A	E	D	D	A	A	A	A	A	A
Approach Vol, veh/h		-87			255			1618			2196	
Approach Delay, s/veh		0.0			58.3			1.5			1.7	
Approach LOS		A			E			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	91.5	12.1	25.8	14.5	87.6	15.9	22.0
Change Period (Y+Rc), s	5.0	6.5	6.0	6.0	5.0	6.5	6.0	6.0
Max Green Setting (Gmax), s	24.0	39.0	23.5	30.0	19.0	44.0	14.0	39.5
Max Q Clear Time (g_c+I1), s	2.6	2.0	2.9	7.1	4.2	2.0	6.2	3.8
Green Ext Time (p_c), s	0.0	21.7	0.0	0.7	0.1	15.1	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.3
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
4: Hollywood Way & Avon St

10/03/2024



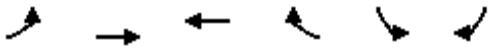
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	6	37	28	22	135	72	1151	76	76	1728	24
Future Volume (veh/h)	88	6	37	28	22	135	72	1151	76	76	1728	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	92	6	39	29	23	141	75	1199	78	79	1800	25
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	164	39	256	271	41	254	119	2089	136	120	2846	40
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.07	0.62	0.62	0.09	0.83	0.83
Sat Flow, veh/h	1206	210	1364	1341	221	1356	1767	3354	218	1767	4564	63
Grp Volume(v), veh/h	92	0	45	29	0	164	75	630	647	79	1098	727
Grp Sat Flow(s),veh/h/ln	1206	0	1574	1341	0	1577	1767	1763	1809	1767	1392	1844
Q Serve(g_s), s	10.5	0.0	3.3	2.6	0.0	13.2	5.8	29.3	29.4	6.1	19.8	19.8
Cycle Q Clear(g_c), s	23.7	0.0	3.3	5.9	0.0	13.2	5.8	29.3	29.4	6.1	19.8	19.8
Prop In Lane	1.00		0.87	1.00		0.86	1.00		0.12	1.00		0.03
Lane Grp Cap(c), veh/h	164	0	295	271	0	296	119	1098	1127	120	1736	1150
V/C Ratio(X)	0.56	0.00	0.15	0.11	0.00	0.55	0.63	0.57	0.57	0.66	0.63	0.63
Avail Cap(c_a), veh/h	364	0	556	493	0	558	252	1098	1127	252	1736	1150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	0.99	0.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.3	0.0	47.6	50.1	0.0	51.6	63.6	15.5	15.5	62.1	6.2	6.2
Incr Delay (d2), s/veh	3.0	0.0	0.2	0.2	0.0	1.6	4.0	2.2	2.1	4.4	1.8	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	1.4	0.9	0.0	5.4	2.7	11.8	12.1	2.8	3.8	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	0.0	47.8	50.2	0.0	53.2	67.5	17.6	17.6	66.5	7.9	8.8
LnGrp LOS	E	A	D	D	A	D	E	B	B	E	A	A
Approach Vol, veh/h		137			193			1352			1904	
Approach Delay, s/veh		59.6			52.8			20.4			10.7	
Approach LOS		E			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	93.8		31.2	15.0	93.7		31.2				
Change Period (Y+Rc), s	5.5	6.5		5.0	5.5	6.5		5.0				
Max Green Setting (Gmax), s	20.0	53.5		49.5	20.0	53.5		49.5				
Max Q Clear Time (g_c+I1), s	7.8	21.8		15.2	8.1	31.4		25.7				
Green Ext Time (p_c), s	0.1	16.3		1.2	0.1	8.8		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			18.5									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
5: Empire Ave & N Hollywood Way

10/03/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰	↱
Traffic Volume (veh/h)	0	532	81	0	70	147
Future Volume (veh/h)	0	532	81	0	70	147
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	0	611	93	0	80	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	2707	2707	0	196	
Arrive On Green	0.00	1.00	0.77	0.00	0.11	0.00
Sat Flow, veh/h	0	3711	3711	0	1767	1572
Grp Volume(v), veh/h	0	611	93	0	80	0
Grp Sat Flow(s),veh/h/ln	0	1763	1763	0	1767	1572
Q Serve(g_s), s	0.0	0.0	0.6	0.0	3.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.6	0.0	3.8	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2707	2707	0	196	
V/C Ratio(X)	0.00	0.23	0.03	0.00	0.41	
Avail Cap(c_a), veh/h	0	2707	2707	0	465	
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.93	0.99	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	2.5	0.0	37.2	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.1	0.0	1.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.2	2.5	0.0	39.2	0.0
LnGrp LOS	A	A	A	A	D	
Approach Vol, veh/h		611	93		80	
Approach Delay, s/veh		0.2	2.5		39.2	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		75.4		14.6		75.4
Change Period (Y+Rc), s		6.3		4.6		6.3
Max Green Setting (Gmax), s		55.4		23.7		55.4
Max Q Clear Time (g_c+I1), s		2.0		5.8		2.6
Green Ext Time (p_c), s		4.4		0.2		0.6

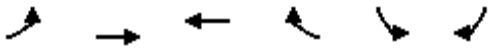
Intersection Summary		
HCM 6th Ctrl Delay		4.4
HCM 6th LOS		A

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
6: Empire Ave & Avon St

10/03/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	126	390	236	79	68	2
Future Volume (veh/h)	126	390	236	79	68	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	138	429	259	77	75	-10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1026	3297	2162	629	518	0
Arrive On Green	0.08	0.94	0.80	0.80	0.00	0.00
Sat Flow, veh/h	1767	3618	2786	783	2048	-273
Grp Volume(v), veh/h	138	429	168	168	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1763	1713	0	0
Q Serve(g_s), s	0.8	0.9	2.0	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.9	2.0	2.1	0.0	0.0
Prop In Lane	1.00			0.46	1.14	-0.15
Lane Grp Cap(c), veh/h	1026	3297	1416	1376	0	0
V/C Ratio(X)	0.13	0.13	0.12	0.12	0.00	0.00
Avail Cap(c_a), veh/h	1248	3297	1416	1376	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.99	0.99	0.00	0.00
Uniform Delay (d), s/veh	0.6	0.2	2.1	2.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	0.5	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.6	0.3	2.2	2.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h		567	336		0	
Approach Delay, s/veh		0.4	2.3		0.0	
Approach LOS		A	A			

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.0		0.0	12.8	84.2
Change Period (Y+Rc), s		6.3		4.6	5.0	6.3
Max Green Setting (Gmax), s		53.4		25.7	20.0	35.0
Max Q Clear Time (g_c+I1), s		2.9		0.0	2.8	4.1
Green Ext Time (p_c), s		2.9		0.0	0.1	2.0

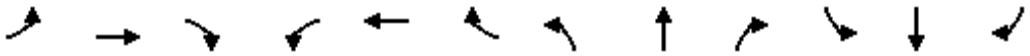
Intersection Summary	
HCM 6th Ctrl Delay	1.1
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
7: Empire Ave & Airport

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	547	5	1	345	7	0	0	0	15	0	1
Future Volume (veh/h)	134	547	5	1	345	7	0	0	0	15	0	1
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856				1856	1856	1856
Adj Flow Rate, veh/h	147	601	5	1	379	7				16	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3				3	3	3
Cap, veh/h	831	1468	12	41	2317	43				282	148	0
Arrive On Green	0.08	0.80	0.80	0.67	0.67	0.67				0.08	0.00	0.00
Sat Flow, veh/h	1767	1837	15	1	3464	64				3534	1856	0
Grp Volume(v), veh/h	147	0	606	203	0	184				16	0	0
Grp Sat Flow(s),veh/h/ln	1767	0	1852	1854	0	1674				1767	1856	0
Q Serve(g_s), s	1.9	0.0	8.8	0.0	0.0	3.7				0.4	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.0	8.8	3.7	0.0	3.7				0.4	0.0	0.0
Prop In Lane	1.00		0.01	0.00		0.04				1.00		0.00
Lane Grp Cap(c), veh/h	831	0	1480	1281	0	1120				282	148	0
V/C Ratio(X)	0.18	0.00	0.41	0.16	0.00	0.16				0.06	0.00	0.00
Avail Cap(c_a), veh/h	842	0	1480	1281	0	1120				931	489	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.96	0.00	0.96				1.00	0.00	0.00
Uniform Delay (d), s/veh	2.9	0.0	2.7	5.5	0.0	5.5				38.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.3	0.0	0.3				0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.9	1.2	0.0	1.1				0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	2.9	0.0	3.5	5.8	0.0	5.8				38.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				D	A	A
Approach Vol, veh/h		753			387						16	
Approach Delay, s/veh		3.4			5.8						38.4	
Approach LOS		A			A						D	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		78.2		11.8	11.7	66.5						
Change Period (Y+Rc), s		6.3		4.6	4.9	6.3						
Max Green Setting (Gmax), s		55.4		23.7	7.4	43.1						
Max Q Clear Time (g_c+I1), s		10.8		2.4	3.9	5.7						
Green Ext Time (p_c), s		4.3		0.0	0.1	2.2						

Intersection Summary		
HCM 6th Ctrl Delay		4.7
HCM 6th LOS		A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
8: Hollywood Way & Victory Bl

10/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	805	134	100	530	95	76	930	91	157	1298	234
Future Volume (veh/h)	265	805	134	100	530	95	76	930	91	157	1298	234
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	312	947	89	118	624	61	89	1094	72	185	1527	231
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	334	995	541	186	741	438	174	1485	770	260	1504	883
Arrive On Green	0.14	0.28	0.28	0.07	0.21	0.21	0.07	0.42	0.42	0.07	0.43	0.43
Sat Flow, veh/h	1767	3526	1532	1767	3526	1526	1767	3526	1564	1767	3526	1544
Grp Volume(v), veh/h	312	947	89	118	624	61	89	1094	72	185	1527	231
Grp Sat Flow(s),veh/h/ln	1767	1763	1532	1767	1763	1526	1767	1763	1564	1767	1763	1544
Q Serve(g_s), s	19.0	36.9	5.6	7.2	23.8	4.2	3.8	36.5	3.4	8.3	59.7	10.6
Cycle Q Clear(g_c), s	19.0	36.9	5.6	7.2	23.8	4.2	3.8	36.5	3.4	8.3	59.7	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	334	995	541	186	741	438	174	1485	770	260	1504	883
V/C Ratio(X)	0.93	0.95	0.16	0.63	0.84	0.14	0.51	0.74	0.09	0.71	1.02	0.26
Avail Cap(c_a), veh/h	334	995	541	314	992	547	304	1485	770	381	1504	883
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.3	49.3	31.3	41.8	53.1	37.3	31.6	34.0	18.9	27.6	40.1	15.3
Incr Delay (d2), s/veh	32.2	18.0	0.1	1.3	5.1	0.1	0.9	3.3	0.2	1.4	27.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	18.5	2.1	3.2	11.0	1.6	1.6	16.1	1.3	3.5	30.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.5	67.3	31.4	43.1	58.2	37.5	32.4	37.3	19.2	29.0	67.3	16.0
LnGrp LOS	E	E	C	D	E	D	C	D	B	C	F	B
Approach Vol, veh/h		1348			803			1255			1943	
Approach Delay, s/veh		65.5			54.4			35.9			57.6	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	45.5	14.3	65.7	24.6	35.4	15.0	65.0
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	4.6	6.0
Max Green Setting (Gmax), s	20.0	39.4	20.0	39.4	20.0	39.4	20.0	39.4
Max Q Clear Time (g_c+I1), s	9.2	38.9	5.8	61.7	21.0	25.8	10.3	38.5
Green Ext Time (p_c), s	0.1	0.3	0.1	0.0	0.0	3.6	0.2	0.7

Intersection Summary	
HCM 6th Ctrl Delay	54.0
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
9: Hollywood Way & Burbank Bl

10/03/2024

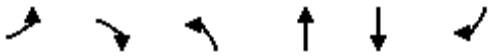
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	548	27	129	508	50	66	841	95	176	1305	119
Future Volume (veh/h)	196	548	27	129	508	50	66	841	95	176	1305	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	218	609	24	143	564	-13	73	934	102	196	1450	70
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	280	774	30	237	676	301	209	1514	165	317	1686	749
Arrive On Green	0.11	0.22	0.22	0.08	0.19	0.00	0.07	0.47	0.47	0.07	0.48	0.48
Sat Flow, veh/h	1767	3457	136	1767	3526	1572	1767	3199	349	1767	3526	1566
Grp Volume(v), veh/h	218	310	323	143	564	-13	73	515	521	196	1450	70
Grp Sat Flow(s),veh/h/ln	1767	1763	1830	1767	1763	1572	1767	1763	1786	1767	1763	1566
Q Serve(g_s), s	13.5	23.2	23.3	9.0	21.6	0.0	2.8	30.4	30.4	7.9	51.0	3.4
Cycle Q Clear(g_c), s	13.5	23.2	23.3	9.0	21.6	0.0	2.8	30.4	30.4	7.9	51.0	3.4
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	280	395	410	237	676	301	209	834	845	317	1686	749
V/C Ratio(X)	0.78	0.79	0.79	0.60	0.83	-0.04	0.35	0.62	0.62	0.62	0.86	0.09
Avail Cap(c_a), veh/h	336	496	515	349	992	443	343	834	845	442	1686	749
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.8	51.2	51.2	42.0	54.4	0.0	26.9	27.4	27.4	21.4	32.4	19.9
Incr Delay (d2), s/veh	7.4	6.5	6.3	0.9	4.1	0.0	0.4	3.4	3.4	0.7	6.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	10.9	11.3	4.0	9.9	0.0	1.1	13.4	13.6	3.3	22.6	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	57.6	57.5	43.0	58.6	0.0	27.3	30.8	30.8	22.2	38.3	20.2
LnGrp LOS	D	E	E	D	E	A	C	C	C	C	D	C
Approach Vol, veh/h		851			694			1109			1716	
Approach Delay, s/veh		54.9			56.4			30.6			35.8	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	37.4	14.0	73.0	20.2	32.8	14.7	72.3
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	4.6	6.0
Max Green Setting (Gmax), s	20.0	39.4	20.0	39.4	20.0	39.4	20.0	39.4
Max Q Clear Time (g_c+I1), s	11.0	25.3	4.8	53.0	15.5	23.6	9.9	32.4
Green Ext Time (p_c), s	0.1	3.2	0.1	0.0	0.1	3.3	0.2	3.6

Intersection Summary	
HCM 6th Ctrl Delay	41.5
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
10: Buena Vista St & I-5 NB Ramps

10/03/2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	172	626	302	273	475	88
Future Volume (veh/h)	172	626	302	273	475	88
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	177	0	311	281	490	87
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	273		490	1207	600	107
Arrive On Green	0.15	0.00	0.16	0.65	0.39	0.39
Sat Flow, veh/h	1767	1572	1767	1856	1533	272
Grp Volume(v), veh/h	177	0	311	281	0	577
Grp Sat Flow(s),veh/h/ln	1767	1572	1767	1856	0	1805
Q Serve(g_s), s	5.8	0.0	5.4	3.8	0.0	17.6
Cycle Q Clear(g_c), s	5.8	0.0	5.4	3.8	0.0	17.6
Prop In Lane	1.00	1.00	1.00			0.15
Lane Grp Cap(c), veh/h	273		490	1207	0	707
V/C Ratio(X)	0.65		0.63	0.23	0.00	0.82
Avail Cap(c_a), veh/h	1435		1496	1808	0	1759
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.5	0.0	11.0	4.4	0.0	16.7
Incr Delay (d2), s/veh	1.0	0.0	0.5	0.1	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	1.6	1.1	0.0	6.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.4	0.0	11.5	4.5	0.0	19.1
LnGrp LOS	C		B	A	A	B
Approach Vol, veh/h	177			592	577	
Approach Delay, s/veh	25.4			8.2	19.1	
Approach LOS	C			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		46.1		15.5	16.0	30.1
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		60.0		50.0	45.0	60.0
Max Q Clear Time (g_c+I1), s		5.8		7.8	7.4	19.6
Green Ext Time (p_c), s		1.8		0.2	0.5	4.5

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	16.4
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	267	22	0	377	2
Future Vol, veh/h	0	267	22	0	377	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	297	24	0	419	2
Number of Lanes	2	0	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	11.7	9.1	20.1
HCM LOS	B	A	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	0%	100%	0%
Vol Thru, %	100%	100%	0%	0%	100%
Vol Right, %	0%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	0	267	377	2
LT Vol	0	0	0	377	0
Through Vol	22	0	0	0	2
RT Vol	0	0	267	0	0
Lane Flow Rate	24	0	297	419	2
Geometry Grp	3b	5	5	5	5
Degree of Util (X)	0.04	0	0.425	0.679	0.003
Departure Headway (Hd)	5.889	5.869	5.163	5.838	5.334
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	612	0	694	612	663
Service Time	3.889	3.628	2.922	3.633	3.128
HCM Lane V/C Ratio	0.039	0	0.428	0.685	0.003
HCM Control Delay	9.1	8.6	11.7	20.2	8.1
HCM Lane LOS	A	N	B	C	A
HCM 95th-tile Q	0.1	0	2.1	5.2	0

HCM 6th Signalized Intersection Summary
12: Buena Vista St & Winona Ave

10/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	78	331	264	96	69	120	458	202	51	824	226
Future Volume (veh/h)	45	78	331	264	96	69	120	458	202	51	824	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	47	82	260	278	101	55	126	482	184	54	867	225
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	122	212	394	333	213	116	222	1165	441	331	989	256
Arrive On Green	0.18	0.18	0.18	0.19	0.19	0.19	0.07	0.47	0.47	0.36	0.36	0.36
Sat Flow, veh/h	664	1158	1572	1767	1128	614	1767	2478	939	761	2763	717
Grp Volume(v), veh/h	129	0	260	278	0	156	126	342	324	54	553	539
Grp Sat Flow(s),veh/h/ln	1822	0	1572	1767	0	1743	1767	1763	1653	761	1763	1717
Q Serve(g_s), s	6.3	0.0	15.1	15.3	0.0	8.1	4.3	12.9	13.1	5.1	29.7	29.8
Cycle Q Clear(g_c), s	6.3	0.0	15.1	15.3	0.0	8.1	4.3	12.9	13.1	6.8	29.7	29.8
Prop In Lane	0.36		1.00	1.00		0.35	1.00		0.57	1.00		0.42
Lane Grp Cap(c), veh/h	334	0	394	333	0	329	222	829	778	331	631	614
V/C Ratio(X)	0.39	0.00	0.66	0.83	0.00	0.47	0.57	0.41	0.42	0.16	0.88	0.88
Avail Cap(c_a), veh/h	629	0	649	610	0	602	714	829	778	359	696	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	0.0	34.1	39.6	0.0	36.6	23.2	17.6	17.7	23.7	30.5	30.5
Incr Delay (d2), s/veh	0.7	0.0	1.9	5.4	0.0	1.1	0.8	0.3	0.4	0.2	11.4	11.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	5.9	7.2	0.0	3.6	1.7	5.1	4.8	0.9	14.1	13.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	0.0	36.0	45.0	0.0	37.7	24.1	18.0	18.0	23.9	41.9	42.2
LnGrp LOS	D	A	D	D	A	D	C	B	B	C	D	D
Approach Vol, veh/h		389			434			792			1146	
Approach Delay, s/veh		36.4			42.4			19.0			41.2	
Approach LOS		D			D			B			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.4	42.3		24.1		53.7		23.6				
Change Period (Y+Rc), s	4.6	6.0		* 5		6.0		5.0				
Max Green Setting (Gmax), s	35.0	40.0		* 35		40.0		35.0				
Max Q Clear Time (g_c+I1), s	6.3	31.8		17.3		15.1		17.1				
Green Ext Time (p_c), s	0.2	4.5		1.7		4.3		1.5				

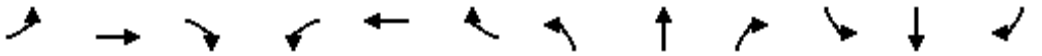
Intersection Summary												
HCM 6th Ctrl Delay			34.3									
HCM 6th LOS			C									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
13: Buena Vista St & San Fernando Bl

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	370	88	39	338	157	57	478	22	176	845	401
Future Volume (veh/h)	146	370	88	39	338	157	57	478	22	176	845	401
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	149	378	74	40	345	32	58	488	20	180	862	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	351	672	130	283	647	287	100	1036	42	238	1354	
Arrive On Green	0.09	0.23	0.23	0.05	0.18	0.18	0.06	0.30	0.30	0.13	0.38	0.00
Sat Flow, veh/h	1767	2942	570	1767	3526	1562	1767	3450	141	1767	3526	1572
Grp Volume(v), veh/h	149	225	227	40	345	32	58	249	259	180	862	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1749	1767	1763	1562	1767	1763	1829	1767	1763	1572
Q Serve(g_s), s	4.9	8.4	8.5	1.3	6.6	1.3	2.4	8.5	8.6	7.3	14.8	0.0
Cycle Q Clear(g_c), s	4.9	8.4	8.5	1.3	6.6	1.3	2.4	8.5	8.6	7.3	14.8	0.0
Prop In Lane	1.00		0.33	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	351	403	400	283	647	287	100	529	549	238	1354	
V/C Ratio(X)	0.42	0.56	0.57	0.14	0.53	0.11	0.58	0.47	0.47	0.76	0.64	
Avail Cap(c_a), veh/h	668	950	943	679	1900	842	595	1782	1848	953	4276	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.2	25.3	25.4	22.8	27.4	25.3	34.2	21.2	21.2	30.9	18.6	0.0
Incr Delay (d2), s/veh	0.3	1.2	1.3	0.1	0.7	0.2	2.0	0.9	0.9	4.8	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	3.4	3.5	0.5	2.7	0.5	1.0	3.4	3.6	3.3	5.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	26.5	26.6	22.9	28.1	25.4	36.2	22.1	22.1	35.8	19.4	0.0
LnGrp LOS	C	C	C	C	C	C	D	C	C	D	B	
Approach Vol, veh/h		601			417			566			1042	
Approach Delay, s/veh		25.3			27.4			23.5			22.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	23.0	8.8	34.5	11.3	19.6	15.0	28.3
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	5.0	6.0
Max Green Setting (Gmax), s	20.0	40.0	25.0	90.0	20.0	40.0	40.0	75.0
Max Q Clear Time (g_c+I1), s	3.3	10.5	4.4	16.8	6.9	8.6	9.3	10.6
Green Ext Time (p_c), s	0.0	2.8	0.1	11.2	0.1	2.4	0.5	4.9

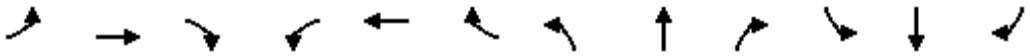
Intersection Summary	
HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
14: Ontario St & Thornton Ave

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	104	67	27	252	18	30	28	20	12	12	16
Future Volume (veh/h)	21	104	67	27	252	18	30	28	20	12	12	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.96	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	23	116	54	30	280	18	33	31	1	13	13	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	850	836	389	851	1207	78	159	124	3	151	127	8
Arrive On Green	0.23	0.23	0.23	1.00	1.00	1.00	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1068	1195	556	1201	1724	111	631	969	25	584	986	60
Grp Volume(v), veh/h	23	0	170	30	0	298	65	0	0	27	0	0
Grp Sat Flow(s),veh/h/ln	1068	0	1751	1201	0	1835	1625	0	0	1630	0	0
Q Serve(g_s), s	1.2	0.0	5.4	0.2	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	5.4	5.6	0.0	0.0	2.3	0.0	0.0	0.9	0.0	0.0
Prop In Lane	1.00		0.32	1.00		0.06	0.51		0.02	0.48		0.04
Lane Grp Cap(c), veh/h	850	0	1226	851	0	1285	286	0	0	286	0	0
V/C Ratio(X)	0.03	0.00	0.14	0.04	0.00	0.23	0.23	0.00	0.00	0.09	0.00	0.00
Avail Cap(c_a), veh/h	850	0	1226	851	0	1285	734	0	0	731	0	0
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.97	0.00	0.97	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.5	0.0	10.1	0.3	0.0	0.0	27.6	0.0	0.0	27.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.0	0.0	0.1	0.4	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.8	0.0	0.0	0.0	1.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.6	0.0	10.4	0.3	0.0	0.1	28.0	0.0	0.0	27.1	0.0	0.0
LnGrp LOS	A	A	B	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		193			328			65			27	
Approach Delay, s/veh		10.2			0.1			28.0			27.1	
Approach LOS		B			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		55.0		15.0		55.0		15.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		29.0		29.0		29.0		29.0				
Max Q Clear Time (g_c+I1), s		7.4		4.3		7.6		2.9				
Green Ext Time (p_c), s		1.0		0.3		1.8		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			7.4									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
15: Empire Ave & Ontario St

10/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	324	0	5	391	85	0	1	1	45	0	33
Future Volume (veh/h)	44	324	0	5	391	85	0	1	1	45	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	47	348	0	5	420	80	0	1	0	48	0	3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	711	2648	0	821	2213	418	0	155	0	196	0	130
Arrive On Green	0.75	0.75	0.00	0.75	0.75	0.75	0.00	0.08	0.00	0.08	0.00	0.08
Sat Flow, veh/h	890	3618	0	1024	2947	556	0	1856	0	1387	0	1564
Grp Volume(v), veh/h	47	348	0	5	250	250	0	1	0	48	0	3
Grp Sat Flow(s),veh/h/ln	890	1763	0	1024	1763	1740	0	1856	0	1387	0	1564
Q Serve(g_s), s	1.5	2.5	0.0	0.1	3.7	3.8	0.0	0.0	0.0	2.9	0.0	0.2
Cycle Q Clear(g_c), s	5.2	2.5	0.0	2.6	3.7	3.8	0.0	0.0	0.0	3.0	0.0	0.2
Prop In Lane	1.00		0.00	1.00		0.32	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	711	2648	0	821	1324	1307	0	155	0	196	0	130
V/C Ratio(X)	0.07	0.13	0.00	0.01	0.19	0.19	0.00	0.01	0.00	0.25	0.00	0.02
Avail Cap(c_a), veh/h	711	2648	0	821	1324	1307	0	200	0	411	0	372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.00	0.85	0.85	0.85	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.0	3.1	0.0	3.4	3.2	3.3	0.0	37.8	0.0	39.2	0.0	37.9
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.6	0.0	0.0	1.0	1.0	0.0	0.0	0.0	1.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.2	3.2	0.0	3.5	3.5	3.5	0.0	37.8	0.0	39.8	0.0	38.0
LnGrp LOS	A	A	A	A	A	A	A	D	A	D	A	D
Approach Vol, veh/h		395			505			1			51	
Approach Delay, s/veh		3.3			3.5			37.8			39.7	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		73.9		16.1		73.9		16.1				
Change Period (Y+Rc), s		6.3		* 8.6		6.3		* 8.6				
Max Green Setting (Gmax), s		39.4		* 9.7		39.4		* 21				
Max Q Clear Time (g_c+I1), s		7.2		2.0		5.8		5.0				
Green Ext Time (p_c), s		3.2		0.0		3.9		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			5.4									
HCM 6th LOS			A									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
16: Buena Vista St & Empire Ave

10/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	286	141	459	416	89	108	524	709	83	772	28
Future Volume (veh/h)	49	286	141	459	416	89	108	524	709	83	772	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	51	298	24	478	433	78	112	546	654	86	804	27
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	117	436	189	539	748	134	464	1811	1039	142	1775	60
Arrive On Green	0.04	0.12	0.12	0.16	0.25	0.25	0.04	0.51	0.51	0.08	1.00	1.00
Sat Flow, veh/h	1767	3526	1527	3428	2978	532	1767	3526	1542	3428	3478	117
Grp Volume(v), veh/h	51	298	24	478	255	256	112	546	654	86	407	424
Grp Sat Flow(s),veh/h/ln	1767	1763	1527	1714	1763	1748	1767	1763	1542	1714	1763	1832
Q Serve(g_s), s	3.7	11.3	1.7	19.1	17.7	18.0	4.2	12.5	7.9	3.4	0.0	0.0
Cycle Q Clear(g_c), s	3.7	11.3	1.7	19.1	17.7	18.0	4.2	12.5	7.9	3.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	117	436	189	539	442	439	464	1811	1039	142	900	935
V/C Ratio(X)	0.44	0.68	0.13	0.89	0.58	0.58	0.24	0.30	0.63	0.61	0.45	0.45
Avail Cap(c_a), veh/h	228	755	327	710	567	562	549	1811	1039	416	900	935
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	58.4	58.7	40.4	57.8	45.9	46.0	14.8	19.6	4.0	63.1	0.0	0.0
Incr Delay (d2), s/veh	1.9	1.9	0.3	9.9	1.2	1.2	0.2	0.4	2.9	2.9	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.2	0.8	9.0	7.9	8.0	1.7	5.2	4.6	1.5	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.3	60.6	40.7	67.7	47.1	47.2	15.0	20.0	6.9	66.0	1.5	1.5
LnGrp LOS	E	E	D	E	D	D	B	C	A	E	A	A
Approach Vol, veh/h		373			989			1312			917	
Approach Delay, s/veh		59.3			57.1			13.1			7.6	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.0	23.3	11.2	77.5	10.2	41.1	10.8	77.9
Change Period (Y+Rc), s	6.0	* 6	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	29.0	* 30	13.0	46.0	14.0	45.0	17.0	42.0
Max Q Clear Time (g_c+I1), s	21.1	13.3	6.2	2.0	5.7	20.0	5.4	14.5
Green Ext Time (p_c), s	0.9	1.7	0.1	5.9	0.0	3.1	0.1	8.8

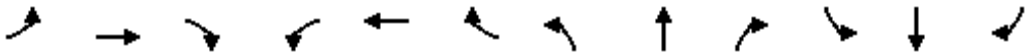
Intersection Summary	
HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

HCM 6th Signalized Intersection Summary
17: Buena Vista St & Thornton Ave

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	38	109	7	28	12	124	523	18	12	765	200
Future Volume (veh/h)	27	38	109	7	28	12	124	523	18	12	765	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	28	39	15	7	29	1	127	534	17	12	781	198
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	137	100	38	117	140	5	497	2769	88	754	2346	595
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	1.00	0.02	0.84	0.84
Sat Flow, veh/h	1360	1273	490	1332	1782	61	570	3487	111	1767	2783	706
Grp Volume(v), veh/h	28	0	54	7	0	30	127	270	281	12	495	484
Grp Sat Flow(s),veh/h/ln	1360	0	1763	1332	0	1844	570	1763	1835	1767	1763	1726
Q Serve(g_s), s	2.8	0.0	4.1	0.7	0.0	2.1	0.7	0.0	0.0	0.2	8.6	8.6
Cycle Q Clear(g_c), s	4.9	0.0	4.1	4.8	0.0	2.1	2.4	0.0	0.0	0.2	8.6	8.6
Prop In Lane	1.00		0.28	1.00		0.03	1.00		0.06	1.00		0.41
Lane Grp Cap(c), veh/h	137	0	138	117	0	145	497	1400	1457	754	1486	1455
V/C Ratio(X)	0.20	0.00	0.39	0.06	0.00	0.21	0.26	0.19	0.19	0.02	0.33	0.33
Avail Cap(c_a), veh/h	555	0	680	526	0	711	497	1400	1457	915	1486	1455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	0.95	0.95	0.95	0.80	0.80	0.80
Uniform Delay (d), s/veh	62.7	0.0	61.3	63.6	0.0	60.4	0.0	0.0	0.0	2.2	2.4	2.4
Incr Delay (d2), s/veh	0.7	0.0	1.8	0.2	0.0	0.7	1.2	0.3	0.3	0.0	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.9	0.2	0.0	1.0	0.2	0.1	0.1	0.0	2.3	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	0.0	63.1	63.8	0.0	61.1	1.2	0.3	0.3	2.2	2.9	2.9
LnGrp LOS	E	A	E	E	A	E	A	A	A	A	A	A
Approach Vol, veh/h		82			37			678			991	
Approach Delay, s/veh		63.2			61.6			0.5			2.9	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.8	117.2		16.0		124.0		16.0				
Change Period (Y+Rc), s	4.6	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	15.0	55.4		54.0		75.0		54.0				
Max Q Clear Time (g_c+I1), s	2.2	4.4		6.9		10.6		6.8				
Green Ext Time (p_c), s	0.0	5.4		0.4		7.9		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		5.9	
HCM 6th LOS		A	

HCM 6th Signalized Intersection Summary
18: I-5 SB Ramps & Empire Ave

10/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	420	662	404	1166	0	0	0	0	321	1	128
Future Volume (veh/h)	0	420	662	404	1166	0	0	0	0	321	1	128
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	457	391	439	1267	0				350	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	1971	876	508	2669	0				441	0	
Arrive On Green	0.00	0.56	0.56	0.20	1.00	0.00				0.12	0.00	0.00
Sat Flow, veh/h	0	3618	1567	3428	3618	0				3534	0	1572
Grp Volume(v), veh/h	0	457	391	439	1267	0				350	0	0
Grp Sat Flow(s),veh/h/ln	0	1763	1567	1714	1763	0				1767	0	1572
Q Serve(g_s), s	0.0	7.2	16.1	13.6	0.0	0.0				10.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	7.2	16.1	13.6	0.0	0.0				10.6	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1971	876	508	2669	0				441	0	
V/C Ratio(X)	0.00	0.23	0.45	0.86	0.47	0.00				0.79	0.00	
Avail Cap(c_a), veh/h	0	1971	876	795	2669	0				1012	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.59	0.59	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	12.3	14.3	43.1	0.0	0.0				46.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	1.6	2.3	0.4	0.0				3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	5.8	5.6	0.1	0.0				4.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.6	15.9	45.4	0.4	0.0				50.0	0.0	0.0
LnGrp LOS	A	B	B	D	A	A				D	A	
Approach Vol, veh/h		848			1706						350	
Approach Delay, s/veh		14.1			11.9						50.0	
Approach LOS		B			B						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	21.8	68.0		20.2		89.8
Change Period (Y+Rc), s	5.5	6.5		6.5		6.5
Max Green Setting (Gmax), s	25.5	34.5		31.5		65.5
Max Q Clear Time (g_c+I1), s	15.6	18.1		12.6		2.0
Green Ext Time (p_c), s	0.7	5.7		1.1		20.5

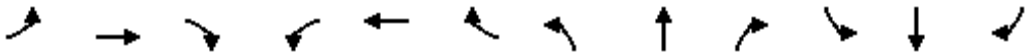
Intersection Summary		
HCM 6th Ctrl Delay		17.2
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
19: I-5 NB Ramps & Empire Ave

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	710	0	0	860	360	720	3	185	0	0	0
Future Volume (veh/h)	19	710	0	0	860	360	720	3	185	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	21	772	0	0	935	368	785	0	41			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	148	2221	0	0	1324	517	890	0	391			
Arrive On Green	0.09	1.00	0.00	0.00	0.54	0.54	0.25	0.00	0.25			
Sat Flow, veh/h	3428	3618	0	0	2558	962	3534	0	1554			
Grp Volume(v), veh/h	21	772	0	0	666	637	785	0	41			
Grp Sat Flow(s),veh/h/ln	1714	1763	0	0	1763	1664	1767	0	1554			
Q Serve(g_s), s	0.6	0.0	0.0	0.0	30.9	31.5	23.5	0.0	2.2			
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.0	30.9	31.5	23.5	0.0	2.2			
Prop In Lane	1.00		0.00	0.00		0.58	1.00		1.00			
Lane Grp Cap(c), veh/h	148	2221	0	0	947	894	890	0	391			
V/C Ratio(X)	0.14	0.35	0.00	0.00	0.70	0.71	0.88	0.00	0.10			
Avail Cap(c_a), veh/h	732	2221	0	0	947	894	1076	0	473			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	48.4	0.0	0.0	0.0	19.0	19.1	39.6	0.0	31.6			
Incr Delay (d2), s/veh	0.2	0.4	0.0	0.0	4.4	4.8	7.6	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.0	0.0	13.0	12.6	11.0	0.0	0.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	0.4	0.0	0.0	23.3	23.9	47.2	0.0	31.7			
LnGrp LOS	D	A	A	A	C	C	D	A	C			
Approach Vol, veh/h		793			1303			826				
Approach Delay, s/veh		1.7			23.6			46.5				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		75.8			10.2	65.6		34.2				
Change Period (Y+Rc), s		6.5			5.5	6.5		6.5				
Max Green Setting (Gmax), s		63.5			23.5	34.5		33.5				
Max Q Clear Time (g_c+I1), s		2.0			2.6	33.5		25.5				
Green Ext Time (p_c), s		9.4			0.0	0.8		2.2				

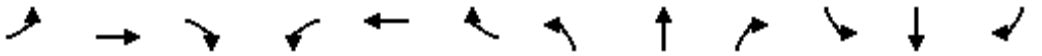
Intersection Summary	
HCM 6th Ctrl Delay	24.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
1: Hollywood Way & Tulare Ave

10/03/2024



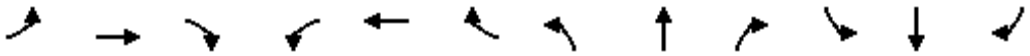
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	434	0	321	24	2	37	184	1598	3	8	1209	234
Future Volume (veh/h)	434	0	321	24	2	37	184	1598	3	8	1209	234
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	488	0	278	27	2	21	207	1796	3	9	1358	241
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	465	0	488	229	42	445	257	3133	5	178	2461	759
Arrive On Green	0.31	0.00	0.31	0.31	0.31	0.31	0.15	1.00	1.00	0.49	0.49	0.49
Sat Flow, veh/h	1375	0	1569	1092	137	1433	3428	5222	9	260	5066	1563
Grp Volume(v), veh/h	488	0	278	27	0	23	207	1161	638	9	1358	241
Grp Sat Flow(s),veh/h/ln	1375	0	1569	1092	0	1570	1714	1689	1854	260	1689	1563
Q Serve(g_s), s	42.1	0.0	20.8	3.0	0.0	1.4	8.2	0.0	0.0	2.6	26.4	13.1
Cycle Q Clear(g_c), s	43.5	0.0	20.8	23.7	0.0	1.4	8.2	0.0	0.0	2.6	26.4	13.1
Prop In Lane	1.00		1.00	1.00		0.91	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	465	0	488	229	0	488	257	2026	1112	178	2461	759
V/C Ratio(X)	1.05	0.00	0.57	0.12	0.00	0.05	0.81	0.57	0.57	0.05	0.55	0.32
Avail Cap(c_a), veh/h	465	0	488	229	0	488	465	2026	1112	178	2461	759
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	0.0	40.4	50.4	0.0	33.8	58.5	0.0	0.0	19.2	25.3	21.9
Incr Delay (d2), s/veh	55.7	0.0	1.6	0.2	0.0	0.0	3.5	0.9	1.7	0.5	0.9	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.0	0.0	8.4	0.8	0.0	0.6	3.4	0.3	0.5	0.2	10.5	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.0	0.0	42.0	50.6	0.0	33.8	62.0	0.9	1.7	19.7	26.2	23.0
LnGrp LOS	F	A	D	D	A	C	E	A	A	B	C	C
Approach Vol, veh/h		766			50			2006			1608	
Approach Delay, s/veh		83.4			42.9			7.5			25.7	
Approach LOS		F			D			A			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	16.0	74.5		49.5		90.5		49.5				
Change Period (Y+Rc), s	5.5	6.5		6.0		6.5		6.0				
Max Green Setting (Gmax), s	19.0	59.5		43.5		84.0		43.5				
Max Q Clear Time (g_c+I1), s	10.2	28.4		25.7		2.0		45.5				
Green Ext Time (p_c), s	0.3	13.1		0.1		21.2		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		27.6	
HCM 6th LOS		C	

HCM 6th Signalized Intersection Summary
2: Hollywood Way & Winona Ave

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	93	312	96	86	97	267	1416	47	40	1353	228
Future Volume (veh/h)	248	93	312	96	86	97	267	1416	47	40	1353	228
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	264	99	297	102	91	14	284	1506	49	43	1439	242
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	344	470	391	258	776	117	369	2844	93	328	2314	389
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.18	1.00	1.00	0.12	1.00	1.00
Sat Flow, veh/h	1275	1856	1544	979	3065	461	1767	5038	164	1767	4364	733
Grp Volume(v), veh/h	264	99	297	102	51	54	284	1009	546	43	1113	568
Grp Sat Flow(s),veh/h/ln	1275	1856	1544	979	1763	1763	1767	1689	1825	1767	1689	1720
Q Serve(g_s), s	28.2	5.9	24.9	12.8	3.1	3.3	10.8	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear(g_c), s	31.4	5.9	24.9	18.7	3.1	3.3	10.8	0.0	0.0	1.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.26	1.00		0.09	1.00		0.43
Lane Grp Cap(c), veh/h	344	470	391	258	446	446	369	1906	1030	328	1791	912
V/C Ratio(X)	0.77	0.21	0.76	0.40	0.12	0.12	0.77	0.53	0.53	0.13	0.62	0.62
Avail Cap(c_a), veh/h	418	577	480	314	548	548	383	1906	1030	403	1791	912
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.77	0.77	0.80	0.80	0.80
Uniform Delay (d), s/veh	52.4	41.2	48.3	48.6	40.2	40.3	10.2	0.0	0.0	11.4	0.0	0.0
Incr Delay (d2), s/veh	6.8	0.2	5.6	1.0	0.1	0.1	6.7	0.8	1.5	0.1	1.3	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	2.8	10.3	3.2	1.4	1.4	3.9	0.2	0.4	0.5	0.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.2	41.5	53.9	49.6	40.3	40.4	16.9	0.8	1.5	11.5	1.3	2.6
LnGrp LOS	E	D	D	D	D	D	B	A	A	B	A	A
Approach Vol, veh/h		660			207			1839			1724	
Approach Delay, s/veh		54.2			44.9			3.5			2.0	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.8	80.7		41.4	13.0	85.5		41.4				
Change Period (Y+Rc), s	4.9	6.5		6.0	4.9	6.5		6.0				
Max Green Setting (Gmax), s	14.0	65.1		43.5	14.0	65.1		43.5				
Max Q Clear Time (g_c+I1), s	12.8	2.0		20.7	3.4	2.0		33.4				
Green Ext Time (p_c), s	0.1	18.3		1.0	0.0	15.5		2.0				

Intersection Summary												
HCM 6th Ctrl Delay			12.4									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
3: Hollywood Way & Airport/Thornton Ave

10/03/2024

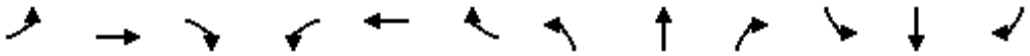
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	8	22	182	92	98	22	1667	122	61	1722	24
Future Volume (veh/h)	27	8	22	182	92	98	22	1667	122	61	1722	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.44		0.95	1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	28	8	-148	192	97	54	23	1755	122	64	1813	-2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	162	201	170	215	337	172	272	2733	190	304	2992	0
Arrive On Green	0.05	0.11	0.00	0.09	0.15	0.15	0.08	1.00	1.00	0.13	1.00	0.00
Sat Flow, veh/h	3428	1856	1572	1767	2217	1134	1767	4817	334	1767	5233	0
Grp Volume(v), veh/h	28	8	-148	192	75	76	23	1229	648	64	1811	0
Grp Sat Flow(s),veh/h/ln	1714	1856	1572	1767	1763	1588	1767	1689	1774	1767	1689	0
Q Serve(g_s), s	1.1	0.5	0.0	10.7	5.3	5.9	0.7	0.0	0.0	1.9	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.5	0.0	10.7	5.3	5.9	0.7	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.71	1.00		0.19	1.00		0.00
Lane Grp Cap(c), veh/h	162	201	170	215	268	241	272	1916	1007	304	2992	0
V/C Ratio(X)	0.17	0.04	-0.87	0.89	0.28	0.31	0.08	0.64	0.64	0.21	0.61	0.00
Avail Cap(c_a), veh/h	575	524	444	230	378	340	500	1916	1007	428	2992	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.73	0.73	0.00
Uniform Delay (d), s/veh	64.0	55.9	0.0	61.2	52.6	52.9	10.3	0.0	0.0	9.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.1	0.0	30.0	0.6	0.7	0.1	1.7	3.2	0.2	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.3	0.0	8.5	2.4	2.4	0.3	0.4	0.9	0.7	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.5	56.0	0.0	91.2	53.2	53.6	10.4	1.7	3.2	9.2	0.7	0.0
LnGrp LOS	E	E	A	F	D	D	B	A	A	A	A	A
Approach Vol, veh/h		-112			343			1900			1875	
Approach Delay, s/veh		0.0			74.6			2.3			1.0	
Approach LOS		A			E			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	89.2	12.6	27.3	14.2	85.9	18.8	21.1
Change Period (Y+Rc), s	5.0	6.5	6.0	6.0	5.0	6.5	6.0	6.0
Max Green Setting (Gmax), s	24.0	39.0	23.5	30.0	19.0	44.0	14.0	39.5
Max Q Clear Time (g_c+I1), s	2.7	2.0	3.1	7.9	3.9	2.0	12.7	2.5
Green Ext Time (p_c), s	0.0	18.4	0.0	0.8	0.1	19.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
4: Hollywood Way & Avon St

10/03/2024



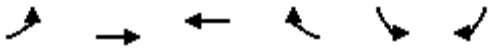
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	7	52	125	30	214	83	1468	18	35	1636	34
Future Volume (veh/h)	112	7	52	125	30	214	83	1468	18	35	1636	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	117	7	54	130	31	223	86	1529	18	36	1704	35
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	187	47	366	361	51	364	122	2000	24	95	2470	51
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.07	0.56	0.56	0.11	1.00	1.00
Sat Flow, veh/h	1113	180	1387	1319	191	1376	1767	3567	42	1767	4528	93
Grp Volume(v), veh/h	117	0	61	130	0	254	86	755	792	36	1047	692
Grp Sat Flow(s),veh/h/ln	1113	0	1566	1319	0	1567	1767	1763	1846	1767	1392	1838
Q Serve(g_s), s	14.4	0.0	4.2	11.7	0.0	19.9	6.7	46.1	46.2	2.7	0.0	0.0
Cycle Q Clear(g_c), s	34.4	0.0	4.2	15.9	0.0	19.9	6.7	46.1	46.2	2.7	0.0	0.0
Prop In Lane	1.00		0.89	1.00		0.88	1.00		0.02	1.00		0.05
Lane Grp Cap(c), veh/h	187	0	414	361	0	414	122	988	1035	95	1518	1003
V/C Ratio(X)	0.63	0.00	0.15	0.36	0.00	0.61	0.71	0.76	0.77	0.38	0.69	0.69
Avail Cap(c_a), veh/h	287	0	554	478	0	554	252	988	1035	252	1518	1003
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.3	0.0	39.4	45.5	0.0	45.2	63.8	23.6	23.7	60.3	0.0	0.0
Incr Delay (d2), s/veh	3.4	0.0	0.2	0.6	0.0	1.5	5.5	5.6	5.4	1.8	2.6	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	1.7	4.0	0.0	8.0	3.2	19.7	20.6	1.2	0.5	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	0.0	39.6	46.1	0.0	46.7	69.3	29.2	29.1	62.1	2.6	3.9
LnGrp LOS	E	A	D	D	A	D	E	C	C	E	A	A
Approach Vol, veh/h		178			384			1633			1775	
Approach Delay, s/veh		55.4			46.5			31.3			4.3	
Approach LOS		E			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.1	82.9		42.0	13.0	85.0		42.0				
Change Period (Y+Rc), s	5.5	6.5		5.0	5.5	6.5		5.0				
Max Green Setting (Gmax), s	20.0	53.5		49.5	20.0	53.5		49.5				
Max Q Clear Time (g_c+I1), s	8.7	2.0		21.9	4.7	48.2		36.4				
Green Ext Time (p_c), s	0.1	18.3		2.3	0.0	3.9		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			21.8									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
5: Empire Ave & N Hollywood Way

10/03/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰	↱
Traffic Volume (veh/h)	0	248	459	0	73	259
Future Volume (veh/h)	0	248	459	0	73	259
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	0	285	528	0	84	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	2707	2707	0	196	
Arrive On Green	0.00	1.00	0.77	0.00	0.11	0.00
Sat Flow, veh/h	0	3711	3711	0	1767	1572
Grp Volume(v), veh/h	0	285	528	0	84	0
Grp Sat Flow(s),veh/h/ln	0	1763	1763	0	1767	1572
Q Serve(g_s), s	0.0	0.0	3.7	0.0	4.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	3.7	0.0	4.0	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2707	2707	0	196	
V/C Ratio(X)	0.00	0.11	0.20	0.00	0.43	
Avail Cap(c_a), veh/h	0	2707	2707	0	465	
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.98	0.97	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	2.9	0.0	37.3	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.0	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.9	0.0	1.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.1	3.0	0.0	39.4	0.0
LnGrp LOS	A	A	A	A	D	
Approach Vol, veh/h		285	528		84	
Approach Delay, s/veh		0.1	3.0		39.4	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		75.4		14.6		75.4
Change Period (Y+Rc), s		6.3		4.6		6.3
Max Green Setting (Gmax), s		55.4		23.7		55.4
Max Q Clear Time (g_c+I1), s		2.0		6.0		5.7
Green Ext Time (p_c), s		1.9		0.3		3.9

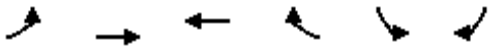
Intersection Summary	
HCM 6th Ctrl Delay	5.5
HCM 6th LOS	A

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
6: Empire Ave & Avon St

10/03/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	74	406	489	107	58	3
Future Volume (veh/h)	74	406	489	107	58	3
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	79	432	520	103	62	-16
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	814	3297	2378	469	536	0
Arrive On Green	0.07	0.94	0.81	0.81	0.00	0.00
Sat Flow, veh/h	1767	3618	3026	578	2436	-629
Grp Volume(v), veh/h	79	432	312	311	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1763	1749	0	0
Q Serve(g_s), s	0.4	0.9	3.9	4.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.9	3.9	4.0	0.0	0.0
Prop In Lane	1.00			0.33	1.32	-0.34
Lane Grp Cap(c), veh/h	814	3297	1429	1418	0	0
V/C Ratio(X)	0.10	0.13	0.22	0.22	0.00	0.00
Avail Cap(c_a), veh/h	1050	3297	1429	1418	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.98	0.98	0.00	0.00
Uniform Delay (d), s/veh	0.7	0.2	2.1	2.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.3	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.9	0.9	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.7	0.3	2.5	2.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h		511	623		0	
Approach Delay, s/veh		0.4	2.5		0.0	
Approach LOS		A	A			

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.0		0.0	12.0	85.0
Change Period (Y+Rc), s		6.3		4.6	5.0	6.3
Max Green Setting (Gmax), s		53.4		25.7	20.0	35.0
Max Q Clear Time (g_c+I1), s		2.9		0.0	2.4	6.0
Green Ext Time (p_c), s		2.9		0.0	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	1.5
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
7: Empire Ave & Airport

10/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	329	2	1	823	10	0	0	0	30	0	1
Future Volume (veh/h)	88	329	2	1	823	10	0	0	0	30	0	1
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.99		0.96				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856				1856	1856	1856
Adj Flow Rate, veh/h	97	362	2	1	904	8				28	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3				3	3	3
Cap, veh/h	607	1455	8	40	2329	21				315	166	0
Arrive On Green	0.07	0.79	0.79	1.00	1.00	1.00				0.09	0.00	0.00
Sat Flow, veh/h	1767	1843	10	0	3505	31				3534	1856	0
Grp Volume(v), veh/h	97	0	364	479	0	434				28	0	0
Grp Sat Flow(s),veh/h/ln	1767	0	1853	1855	0	1682				1767	1856	0
Q Serve(g_s), s	1.3	0.0	4.6	0.0	0.0	0.0				0.7	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.0	4.6	0.0	0.0	0.0				0.7	0.0	0.0
Prop In Lane	1.00		0.01	0.00		0.02				1.00		0.00
Lane Grp Cap(c), veh/h	607	0	1463	1273	0	1117				315	166	0
V/C Ratio(X)	0.16	0.00	0.25	0.38	0.00	0.39				0.09	0.00	0.00
Avail Cap(c_a), veh/h	627	0	1463	1273	0	1117				931	489	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.94	0.00	0.94				1.00	0.00	0.00
Uniform Delay (d), s/veh	2.8	0.0	2.5	0.0	0.0	0.0				37.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.8	0.0	1.0				0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.0	0.3	0.0	0.3				0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	2.9	0.0	2.9	0.8	0.0	1.0				37.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				D	A	A
Approach Vol, veh/h		461			913						28	
Approach Delay, s/veh		2.9			0.9						37.7	
Approach LOS		A			A						D	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		77.4		12.6	11.3	66.1						
Change Period (Y+Rc), s		6.3		4.6	4.9	6.3						
Max Green Setting (Gmax), s		55.4		23.7	7.4	43.1						
Max Q Clear Time (g_c+I1), s		6.6		2.7	3.3	2.0						
Green Ext Time (p_c), s		2.2		0.0	0.0	6.3						

Intersection Summary												
HCM 6th Ctrl Delay			2.3									
HCM 6th LOS			A									

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
8: Hollywood Way & Victory Bl

10/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	751	111	114	889	130	163	1144	98	227	1223	307
Future Volume (veh/h)	257	751	111	114	889	130	163	1144	98	227	1223	307
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	265	774	65	118	916	96	168	1179	66	234	1261	258
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	288	1172	631	270	974	605	194	1160	623	257	1298	765
Arrive On Green	0.13	0.33	0.33	0.07	0.28	0.28	0.08	0.33	0.33	0.12	0.37	0.37
Sat Flow, veh/h	1767	3526	1531	1767	3526	1527	1767	3526	1555	1767	3526	1538
Grp Volume(v), veh/h	265	774	65	118	916	96	168	1179	66	234	1261	258
Grp Sat Flow(s),veh/h/ln	1767	1763	1531	1767	1763	1527	1767	1763	1555	1767	1763	1538
Q Serve(g_s), s	15.6	26.3	3.7	6.5	35.6	5.7	8.7	46.1	3.7	14.2	49.3	14.3
Cycle Q Clear(g_c), s	15.6	26.3	3.7	6.5	35.6	5.7	8.7	46.1	3.7	14.2	49.3	14.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	288	1172	631	270	974	605	194	1160	623	257	1298	765
V/C Ratio(X)	0.92	0.66	0.10	0.44	0.94	0.16	0.87	1.02	0.11	0.91	0.97	0.34
Avail Cap(c_a), veh/h	316	1172	631	398	992	613	309	1160	623	304	1298	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	40.0	25.5	33.5	49.5	27.5	34.8	47.0	26.3	42.7	43.5	21.5
Incr Delay (d2), s/veh	28.5	1.4	0.1	0.4	16.0	0.1	8.4	30.5	0.3	25.1	19.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	11.6	1.4	2.8	17.7	2.1	4.2	24.8	1.5	9.9	24.5	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	41.4	25.5	33.9	65.5	27.7	43.2	77.5	26.7	67.8	62.6	22.7
LnGrp LOS	E	D	C	C	E	C	D	F	C	E	E	C
Approach Vol, veh/h		1104			1130			1413			1753	
Approach Delay, s/veh		46.6			59.0			71.0			57.4	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	52.5	15.5	57.5	22.3	44.7	20.9	52.1
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	4.6	6.0
Max Green Setting (Gmax), s	20.0	39.4	20.0	39.4	20.0	39.4	20.0	39.4
Max Q Clear Time (g_c+I1), s	8.5	28.3	10.7	51.3	17.6	37.6	16.2	48.1
Green Ext Time (p_c), s	0.1	4.1	0.1	0.0	0.1	1.1	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	59.1
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
9: Hollywood Way & Burbank Bl

10/03/2024

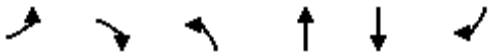
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	703	28	166	718	118	91	1111	124	145	978	168
Future Volume (veh/h)	217	703	28	166	718	118	91	1111	124	145	978	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	241	781	29	184	798	52	101	1234	131	161	1087	125
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	276	960	36	257	895	395	243	1312	139	192	1446	638
Arrive On Green	0.11	0.28	0.28	0.09	0.25	0.25	0.07	0.41	0.41	0.07	0.41	0.41
Sat Flow, veh/h	1767	3465	129	1767	3526	1556	1767	3208	339	1767	3526	1555
Grp Volume(v), veh/h	241	397	413	184	798	52	101	676	689	161	1087	125
Grp Sat Flow(s),veh/h/ln	1767	1763	1831	1767	1763	1556	1767	1763	1785	1767	1763	1555
Q Serve(g_s), s	13.9	29.4	29.5	10.7	30.6	3.6	4.4	51.5	52.0	7.3	36.8	7.2
Cycle Q Clear(g_c), s	13.9	29.4	29.5	10.7	30.6	3.6	4.4	51.5	52.0	7.3	36.8	7.2
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	276	488	507	257	895	395	243	721	730	192	1446	638
V/C Ratio(X)	0.87	0.81	0.81	0.72	0.89	0.13	0.42	0.94	0.94	0.84	0.75	0.20
Avail Cap(c_a), veh/h	327	496	515	348	992	438	371	721	730	319	1446	638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	47.2	47.2	36.9	50.4	40.3	26.3	39.7	39.8	32.3	35.2	26.5
Incr Delay (d2), s/veh	17.5	9.9	9.6	2.3	9.5	0.1	0.4	21.4	22.1	4.1	3.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	14.2	14.7	4.7	14.5	1.4	1.9	26.1	26.8	3.2	16.3	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.9	57.1	56.8	39.2	59.9	40.5	26.7	61.0	61.9	36.4	38.8	27.2
LnGrp LOS	D	E	E	D	E	D	C	E	E	D	D	C
Approach Vol, veh/h		1051			1034			1466			1373	
Approach Delay, s/veh		56.3			55.2			59.1			37.5	
Approach LOS		E			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	44.8	14.4	63.4	20.6	41.6	14.6	63.3
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	4.6	6.0
Max Green Setting (Gmax), s	20.0	39.4	20.0	39.4	20.0	39.4	20.0	39.4
Max Q Clear Time (g_c+I1), s	12.7	31.5	6.4	38.8	15.9	32.6	9.3	54.0
Green Ext Time (p_c), s	0.1	3.0	0.1	0.4	0.1	3.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.7
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
10: Buena Vista St & I-5 NB Ramps

10/03/2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	232	601	644	491	355	67
Future Volume (veh/h)	232	601	644	491	355	67
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	239	0	664	506	366	65
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	285		709	1263	445	79
Arrive On Green	0.16	0.00	0.31	0.68	0.29	0.29
Sat Flow, veh/h	1767	1572	1767	1856	1534	272
Grp Volume(v), veh/h	239	0	664	506	0	431
Grp Sat Flow(s),veh/h/ln	1767	1572	1767	1856	0	1806
Q Serve(g_s), s	9.9	0.0	20.5	9.1	0.0	16.9
Cycle Q Clear(g_c), s	9.9	0.0	20.5	9.1	0.0	16.9
Prop In Lane	1.00	1.00	1.00			0.15
Lane Grp Cap(c), veh/h	285		709	1263	0	523
V/C Ratio(X)	0.84		0.94	0.40	0.00	0.82
Avail Cap(c_a), veh/h	1167		1209	1470	0	1431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	15.6	5.3	0.0	25.1
Incr Delay (d2), s/veh	2.6	0.0	5.4	0.2	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	8.0	2.8	0.0	7.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.4	0.0	20.9	5.5	0.0	28.4
LnGrp LOS	C		C	A	A	C
Approach Vol, veh/h	239			1170	431	
Approach Delay, s/veh	33.4			14.3	28.4	
Approach LOS	C			B	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.5		18.2	29.6	28.0
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		60.0		50.0	45.0	60.0
Max Q Clear Time (g_c+I1), s		11.1		11.9	22.5	18.9
Green Ext Time (p_c), s		3.7		0.3	1.1	3.1

Intersection Summary		
HCM 6th Ctrl Delay		20.1
HCM 6th LOS		C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	19.1
Intersection LOS	C

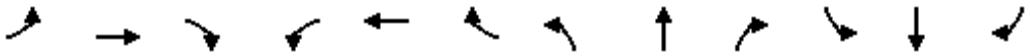
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	256	18	162	247	334	117
Future Vol, veh/h	256	18	162	247	334	117
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	278	20	176	268	363	127
Number of Lanes	2	0	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	14	22	19.6
HCM LOS	B	C	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	83%	100%	0%
Vol Thru, %	40%	0%	0%	0%	100%
Vol Right, %	60%	0%	17%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	409	171	103	334	117
LT Vol	0	171	85	334	0
Through Vol	162	0	0	0	117
RT Vol	247	0	18	0	0
Lane Flow Rate	445	186	112	363	127
Geometry Grp	3b	5	5	5	5
Degree of Util (X)	0.713	0.389	0.229	0.68	0.22
Departure Headway (Hd)	5.773	7.552	7.339	6.741	6.233
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	622	475	489	534	575
Service Time	3.826	5.315	5.101	4.499	3.99
HCM Lane V/C Ratio	0.715	0.392	0.229	0.68	0.221
HCM Control Delay	22	15.1	12.3	22.7	10.8
HCM Lane LOS	C	C	B	C	B
HCM 95th-tile Q	5.9	1.8	0.9	5.1	0.8

HCM 6th Signalized Intersection Summary
12: Buena Vista St & Winona Ave

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	57	245	159	35	39	217	1034	278	27	776	158
Future Volume (veh/h)	68	57	245	159	35	39	217	1034	278	27	776	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	73	61	106	171	38	12	233	1112	286	29	834	161
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	126	106	362	241	183	58	343	1463	373	172	1071	207
Arrive On Green	0.13	0.13	0.13	0.14	0.14	0.14	0.11	0.53	0.53	0.36	0.36	0.36
Sat Flow, veh/h	984	822	1525	1767	1342	424	1767	2767	705	383	2945	568
Grp Volume(v), veh/h	134	0	106	171	0	50	233	705	693	29	499	496
Grp Sat Flow(s),veh/h/ln	1806	0	1525	1767	0	1766	1767	1763	1709	383	1763	1750
Q Serve(g_s), s	5.4	0.0	4.4	7.2	0.0	2.0	5.9	24.3	24.9	5.0	19.5	19.5
Cycle Q Clear(g_c), s	5.4	0.0	4.4	7.2	0.0	2.0	5.9	24.3	24.9	17.2	19.5	19.5
Prop In Lane	0.54		1.00	1.00		0.24	1.00		0.41	1.00		0.32
Lane Grp Cap(c), veh/h	232	0	362	241	0	241	343	932	904	172	641	637
V/C Ratio(X)	0.58	0.00	0.29	0.71	0.00	0.21	0.68	0.76	0.77	0.17	0.78	0.78
Avail Cap(c_a), veh/h	816	0	855	798	0	798	954	932	904	231	910	904
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	0.0	24.4	32.0	0.0	29.7	16.1	14.3	14.5	26.3	21.9	21.9
Incr Delay (d2), s/veh	2.3	0.0	0.4	3.8	0.0	0.4	0.9	3.6	4.0	0.5	2.8	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	1.6	3.3	0.0	0.8	2.2	9.2	9.2	0.5	7.9	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	0.0	24.9	35.8	0.0	30.2	17.0	17.9	18.5	26.8	24.7	24.7
LnGrp LOS	C	A	C	D	A	C	B	B	B	C	C	C
Approach Vol, veh/h		240			221			1631			1024	
Approach Delay, s/veh		30.0			34.6			18.0			24.8	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.8	34.2		15.6		47.0		14.9				
Change Period (Y+Rc), s	4.6	6.0		* 5		6.0		5.0				
Max Green Setting (Gmax), s	35.0	40.0		* 35		40.0		35.0				
Max Q Clear Time (g_c+I1), s	7.9	21.5		9.2		26.9		7.4				
Green Ext Time (p_c), s	0.3	6.7		0.8		7.6		1.1				

Intersection Summary			
HCM 6th Ctrl Delay		22.3	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
13: Buena Vista St & San Fernando Bl

10/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	483	92	86	444	447	73	809	39	199	687	303
Future Volume (veh/h)	282	483	92	86	444	447	73	809	39	199	687	303
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	300	514	86	91	472	176	78	861	39	212	731	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	376	841	140	269	648	284	100	1142	52	248	1480	
Arrive On Green	0.15	0.28	0.28	0.06	0.18	0.18	0.06	0.33	0.33	0.14	0.42	0.00
Sat Flow, veh/h	1767	3016	502	1767	3526	1545	1767	3431	155	1767	3526	1572
Grp Volume(v), veh/h	300	299	301	91	472	176	78	442	458	212	731	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1755	1767	1763	1545	1767	1763	1824	1767	1763	1572
Q Serve(g_s), s	14.9	16.6	16.8	4.6	14.2	11.8	4.9	25.2	25.2	13.2	17.1	0.0
Cycle Q Clear(g_c), s	14.9	16.6	16.8	4.6	14.2	11.8	4.9	25.2	25.2	13.2	17.1	0.0
Prop In Lane	1.00		0.29	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	376	492	490	269	648	284	100	587	607	248	1480	
V/C Ratio(X)	0.80	0.61	0.61	0.34	0.73	0.62	0.78	0.75	0.75	0.86	0.49	
Avail Cap(c_a), veh/h	423	627	624	483	1253	549	393	1175	1216	628	2820	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.2	35.2	35.3	34.4	43.3	42.3	52.4	33.4	33.4	47.3	23.9	0.0
Incr Delay (d2), s/veh	8.1	1.2	1.3	0.3	1.6	2.2	4.9	2.8	2.7	8.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	7.2	7.2	2.0	6.2	4.6	2.3	10.9	11.3	6.3	7.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.2	36.5	36.6	34.7	44.9	44.5	57.3	36.3	36.2	55.5	24.3	0.0
LnGrp LOS	D	D	D	C	D	D	E	D	D	E	C	
Approach Vol, veh/h		900			739			978			943	
Approach Delay, s/veh		37.1			43.5			37.9			31.3	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	37.4	11.0	53.2	21.6	26.7	20.8	43.4
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	5.0	6.0
Max Green Setting (Gmax), s	20.0	40.0	25.0	90.0	20.0	40.0	40.0	75.0
Max Q Clear Time (g_c+I1), s	6.6	18.8	6.9	19.1	16.9	16.2	15.2	27.2
Green Ext Time (p_c), s	0.1	3.6	0.1	8.8	0.2	3.7	0.6	10.3

Intersection Summary	
HCM 6th Ctrl Delay	37.1
HCM 6th LOS	D

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
14: Ontario St & Thornton Ave

10/03/2024

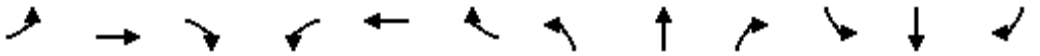
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	150	48	17	274	22	44	29	23	11	41	41
Future Volume (veh/h)	15	150	48	17	274	22	44	29	23	11	41	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	0.99		0.96	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	16	161	43	18	295	22	47	31	2	12	44	4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	803	967	258	901	1171	87	191	108	6	86	210	17
Arrive On Green	1.00	1.00	1.00	0.91	0.91	0.91	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1050	1408	376	1162	1704	127	769	759	39	168	1480	118
Grp Volume(v), veh/h	16	0	204	18	0	317	80	0	0	60	0	0
Grp Sat Flow(s),veh/h/ln	1050	0	1785	1162	0	1832	1567	0	0	1766	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	1.4	0.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.1	0.0	1.4	2.9	0.0	0.0	2.0	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.07	0.59		0.02	0.20		0.07
Lane Grp Cap(c), veh/h	803	0	1226	901	0	1258	304	0	0	312	0	0
V/C Ratio(X)	0.02	0.00	0.17	0.02	0.00	0.25	0.26	0.00	0.00	0.19	0.00	0.00
Avail Cap(c_a), veh/h	803	0	1226	901	0	1258	712	0	0	776	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	1.0	0.0	1.0	27.0	0.0	0.0	26.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.0	0.0	0.1	0.5	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.0	0.0	0.3	1.2	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.1	0.0	0.3	1.0	0.0	1.1	27.4	0.0	0.0	26.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		220			335			80			60	
Approach Delay, s/veh		0.3			1.1			27.4			26.9	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.1		15.9		54.1		15.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		29.0		29.0		29.0		29.0				
Max Q Clear Time (g_c+I1), s		3.4		4.9		3.4		4.0				
Green Ext Time (p_c), s		1.3		0.4		2.0		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
15: Empire Ave & Ontario St

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	486	0	0	495	61	0	1	5	116	0	54
Future Volume (veh/h)	31	486	0	0	495	61	0	1	5	116	0	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	32	506	0	0	516	59	0	1	0	121	0	6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	639	2558	0	80	2308	263	0	202	0	231	0	171
Arrive On Green	0.73	0.73	0.00	0.00	0.73	0.73	0.00	0.11	0.00	0.11	0.00	0.11
Sat Flow, veh/h	831	3618	0	886	3181	362	0	1856	0	1391	0	1568
Grp Volume(v), veh/h	32	506	0	0	285	290	0	1	0	121	0	6
Grp Sat Flow(s),veh/h/ln	831	1763	0	886	1763	1781	0	1856	0	1391	0	1568
Q Serve(g_s), s	1.2	4.1	0.0	0.0	4.8	4.8	0.0	0.0	0.0	7.6	0.0	0.3
Cycle Q Clear(g_c), s	6.0	4.1	0.0	0.0	4.8	4.8	0.0	0.0	0.0	7.7	0.0	0.3
Prop In Lane	1.00		0.00	1.00		0.20	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	639	2558	0	80	1279	1292	0	202	0	231	0	171
V/C Ratio(X)	0.05	0.20	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.52	0.00	0.04
Avail Cap(c_a), veh/h	639	2558	0	80	1279	1292	0	202	0	412	0	373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.00	0.00	0.84	0.84	0.00	1.00	0.00	0.97	0.00	0.97
Uniform Delay (d), s/veh	5.0	4.0	0.0	0.0	4.0	4.0	0.0	35.8	0.0	39.2	0.0	35.9
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.3	0.3	0.0	0.0	0.0	1.8	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.2	0.0	0.0	1.4	1.4	0.0	0.0	0.0	2.7	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.2	4.1	0.0	0.0	4.4	4.4	0.0	35.8	0.0	40.9	0.0	36.0
LnGrp LOS	A	A	A	A	A	A	A	D	A	D	A	D
Approach Vol, veh/h		538			575			1			127	
Approach Delay, s/veh		4.2			4.4			35.8			40.7	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		71.6		18.4		71.6		18.4				
Change Period (Y+Rc), s		6.3		* 8.6		6.3		* 8.6				
Max Green Setting (Gmax), s		39.4		* 9.7		39.4		* 21				
Max Q Clear Time (g_c+I1), s		8.0		2.0		6.8		9.7				
Green Ext Time (p_c), s		4.6		0.0		4.5		0.4				

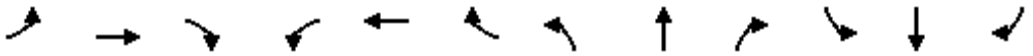
Intersection Summary	
HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
16: Buena Vista St & Empire Ave

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	494	128	486	458	153	113	776	813	95	555	37
Future Volume (veh/h)	45	494	128	486	458	153	113	776	813	95	555	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	49	537	42	528	498	145	123	843	817	103	603	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	116	668	287	587	888	257	441	1520	935	150	1422	85
Arrive On Green	0.04	0.19	0.19	0.17	0.33	0.33	0.05	0.43	0.43	0.09	0.84	0.84
Sat Flow, veh/h	1767	3526	1512	3428	2679	775	1767	3526	1544	3428	3376	201
Grp Volume(v), veh/h	49	537	42	528	327	316	123	843	817	103	314	325
Grp Sat Flow(s),veh/h/ln	1767	1763	1512	1714	1763	1691	1767	1763	1544	1714	1763	1815
Q Serve(g_s), s	3.3	20.4	2.7	21.1	21.3	21.5	5.5	25.0	24.1	4.1	6.1	6.1
Cycle Q Clear(g_c), s	3.3	20.4	2.7	21.1	21.3	21.5	5.5	25.0	24.1	4.1	6.1	6.1
Prop In Lane	1.00		1.00	1.00		0.46	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	116	668	287	587	584	561	441	1520	935	150	742	764
V/C Ratio(X)	0.42	0.80	0.15	0.90	0.56	0.56	0.28	0.55	0.87	0.69	0.42	0.42
Avail Cap(c_a), veh/h	228	755	324	710	584	561	511	1520	935	416	742	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	51.0	54.2	33.1	56.8	38.4	38.5	20.9	29.8	10.6	63.0	6.9	6.9
Incr Delay (d2), s/veh	1.8	5.5	0.2	12.3	1.2	1.3	0.3	1.5	11.1	4.0	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	9.5	1.2	10.1	9.4	9.1	2.3	10.8	13.0	1.8	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	59.8	33.3	69.1	39.6	39.8	21.2	31.2	21.7	66.9	8.6	8.5
LnGrp LOS	D	E	C	E	D	D	C	C	C	E	A	A
Approach Vol, veh/h		628			1171			1783			742	
Approach Delay, s/veh		57.5			53.0			26.2			16.7	
Approach LOS		E			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	32.5	12.5	65.0	10.1	52.4	11.1	66.4
Change Period (Y+Rc), s	6.0	* 6	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	29.0	* 30	13.0	46.0	14.0	45.0	17.0	42.0
Max Q Clear Time (g_c+I1), s	23.1	22.4	7.5	8.1	5.3	23.5	6.1	27.0
Green Ext Time (p_c), s	0.8	2.2	0.1	4.2	0.0	3.9	0.1	9.5

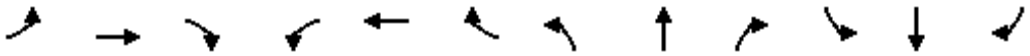
Intersection Summary	
HCM 6th Ctrl Delay	36.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

HCM 6th Signalized Intersection Summary
17: Buena Vista St & Thornton Ave

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	42	84	16	42	18	83	844	14	14	590	250
Future Volume (veh/h)	69	42	84	16	42	18	83	844	14	14	590	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	72	44	13	17	44	2	86	879	15	15	615	245
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	154	137	40	144	175	8	537	2732	47	560	2023	805
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	1.00	1.00	1.00	0.02	0.82	0.82
Sat Flow, veh/h	1342	1374	406	1329	1761	80	637	3547	61	1767	2461	980
Grp Volume(v), veh/h	72	0	57	17	0	46	86	437	457	15	440	420
Grp Sat Flow(s),veh/h/ln	1342	0	1780	1329	0	1841	637	1763	1845	1767	1763	1678
Q Serve(g_s), s	7.3	0.0	4.2	1.7	0.0	3.2	0.2	0.0	0.0	0.2	8.3	8.3
Cycle Q Clear(g_c), s	10.6	0.0	4.2	5.9	0.0	3.2	1.3	0.0	0.0	0.2	8.3	8.3
Prop In Lane	1.00		0.23	1.00		0.04	1.00		0.03	1.00		0.58
Lane Grp Cap(c), veh/h	154	0	177	144	0	183	537	1358	1421	560	1449	1379
V/C Ratio(X)	0.47	0.00	0.32	0.12	0.00	0.25	0.16	0.32	0.32	0.03	0.30	0.30
Avail Cap(c_a), veh/h	538	0	686	525	0	710	537	1358	1421	716	1449	1379
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	0.75	0.75	0.75	0.87	0.87	0.87
Uniform Delay (d), s/veh	63.1	0.0	58.6	61.4	0.0	58.2	0.0	0.0	0.0	2.7	3.0	3.0
Incr Delay (d2), s/veh	2.2	0.0	1.0	0.4	0.0	0.7	0.5	0.5	0.5	0.0	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	1.9	0.6	0.0	1.6	0.1	0.2	0.2	0.1	2.4	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	0.0	59.7	61.7	0.0	58.9	0.5	0.5	0.5	2.8	3.4	3.5
LnGrp LOS	E	A	E	E	A	E	A	A	A	A	A	A
Approach Vol, veh/h		129			63			980			875	
Approach Delay, s/veh		62.8			59.7			0.5			3.4	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.3	113.8		18.9		121.1		18.9				
Change Period (Y+Rc), s	4.6	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	15.0	55.4		54.0		75.0		54.0				
Max Q Clear Time (g_c+I1), s	2.2	3.3		12.6		10.3		7.9				
Green Ext Time (p_c), s	0.0	7.8		0.5		6.6		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			7.5									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
18: I-5 SB Ramps & Empire Ave

10/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	596	976	195	1010	0	0	0	0	283	4	195
Future Volume (veh/h)	0	596	976	195	1010	0	0	0	0	283	4	195
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	614	733	201	1041	0				295	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	2384	1057	264	2804	0				370	0	
Arrive On Green	0.00	0.68	0.68	0.10	1.00	0.00				0.10	0.00	0.00
Sat Flow, veh/h	0	3618	1563	3428	3618	0				3534	0	1572
Grp Volume(v), veh/h	0	614	733	201	1041	0				295	0	0
Grp Sat Flow(s),veh/h/ln	0	1763	1563	1714	1763	0				1767	0	1572
Q Serve(g_s), s	0.0	8.9	37.2	7.4	0.0	0.0				10.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	8.9	37.2	7.4	0.0	0.0				10.6	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2384	1057	264	2804	0				370	0	
V/C Ratio(X)	0.00	0.26	0.69	0.76	0.37	0.00				0.80	0.00	
Avail Cap(c_a), veh/h	0	2384	1057	752	2804	0				1047	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.78	0.78	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	8.3	12.8	57.2	0.0	0.0				56.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	3.8	1.4	0.3	0.0				4.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.3	12.9	3.2	0.1	0.0				4.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.5	16.6	58.6	0.3	0.0				60.8	0.0	0.0
LnGrp LOS	A	A	B	E	A	A				E	A	
Approach Vol, veh/h		1347			1242						295	
Approach Delay, s/veh		12.9			9.7						60.8	
Approach LOS		B			A						E	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	15.5	94.4		20.1		109.9						
Change Period (Y+Rc), s	5.5	6.5		6.5		6.5						
Max Green Setting (Gmax), s	28.5	44.5		38.5		78.5						
Max Q Clear Time (g_c+I1), s	9.4	39.2		12.6		2.0						
Green Ext Time (p_c), s	0.3	3.8		1.0		15.1						

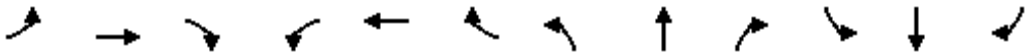
Intersection Summary												
HCM 6th Ctrl Delay			16.4									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
19: I-5 NB Ramps & Empire Ave

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	784	0	0	654	374	536	1	325	0	0	0
Future Volume (veh/h)	77	784	0	0	654	374	536	1	325	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	80	817	0	0	681	357	559	0	131			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	249	2516	0	0	1331	697	658	0	292			
Arrive On Green	0.15	1.00	0.00	0.00	0.60	0.60	0.19	0.00	0.19			
Sat Flow, veh/h	3428	3618	0	0	2316	1165	3534	0	1567			
Grp Volume(v), veh/h	80	817	0	0	540	498	559	0	131			
Grp Sat Flow(s),veh/h/ln	1714	1763	0	0	1763	1625	1767	0	1567			
Q Serve(g_s), s	2.7	0.0	0.0	0.0	23.0	23.0	19.9	0.0	9.6			
Cycle Q Clear(g_c), s	2.7	0.0	0.0	0.0	23.0	23.0	19.9	0.0	9.6			
Prop In Lane	1.00		0.00	0.00		0.72	1.00		1.00			
Lane Grp Cap(c), veh/h	249	2516	0	0	1055	973	658	0	292			
V/C Ratio(X)	0.32	0.32	0.00	0.00	0.51	0.51	0.85	0.00	0.45			
Avail Cap(c_a), veh/h	699	2516	0	0	1055	973	1020	0	452			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	52.7	0.0	0.0	0.0	15.1	15.1	51.1	0.0	47.0			
Incr Delay (d2), s/veh	0.3	0.3	0.0	0.0	1.8	1.9	4.2	0.0	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	0.1	0.0	0.0	9.4	8.7	9.2	0.0	3.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.9	0.3	0.0	0.0	16.9	17.0	55.3	0.0	48.0			
LnGrp LOS	D	A	A	A	B	B	E	A	D			
Approach Vol, veh/h		897			1038			690				
Approach Delay, s/veh		5.0			16.9			54.0				
Approach LOS		A			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		99.3			14.9	84.3		30.7				
Change Period (Y+Rc), s		6.5			5.5	6.5		6.5				
Max Green Setting (Gmax), s		79.5			26.5	47.5		37.5				
Max Q Clear Time (g_c+I1), s		2.0			4.7	25.0		21.9				
Green Ext Time (p_c), s		10.3			0.1	10.0		2.3				

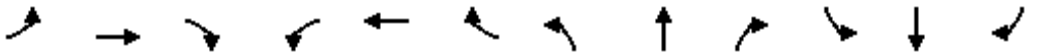
Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
1: Hollywood Way & Tulare Ave

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	1	137	6	3	3	304	760	12	39	1994	344
Future Volume (veh/h)	157	1	137	6	3	3	304	760	12	39	1994	344
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	159	1	95	6	3	0	307	768	12	39	2014	329
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	246	2	215	159	261	0	355	3957	62	482	3178	979
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.00	0.21	1.00	1.00	0.63	0.63	0.63
Sat Flow, veh/h	1397	16	1526	1285	1856	0	3428	5138	80	687	5066	1560
Grp Volume(v), veh/h	159	0	96	6	3	0	307	505	275	39	2014	329
Grp Sat Flow(s),veh/h/ln	1397	0	1542	1285	1856	0	1714	1689	1841	687	1689	1560
Q Serve(g_s), s	15.5	0.0	8.0	0.6	0.2	0.0	12.1	0.0	0.0	3.1	34.4	13.9
Cycle Q Clear(g_c), s	15.7	0.0	8.0	8.6	0.2	0.0	12.1	0.0	0.0	3.1	34.4	13.9
Prop In Lane	1.00		0.99	1.00		0.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	246	0	217	159	261	0	355	2601	1418	482	3178	979
V/C Ratio(X)	0.65	0.00	0.44	0.04	0.01	0.00	0.87	0.19	0.19	0.08	0.63	0.34
Avail Cap(c_a), veh/h	483	0	479	378	577	0	465	2601	1418	482	3178	979
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	0.0	55.1	59.1	51.8	0.0	54.6	0.0	0.0	10.3	16.1	12.3
Incr Delay (d2), s/veh	2.8	0.0	1.4	0.1	0.0	0.0	10.8	0.2	0.3	0.3	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	3.2	0.2	0.1	0.0	5.2	0.1	0.1	0.5	12.7	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	0.0	56.5	59.2	51.8	0.0	65.4	0.2	0.3	10.6	17.1	13.2
LnGrp LOS	E	A	E	E	D	A	E	A	A	B	B	B
Approach Vol, veh/h		255			9			1087			2382	
Approach Delay, s/veh		59.6			56.7			18.6			16.5	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.0	94.3		25.7		114.3		25.7				
Change Period (Y+Rc), s	5.5	6.5		6.0		6.5		6.0				
Max Green Setting (Gmax), s	19.0	59.5		43.5		84.0		43.5				
Max Q Clear Time (g_c+I1), s	14.1	36.4		10.6		2.0		17.7				
Green Ext Time (p_c), s	0.4	17.2		0.0		5.5		1.1				

Intersection Summary			
HCM 6th Ctrl Delay		20.1	
HCM 6th LOS		C	

HCM 6th Signalized Intersection Summary
2: Hollywood Way & Winona Ave

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	81	270	39	90	36	298	898	93	65	1743	252
Future Volume (veh/h)	211	81	270	39	90	36	298	898	93	65	1743	252
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	218	84	262	40	93	9	307	926	91	67	1797	259
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	300	403	336	236	706	67	332	2773	272	478	2520	360
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.19	1.00	1.00	0.13	1.00	1.00
Sat Flow, veh/h	1281	1856	1548	1026	3247	310	1767	4682	459	1767	4467	638
Grp Volume(v), veh/h	218	84	262	40	50	52	307	667	350	67	1355	701
Grp Sat Flow(s),veh/h/ln	1281	1856	1548	1026	1763	1794	1767	1689	1764	1767	1689	1728
Q Serve(g_s), s	23.1	5.2	22.3	4.7	3.2	3.3	11.2	0.0	0.0	2.0	0.0	0.0
Cycle Q Clear(g_c), s	26.4	5.2	22.3	9.9	3.2	3.3	11.2	0.0	0.0	2.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.26	1.00		0.37
Lane Grp Cap(c), veh/h	300	403	336	236	383	390	332	2000	1045	478	1905	975
V/C Ratio(X)	0.73	0.21	0.78	0.17	0.13	0.13	0.92	0.33	0.33	0.14	0.71	0.72
Avail Cap(c_a), veh/h	419	577	481	332	548	557	342	2000	1045	538	1905	975
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81	0.69	0.69	0.69
Uniform Delay (d), s/veh	54.8	44.9	51.6	49.0	44.1	44.2	14.5	0.0	0.0	9.2	0.0	0.0
Incr Delay (d2), s/veh	3.8	0.3	5.1	0.3	0.2	0.2	25.3	0.4	0.7	0.1	1.6	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	2.5	9.2	1.2	1.4	1.5	5.5	0.1	0.2	0.7	0.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	45.2	56.7	49.3	44.3	44.3	39.8	0.4	0.7	9.3	1.6	3.2
LnGrp LOS	E	D	E	D	D	D	D	A	A	A	A	A
Approach Vol, veh/h		564			142			1324			2123	
Approach Delay, s/veh		55.8			45.7			9.6			2.4	
Approach LOS		E			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.1	85.5		36.4	14.2	89.4		36.4
Change Period (Y+Rc), s	4.9	6.5		6.0	4.9	6.5		6.0
Max Green Setting (Gmax), s	14.0	65.1		43.5	14.0	65.1		43.5
Max Q Clear Time (g_c+I1), s	13.2	2.0		11.9	4.0	2.0		28.4
Green Ext Time (p_c), s	0.1	27.0		0.7	0.1	7.9		2.0

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
3: Hollywood Way & Airport/Thornton Ave

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	26	21	139	94	69	20	1385	171	92	1949	67
Future Volume (veh/h)	23	26	21	139	94	69	20	1385	171	92	1949	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.73		0.95	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	24	28	-138	148	100	49	21	1473	172	98	2073	56
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	149	218	184	195	336	152	230	2626	306	348	3060	82
Arrive On Green	0.04	0.12	0.00	0.07	0.15	0.15	0.08	1.00	1.00	0.14	1.00	1.00
Sat Flow, veh/h	3428	1856	1572	1767	2313	1048	1767	4576	534	1767	5068	137
Grp Volume(v), veh/h	24	28	-138	148	74	75	21	1087	558	98	1380	749
Grp Sat Flow(s),veh/h/ln	1714	1856	1572	1767	1763	1598	1767	1689	1733	1767	1689	1827
Q Serve(g_s), s	0.9	1.9	0.0	5.9	5.3	5.9	0.6	0.0	0.0	2.8	0.0	0.0
Cycle Q Clear(g_c), s	0.9	1.9	0.0	5.9	5.3	5.9	0.6	0.0	0.0	2.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.66	1.00		0.31	1.00		0.07
Lane Grp Cap(c), veh/h	149	218	184	195	256	232	230	1938	995	348	2039	1103
V/C Ratio(X)	0.16	0.13	-0.75	0.76	0.29	0.32	0.09	0.56	0.56	0.28	0.68	0.68
Avail Cap(c_a), veh/h	575	524	444	245	378	342	462	1938	995	464	2039	1103
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.62	0.62	0.62
Uniform Delay (d), s/veh	64.5	55.4	0.0	61.6	53.4	53.7	10.1	0.0	0.0	8.3	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.3	0.0	7.4	0.6	0.8	0.1	1.2	2.3	0.2	1.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.9	0.0	5.5	2.4	2.4	0.2	0.3	0.6	1.0	0.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.0	55.6	0.0	69.1	54.0	54.5	10.3	1.2	2.3	8.5	1.1	2.1
LnGrp LOS	E	E	A	E	D	D	B	A	A	A	A	A
Approach Vol, veh/h		-86			297			1666			2227	
Approach Delay, s/veh		0.0			61.6			1.7			1.8	
Approach LOS		A			E			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	91.0	12.1	26.3	14.8	86.8	16.0	22.4
Change Period (Y+Rc), s	5.0	6.5	6.0	6.0	5.0	6.5	6.0	6.0
Max Green Setting (Gmax), s	24.6	39.0	23.5	30.0	19.0	44.0	14.0	39.5
Max Q Clear Time (g_c+I1), s	2.6	2.0	2.9	7.9	4.8	2.0	7.9	3.9
Green Ext Time (p_c), s	0.0	21.9	0.0	0.8	0.1	15.9	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
4: Hollywood Way & Avon St

10/03/2024



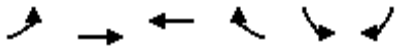
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	6	37	28	22	153	72	1170	76	77	1752	24
Future Volume (veh/h)	88	6	37	28	22	153	72	1170	76	77	1752	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	92	6	39	29	23	159	75	1219	78	80	1825	25
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	163	42	271	287	40	274	119	2053	131	121	2794	38
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.07	0.61	0.61	0.09	0.81	0.81
Sat Flow, veh/h	1187	210	1364	1341	199	1375	1767	3358	215	1767	4565	63
Grp Volume(v), veh/h	92	0	45	29	0	182	75	639	658	80	1113	737
Grp Sat Flow(s),veh/h/ln	1187	0	1574	1341	0	1574	1767	1763	1809	1767	1392	1844
Q Serve(g_s), s	10.7	0.0	3.3	2.6	0.0	14.7	5.8	30.9	31.1	6.1	22.2	22.2
Cycle Q Clear(g_c), s	25.3	0.0	3.3	5.9	0.0	14.7	5.8	30.9	31.1	6.1	22.2	22.2
Prop In Lane	1.00		0.87	1.00		0.87	1.00		0.12	1.00		0.03
Lane Grp Cap(c), veh/h	163	0	313	287	0	313	119	1078	1106	121	1704	1129
V/C Ratio(X)	0.56	0.00	0.14	0.10	0.00	0.58	0.63	0.59	0.59	0.66	0.65	0.65
Avail Cap(c_a), veh/h	347	0	557	494	0	557	252	1078	1106	252	1704	1129
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	0.99	0.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.3	0.0	46.2	48.7	0.0	50.8	63.6	16.6	16.6	62.1	7.1	7.1
Incr Delay (d2), s/veh	3.0	0.0	0.2	0.2	0.0	1.7	4.0	2.4	2.4	4.6	2.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	1.3	0.9	0.0	6.0	2.7	12.5	12.9	2.8	4.3	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	0.0	46.4	48.8	0.0	52.5	67.5	19.0	19.0	66.7	9.1	10.1
LnGrp LOS	E	A	D	D	A	D	E	B	B	E	A	B
Approach Vol, veh/h		137			211			1372			1930	
Approach Delay, s/veh		59.1			52.0			21.6			11.8	
Approach LOS		E			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	92.2		32.9	15.1	92.1		32.9
Change Period (Y+Rc), s	5.5	6.5		5.0	5.5	6.5		5.0
Max Green Setting (Gmax), s	20.0	53.5		49.5	20.0	53.5		49.5
Max Q Clear Time (g_c+I1), s	17.3	24.2		16.7	8.1	33.1		27.3
Green Ext Time (p_c), s	0.1	15.9		1.4	0.1	8.7		0.5

Intersection Summary	
HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
5: Empire Ave & N Hollywood Way

10/03/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰	↱
Traffic Volume (veh/h)	0	544	81	0	70	156
Future Volume (veh/h)	0	544	81	0	70	156
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	0	625	93	0	80	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	2707	2707	0	196	
Arrive On Green	0.00	1.00	0.77	0.00	0.11	0.00
Sat Flow, veh/h	0	3711	3711	0	1767	1572
Grp Volume(v), veh/h	0	625	93	0	80	0
Grp Sat Flow(s),veh/h/ln	0	1763	1763	0	1767	1572
Q Serve(g_s), s	0.0	0.0	0.6	0.0	3.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.6	0.0	3.8	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2707	2707	0	196	
V/C Ratio(X)	0.00	0.23	0.03	0.00	0.41	
Avail Cap(c_a), veh/h	0	2707	2707	0	465	
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.92	0.99	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	2.5	0.0	37.2	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.1	0.0	1.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.2	2.5	0.0	39.2	0.0
LnGrp LOS	A	A	A	A	D	
Approach Vol, veh/h		625	93		80	
Approach Delay, s/veh		0.2	2.5		39.2	
Approach LOS		A	A		D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	75.4	14.6	75.4
Change Period (Y+Rc), s	6.3	4.6	6.3
Max Green Setting (Gmax), s	55.4	23.7	55.4
Max Q Clear Time (g_c+I1), s	2.0	5.8	2.6
Green Ext Time (p_c), s	4.5	0.2	0.6

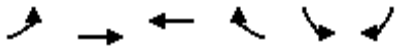
Intersection Summary	
HCM 6th Ctrl Delay	4.4
HCM 6th LOS	A

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
6: Empire Ave & Avon St

10/03/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	138	390	236	85	69	2
Future Volume (veh/h)	138	390	236	85	69	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	152	429	259	83	76	-10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1021	3297	2119	664	518	0
Arrive On Green	0.08	0.94	0.80	0.80	0.00	0.00
Sat Flow, veh/h	1767	3618	2734	827	2044	-269
Grp Volume(v), veh/h	152	429	171	171	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1763	1705	0	0
Q Serve(g_s), s	0.9	0.9	2.1	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.9	2.1	2.1	0.0	0.0
Prop In Lane	1.00			0.49	1.13	-0.15
Lane Grp Cap(c), veh/h	1021	3297	1414	1368	0	0
V/C Ratio(X)	0.15	0.13	0.12	0.13	0.00	0.00
Avail Cap(c_a), veh/h	1242	3297	1414	1368	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.99	0.99	0.00	0.00
Uniform Delay (d), s/veh	0.6	0.2	2.1	2.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	0.5	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.6	0.3	2.3	2.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h		581	342		0	
Approach Delay, s/veh		0.4	2.3		0.0	
Approach LOS		A	A			

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	97.0		0.0	12.9	84.1
Change Period (Y+Rc), s	6.3		4.6	5.0	6.3
Max Green Setting (Gmax), s	53.4		25.7	20.0	35.0
Max Q Clear Time (g_c+I1), s	2.9		0.0	2.9	4.1
Green Ext Time (p_c), s	2.9		0.0	0.1	2.0

Intersection Summary	
HCM 6th Ctrl Delay	1.1
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
7: Empire Ave & Airport

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	558	5	1	354	7	0	0	0	16	0	1
Future Volume (veh/h)	134	558	5	1	354	7	0	0	0	16	0	1
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856				1856	1856	1856
Adj Flow Rate, veh/h	147	613	5	1	389	7				18	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3				3	3	3
Cap, veh/h	822	1465	12	41	2312	41				288	151	0
Arrive On Green	0.08	0.80	0.80	0.67	0.67	0.67				0.08	0.00	0.00
Sat Flow, veh/h	1767	1837	15	1	3466	62				3534	1856	0
Grp Volume(v), veh/h	147	0	618	208	0	189				18	0	0
Grp Sat Flow(s),veh/h/ln	1767	0	1852	1854	0	1674				1767	1856	0
Q Serve(g_s), s	1.9	0.0	9.1	0.0	0.0	3.8				0.4	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.0	9.1	3.8	0.0	3.8				0.4	0.0	0.0
Prop In Lane	1.00		0.01	0.00		0.04				1.00		0.00
Lane Grp Cap(c), veh/h	822	0	1477	1277	0	1117				288	151	0
V/C Ratio(X)	0.18	0.00	0.42	0.16	0.00	0.17				0.06	0.00	0.00
Avail Cap(c_a), veh/h	834	0	1477	1277	0	1117				931	489	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.96	0.00	0.96				1.00	0.00	0.00
Uniform Delay (d), s/veh	2.9	0.0	2.8	5.6	0.0	5.6				38.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.3	0.0	0.3				0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.0	1.3	0.0	1.2				0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.0	0.0	3.6	5.9	0.0	5.9				38.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				D	A	A
Approach Vol, veh/h		765			397						18	
Approach Delay, s/veh		3.5			5.9						38.3	
Approach LOS		A			A						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	78.1	11.9	11.7	66.3
Change Period (Y+Rc), s	6.3	4.6	4.9	6.3
Max Green Setting (Gmax), s	55.4	23.7	7.4	43.1
Max Q Clear Time (g_c+I1), s	11.1	2.4	3.9	5.8
Green Ext Time (p_c), s	4.4	0.0	0.1	2.3

Intersection Summary	
HCM 6th Ctrl Delay	4.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
8: Hollywood Way & Victory Bl

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	805	134	100	530	95	76	942	91	157	1307	237
Future Volume (veh/h)	269	805	134	100	530	95	76	942	91	157	1307	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	316	947	89	118	624	61	89	1108	72	185	1538	235
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	334	995	541	186	741	438	174	1485	770	256	1504	883
Arrive On Green	0.14	0.28	0.28	0.07	0.21	0.21	0.07	0.42	0.42	0.07	0.43	0.43
Sat Flow, veh/h	1767	3526	1532	1767	3526	1526	1767	3526	1564	1767	3526	1544
Grp Volume(v), veh/h	316	947	89	118	624	61	89	1108	72	185	1538	235
Grp Sat Flow(s),veh/h/ln	1767	1763	1532	1767	1763	1526	1767	1763	1564	1767	1763	1544
Q Serve(g_s), s	19.3	36.9	5.6	7.2	23.8	4.2	3.8	37.1	3.4	8.3	59.7	10.8
Cycle Q Clear(g_c), s	19.3	36.9	5.6	7.2	23.8	4.2	3.8	37.1	3.4	8.3	59.7	10.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	334	995	541	186	741	438	174	1485	770	256	1504	883
V/C Ratio(X)	0.95	0.95	0.16	0.63	0.84	0.14	0.51	0.75	0.09	0.72	1.02	0.27
Avail Cap(c_a), veh/h	334	995	541	314	992	547	304	1485	770	377	1504	883
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.4	49.3	31.3	41.8	53.1	37.3	31.6	34.2	18.9	28.0	40.1	15.3
Incr Delay (d2), s/veh	34.9	18.0	0.1	1.3	5.1	0.1	0.9	3.5	0.2	1.4	29.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	18.5	2.1	3.2	11.0	1.6	1.6	16.4	1.3	3.5	31.2	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.3	67.3	31.4	43.1	58.2	37.5	32.4	37.7	19.2	29.4	69.3	16.1
LnGrp LOS	E	E	C	D	E	D	C	D	B	C	F	B
Approach Vol, veh/h		1352			803			1269			1958	
Approach Delay, s/veh		66.1			54.4			36.2			59.2	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	45.5	14.3	65.7	24.6	35.4	15.0	65.0
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	4.6	6.0
Max Green Setting (Gmax), s	20.0	39.4	20.0	39.4	20.0	39.4	20.0	39.4
Max Q Clear Time (g_c+I1), s	9.2	38.9	5.8	61.7	21.3	25.8	10.3	39.1
Green Ext Time (p_c), s	0.1	0.3	0.1	0.0	0.0	3.6	0.2	0.2

Intersection Summary	
HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
9: Hollywood Way & Burbank Bl

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	548	27	129	508	50	66	844	95	176	1308	122
Future Volume (veh/h)	200	548	27	129	508	50	66	844	95	176	1308	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	222	609	24	143	564	-13	73	938	102	196	1453	74
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	283	780	31	238	676	301	207	1509	164	315	1680	746
Arrive On Green	0.11	0.23	0.23	0.08	0.19	0.00	0.07	0.47	0.47	0.07	0.48	0.48
Sat Flow, veh/h	1767	3457	136	1767	3526	1572	1767	3201	348	1767	3526	1566
Grp Volume(v), veh/h	222	310	323	143	564	-13	73	517	523	196	1453	74
Grp Sat Flow(s),veh/h/ln	1767	1763	1830	1767	1763	1572	1767	1763	1786	1767	1763	1566
Q Serve(g_s), s	13.7	23.2	23.2	9.0	21.6	0.0	2.8	30.7	30.7	8.0	51.4	3.6
Cycle Q Clear(g_c), s	13.7	23.2	23.2	9.0	21.6	0.0	2.8	30.7	30.7	8.0	51.4	3.6
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	283	398	413	238	676	301	207	831	842	315	1680	746
V/C Ratio(X)	0.78	0.78	0.78	0.60	0.83	-0.04	0.35	0.62	0.62	0.62	0.86	0.10
Avail Cap(c_a), veh/h	336	496	515	351	992	443	341	831	842	440	1680	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	50.9	50.9	42.0	54.4	0.0	27.2	27.7	27.7	21.7	32.6	20.1
Incr Delay (d2), s/veh	8.0	6.2	6.1	0.9	4.1	0.0	0.4	3.5	3.4	0.7	6.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	10.9	11.3	4.0	9.9	0.0	1.1	13.6	13.7	3.3	22.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.7	57.2	57.0	42.9	58.6	0.0	27.6	31.2	31.1	22.4	38.8	20.4
LnGrp LOS	D	E	E	D	E	A	C	C	C	C	D	C
Approach Vol, veh/h		855			694			1113			1723	
Approach Delay, s/veh		54.7			56.4			30.9			36.2	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	37.6	14.0	72.7	20.4	32.8	14.7	72.0
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	4.6	6.0
Max Green Setting (Gmax), s	20.0	39.4	20.0	39.4	20.0	39.4	20.0	39.4
Max Q Clear Time (g_c+I1), s	11.0	25.2	4.8	53.4	15.7	23.6	10.0	32.7
Green Ext Time (p_c), s	0.1	3.2	0.1	0.0	0.1	3.3	0.2	3.5

Intersection Summary	
HCM 6th Ctrl Delay	41.6
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
10: Buena Vista St & I-5 NB Ramps

10/03/2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	172	628	306	274	476	88
Future Volume (veh/h)	172	628	306	274	476	88
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	177	0	315	282	491	87
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	273		490	1208	601	107
Arrive On Green	0.15	0.00	0.16	0.65	0.39	0.39
Sat Flow, veh/h	1767	1572	1767	1856	1534	272
Grp Volume(v), veh/h	177	0	315	282	0	578
Grp Sat Flow(s),veh/h/ln	1767	1572	1767	1856	0	1805
Q Serve(g_s), s	5.8	0.0	5.5	3.9	0.0	17.6
Cycle Q Clear(g_c), s	5.8	0.0	5.5	3.9	0.0	17.6
Prop In Lane	1.00	1.00	1.00			0.15
Lane Grp Cap(c), veh/h	273		490	1208	0	708
V/C Ratio(X)	0.65		0.64	0.23	0.00	0.82
Avail Cap(c_a), veh/h	1433		1494	1806	0	1757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.5	0.0	11.1	4.4	0.0	16.8
Incr Delay (d2), s/veh	1.0	0.0	0.5	0.1	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	1.7	1.1	0.0	6.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.5	0.0	11.6	4.5	0.0	19.1
LnGrp LOS	C		B	A	A	B
Approach Vol, veh/h	177			597	578	
Approach Delay, s/veh	25.5			8.3	19.1	
Approach LOS	C			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		46.1		15.5	16.0	30.2
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		60.0		50.0	45.0	60.0
Max Q Clear Time (g_c+I1), s		5.9		7.8	7.5	19.6
Green Ext Time (p_c), s		1.9		0.2	0.5	4.5

Intersection Summary		
HCM 6th Ctrl Delay		15.2
HCM 6th LOS		B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	16.8
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	267	0	0	382	0
Future Vol, veh/h	0	267	0	0	382	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	297	0	0	424	0
Number of Lanes	2	0	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	11.7	0	20.4
HCM LOS	B	-	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	0%	100%	0%
Vol Thru, %	100%	100%	0%	0%	100%
Vol Right, %	0%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	267	382	0
LT Vol	0	0	0	382	0
Through Vol	0	0	0	0	0
RT Vol	0	0	267	0	0
Lane Flow Rate	0	0	297	424	0
Geometry Grp	3b	5	5	5	5
Degree of Util (X)	0	0	0.424	0.684	0
Departure Headway (Hd)	5.887	5.85	5.142	5.802	5.298
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	0	697	615	0
Service Time	3.887	3.603	2.895	3.593	3.089
HCM Lane V/C Ratio	0	0	0.426	0.689	0
HCM Control Delay	8.9	8.6	11.7	20.4	8.1
HCM Lane LOS	N	N	B	C	N
HCM 95th-tile Q	0	0	2.1	5.3	0

HCM 6th Signalized Intersection Summary
12: Buena Vista St & Winona Ave

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	78	336	265	96	69	120	463	203	51	827	226
Future Volume (veh/h)	45	78	336	265	96	69	120	463	203	51	827	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	47	82	266	279	101	55	126	487	185	54	871	225
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	124	216	398	334	213	116	219	1162	438	326	988	255
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.07	0.47	0.47	0.36	0.36	0.36
Sat Flow, veh/h	664	1158	1572	1767	1128	614	1767	2481	936	757	2766	714
Grp Volume(v), veh/h	129	0	266	279	0	156	126	345	327	54	555	541
Grp Sat Flow(s),veh/h/ln	1822	0	1572	1767	0	1743	1767	1763	1654	757	1763	1717
Q Serve(g_s), s	6.3	0.0	15.6	15.6	0.0	8.2	4.4	13.2	13.4	5.2	30.2	30.3
Cycle Q Clear(g_c), s	6.3	0.0	15.6	15.6	0.0	8.2	4.4	13.2	13.4	7.2	30.2	30.3
Prop In Lane	0.36		1.00	1.00		0.35	1.00		0.57	1.00		0.42
Lane Grp Cap(c), veh/h	340	0	398	334	0	329	219	826	775	326	629	613
V/C Ratio(X)	0.38	0.00	0.67	0.84	0.00	0.47	0.58	0.42	0.42	0.17	0.88	0.88
Avail Cap(c_a), veh/h	623	0	642	604	0	596	705	826	775	351	688	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	0.0	34.4	40.0	0.0	37.0	23.6	18.0	18.0	24.2	30.9	30.9
Incr Delay (d2), s/veh	0.7	0.0	1.9	5.5	0.0	1.1	0.9	0.3	0.4	0.2	12.1	12.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	6.1	7.3	0.0	3.6	1.8	5.2	5.0	0.9	14.4	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	0.0	36.4	45.5	0.0	38.1	24.5	18.3	18.4	24.4	42.9	43.3
LnGrp LOS	D	A	D	D	A	D	C	B	B	C	D	D
Approach Vol, veh/h		395			435			798			1150	
Approach Delay, s/veh		36.6			42.9			19.3			42.3	
Approach LOS		D			D			B			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.4	42.6		24.3		54.0		24.1				
Change Period (Y+Rc), s	4.6	6.0		* 5		6.0		5.0				
Max Green Setting (Gmax), s	35.0	40.0		* 35		40.0		35.0				
Max Q Clear Time (g_c+I1), s	10.4	32.3		17.6		15.4		17.6				
Green Ext Time (p_c), s	0.2	4.3		1.7		4.3		1.5				

Intersection Summary	
HCM 6th Ctrl Delay	35.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
13: Buena Vista St & San Fernando Bl

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	370	88	42	338	157	57	484	25	176	855	401
Future Volume (veh/h)	146	370	88	42	338	157	57	484	25	176	855	401
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	149	378	74	43	345	32	58	494	24	180	872	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	350	664	129	282	643	285	99	1040	50	237	1364	
Arrive On Green	0.09	0.23	0.23	0.05	0.18	0.18	0.06	0.30	0.30	0.13	0.39	0.00
Sat Flow, veh/h	1767	2942	570	1767	3526	1562	1767	3421	166	1767	3526	1572
Grp Volume(v), veh/h	149	225	227	43	345	32	58	254	264	180	872	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1749	1767	1763	1562	1767	1763	1824	1767	1763	1572
Q Serve(g_s), s	4.9	8.5	8.6	1.4	6.6	1.3	2.4	8.8	8.8	7.3	15.0	0.0
Cycle Q Clear(g_c), s	4.9	8.5	8.6	1.4	6.6	1.3	2.4	8.8	8.8	7.3	15.0	0.0
Prop In Lane	1.00		0.33	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	350	398	395	282	643	285	99	536	554	237	1364	
V/C Ratio(X)	0.43	0.57	0.58	0.15	0.54	0.11	0.58	0.47	0.48	0.76	0.64	
Avail Cap(c_a), veh/h	663	944	937	672	1888	837	592	1770	1832	946	4248	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.5	25.7	25.7	22.9	27.7	25.5	34.4	21.1	21.2	31.2	18.6	0.0
Incr Delay (d2), s/veh	0.3	1.3	1.3	0.1	0.7	0.2	2.0	0.9	0.9	5.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	3.5	3.5	0.6	2.7	0.5	1.0	3.5	3.6	3.3	5.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	26.9	27.1	23.0	28.4	25.7	36.4	22.1	22.1	36.2	19.4	0.0
LnGrp LOS	C	C	C	C	C	C	D	C	C	D	B	
Approach Vol, veh/h		601			420			576			1052	
Approach Delay, s/veh		25.7			27.6			23.5			22.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	22.8	8.8	34.9	11.4	19.6	15.0	28.7
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	5.0	6.0
Max Green Setting (Gmax), s	20.0	40.0	25.0	90.0	20.0	40.0	40.0	75.0
Max Q Clear Time (g_c+I1), s	3.4	10.6	4.4	17.0	6.9	8.6	9.3	10.8
Green Ext Time (p_c), s	0.0	2.7	0.1	11.3	0.1	2.4	0.5	5.0

Intersection Summary	
HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
14: Ontario St & Thornton Ave

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	131	73	27	287	18	32	28	20	12	12	18
Future Volume (veh/h)	23	131	73	27	287	18	32	28	20	12	12	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.96	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	26	146	61	30	319	18	36	31	1	13	13	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	822	866	362	835	1214	68	166	120	3	143	122	22
Arrive On Green	0.47	0.47	0.47	1.00	1.00	1.00	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1030	1240	518	1161	1739	98	668	919	24	524	933	168
Grp Volume(v), veh/h	26	0	207	30	0	337	68	0	0	29	0	0
Grp Sat Flow(s),veh/h/ln	1030	0	1758	1161	0	1837	1611	0	0	1625	0	0
Q Serve(g_s), s	1.0	0.0	4.8	0.2	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	4.8	4.9	0.0	0.0	2.4	0.0	0.0	1.0	0.0	0.0
Prop In Lane	1.00		0.29	1.00		0.05	0.53		0.01	0.45		0.10
Lane Grp Cap(c), veh/h	822	0	1227	835	0	1282	289	0	0	287	0	0
V/C Ratio(X)	0.03	0.00	0.17	0.04	0.00	0.26	0.24	0.00	0.00	0.10	0.00	0.00
Avail Cap(c_a), veh/h	822	0	1227	835	0	1282	730	0	0	728	0	0
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.96	0.00	0.96	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.9	0.0	6.9	0.2	0.0	0.0	27.5	0.0	0.0	26.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.0	0.0	0.1	0.4	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.5	0.0	0.0	0.0	1.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.0	0.0	7.2	0.3	0.0	0.1	27.9	0.0	0.0	27.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		233			367			68			29	
Approach Delay, s/veh		7.1			0.1			27.9			27.0	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	54.9	15.1	54.9	15.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	29.0	29.0	29.0	29.0
Max Q Clear Time (g_c+I1), s	6.8	4.4	6.9	3.0
Green Ext Time (p_c), s	1.3	0.3	2.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
15: Empire Ave & Ontario St

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	325	0	5	397	87	0	1	1	51	0	33
Future Volume (veh/h)	44	325	0	5	397	87	0	1	1	51	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	47	349	0	5	427	83	0	1	0	55	0	3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	700	2631	0	815	2190	422	0	164	0	202	0	138
Arrive On Green	0.75	0.75	0.00	0.75	0.75	0.75	0.00	0.09	0.00	0.09	0.00	0.09
Sat Flow, veh/h	882	3618	0	1023	2935	566	0	1856	0	1388	0	1564
Grp Volume(v), veh/h	47	349	0	5	255	255	0	1	0	55	0	3
Grp Sat Flow(s),veh/h/ln	882	1763	0	1023	1763	1738	0	1856	0	1388	0	1564
Q Serve(g_s), s	1.5	2.5	0.0	0.1	3.9	3.9	0.0	0.0	0.0	3.4	0.0	0.2
Cycle Q Clear(g_c), s	5.4	2.5	0.0	2.6	3.9	3.9	0.0	0.0	0.0	3.4	0.0	0.2
Prop In Lane	1.00		0.00	1.00		0.33	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	700	2631	0	815	1315	1297	0	164	0	202	0	138
V/C Ratio(X)	0.07	0.13	0.00	0.01	0.19	0.20	0.00	0.01	0.00	0.27	0.00	0.02
Avail Cap(c_a), veh/h	700	2631	0	815	1315	1297	0	200	0	411	0	372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.00	0.84	0.84	0.84	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.2	3.2	0.0	3.6	3.4	3.4	0.0	37.4	0.0	39.0	0.0	37.5
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.7	0.0	0.0	1.1	1.1	0.0	0.0	0.0	1.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.4	3.3	0.0	3.6	3.7	3.7	0.0	37.4	0.0	39.7	0.0	37.5
LnGrp LOS	A	A	A	A	A	A	A	D	A	D	A	D
Approach Vol, veh/h		396			515			1			58	
Approach Delay, s/veh		3.4			3.7			37.4			39.6	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	73.5	16.5	73.5	16.5
Change Period (Y+Rc), s	6.3	* 8.6	6.3	* 8.6
Max Green Setting (Gmax), s	39.4	* 9.7	39.4	* 21
Max Q Clear Time (g_c+I1), s	7.4	2.0	5.9	5.4
Green Ext Time (p_c), s	3.2	0.0	4.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	5.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
16: Buena Vista St & Empire Ave

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	291	141	459	422	104	108	528	709	97	775	28
Future Volume (veh/h)	49	291	141	459	422	104	108	528	709	97	775	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	51	303	24	478	440	93	112	550	654	101	807	27
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	117	440	191	539	729	153	462	1800	1035	148	1771	59
Arrive On Green	0.04	0.12	0.12	0.16	0.25	0.25	0.04	0.51	0.51	0.09	1.00	1.00
Sat Flow, veh/h	1767	3526	1527	3428	2890	606	1767	3526	1542	3428	3478	116
Grp Volume(v), veh/h	51	303	24	478	267	266	112	550	654	101	409	425
Grp Sat Flow(s),veh/h/ln	1767	1763	1527	1714	1763	1733	1767	1763	1542	1714	1763	1832
Q Serve(g_s), s	3.7	11.5	1.7	19.1	18.7	19.0	4.2	12.7	8.1	4.0	0.0	0.0
Cycle Q Clear(g_c), s	3.7	11.5	1.7	19.1	18.7	19.0	4.2	12.7	8.1	4.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.35	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	117	440	191	539	445	437	462	1800	1035	148	897	933
V/C Ratio(X)	0.44	0.69	0.13	0.89	0.60	0.61	0.24	0.31	0.63	0.68	0.46	0.46
Avail Cap(c_a), veh/h	228	755	327	710	567	557	547	1800	1035	416	897	933
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	58.2	58.6	40.2	57.8	46.1	46.2	14.9	19.9	4.1	63.1	0.0	0.0
Incr Delay (d2), s/veh	1.9	1.9	0.3	9.9	1.3	1.4	0.2	0.4	2.9	3.9	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.2	0.8	9.0	8.3	8.3	1.7	5.3	4.7	1.8	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.1	60.6	40.5	67.7	47.4	47.6	15.1	20.3	7.1	66.9	1.6	1.5
LnGrp LOS	E	E	D	E	D	D	B	C	A	E	A	A
Approach Vol, veh/h		378			1011			1316			935	
Approach Delay, s/veh		59.2			57.0			13.3			8.6	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.0	23.5	11.2	77.3	10.2	41.3	11.0	77.5
Change Period (Y+Rc), s	6.0	* 6	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	22.0	* 30	13.0	46.0	14.0	45.0	17.0	42.0
Max Q Clear Time (g_c+I1), s	21.1	13.5	6.2	2.0	5.7	21.0	6.0	14.7
Green Ext Time (p_c), s	0.9	1.7	0.1	6.0	0.0	3.2	0.1	8.9

Intersection Summary	
HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

HCM 6th Signalized Intersection Summary
17: Buena Vista St & Thornton Ave

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	40	126	7	30	12	143	523	18	12	765	213
Future Volume (veh/h)	36	40	126	7	30	12	143	523	18	12	765	213
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	37	41	33	7	31	1	146	534	17	12	781	211
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	136	75	60	100	141	5	490	2768	88	753	2310	624
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	1.00	0.02	0.84	0.84
Sat Flow, veh/h	1357	948	763	1309	1787	58	563	3487	111	1767	2742	741
Grp Volume(v), veh/h	37	0	74	7	0	32	146	270	281	12	502	490
Grp Sat Flow(s),veh/h/ln	1357	0	1711	1309	0	1845	563	1763	1835	1767	1763	1720
Q Serve(g_s), s	3.7	0.0	5.8	0.7	0.0	2.3	0.9	0.0	0.0	0.2	8.8	8.8
Cycle Q Clear(g_c), s	6.0	0.0	5.8	6.6	0.0	2.3	2.9	0.0	0.0	0.2	8.8	8.8
Prop In Lane	1.00		0.45	1.00		0.03	1.00		0.06	1.00		0.43
Lane Grp Cap(c), veh/h	136	0	135	100	0	145	490	1399	1457	753	1485	1449
V/C Ratio(X)	0.27	0.00	0.55	0.07	0.00	0.22	0.30	0.19	0.19	0.02	0.34	0.34
Avail Cap(c_a), veh/h	553	0	660	502	0	712	490	1399	1457	915	1485	1449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	0.94	0.94	0.94	0.80	0.80	0.80
Uniform Delay (d), s/veh	63.2	0.0	62.1	65.2	0.0	60.4	0.0	0.0	0.0	2.2	2.4	2.4
Incr Delay (d2), s/veh	1.0	0.0	3.4	0.3	0.0	0.8	1.5	0.3	0.3	0.0	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	2.7	0.3	0.0	1.1	0.2	0.1	0.1	0.0	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.3	0.0	65.5	65.5	0.0	61.2	1.5	0.3	0.3	2.2	2.9	2.9
LnGrp LOS	E	A	E	E	A	E	A	A	A	A	A	A
Approach Vol, veh/h		111			39			697			1004	
Approach Delay, s/veh		65.1			62.0			0.5			2.9	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.8	117.1		16.0		124.0		16.0				
Change Period (Y+Rc), s	4.6	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	15.0	55.4		54.0		75.0		54.0				
Max Q Clear Time (g_c+I1), s	2.2	4.9		8.0		10.8		8.6				
Green Ext Time (p_c), s	0.0	5.7		0.5		8.0		0.2				

Intersection Summary		
HCM 6th Ctrl Delay	7.0	
HCM 6th LOS	A	

HCM 6th Signalized Intersection Summary
18: I-5 SB Ramps & Empire Ave

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰↰	↑↑					↰	↲	↱
Traffic Volume (veh/h)	0	424	675	404	1185	0	0	0	0	321	1	128
Future Volume (veh/h)	0	424	675	404	1185	0	0	0	0	321	1	128
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	461	405	439	1288	0				350	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	1971	876	508	2669	0				441	0	
Arrive On Green	0.00	0.56	0.56	0.20	1.00	0.00				0.12	0.00	0.00
Sat Flow, veh/h	0	3618	1567	3428	3618	0				3534	0	1572
Grp Volume(v), veh/h	0	461	405	439	1288	0				350	0	0
Grp Sat Flow(s),veh/h/ln	0	1763	1567	1714	1763	0				1767	0	1572
Q Serve(g_s), s	0.0	7.3	16.9	13.6	0.0	0.0				10.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	7.3	16.9	13.6	0.0	0.0				10.6	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1971	876	508	2669	0				441	0	
V/C Ratio(X)	0.00	0.23	0.46	0.86	0.48	0.00				0.79	0.00	
Avail Cap(c_a), veh/h	0	1971	876	795	2669	0				1012	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.57	0.57	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	12.3	14.4	43.1	0.0	0.0				46.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	1.8	2.2	0.4	0.0				3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	6.1	5.6	0.1	0.0				4.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.6	16.2	45.3	0.4	0.0				50.0	0.0	0.0
LnGrp LOS	A	B	B	D	A	A				D	A	
Approach Vol, veh/h		866			1727						350	
Approach Delay, s/veh		14.3			11.8						50.0	
Approach LOS		B			B						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	21.8	68.0		20.2		89.8
Change Period (Y+Rc), s	5.5	6.5		6.5		6.5
Max Green Setting (Gmax), s	25.5	34.5		31.5		65.5
Max Q Clear Time (g_c+I1), s	15.6	18.9		12.6		2.0
Green Ext Time (p_c), s	0.7	5.7		1.1		21.1

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
19: I-5 NB Ramps & Empire Ave

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	714	0	0	865	360	734	3	185	0	0	0
Future Volume (veh/h)	19	714	0	0	865	360	734	3	185	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	21	776	0	0	940	368	800	0	41			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	148	2208	0	0	1317	511	903	0	397			
Arrive On Green	0.09	1.00	0.00	0.00	0.53	0.53	0.26	0.00	0.26			
Sat Flow, veh/h	3428	3618	0	0	2562	958	3534	0	1554			
Grp Volume(v), veh/h	21	776	0	0	669	639	800	0	41			
Grp Sat Flow(s),veh/h/ln	1714	1763	0	0	1763	1665	1767	0	1554			
Q Serve(g_s), s	0.6	0.0	0.0	0.0	31.4	32.0	24.0	0.0	2.2			
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.0	31.4	32.0	24.0	0.0	2.2			
Prop In Lane	1.00		0.00	0.00		0.58	1.00		1.00			
Lane Grp Cap(c), veh/h	148	2208	0	0	940	888	903	0	397			
V/C Ratio(X)	0.14	0.35	0.00	0.00	0.71	0.72	0.89	0.00	0.10			
Avail Cap(c_a), veh/h	732	2208	0	0	940	888	1076	0	473			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	48.4	0.0	0.0	0.0	19.3	19.5	39.4	0.0	31.3			
Incr Delay (d2), s/veh	0.2	0.4	0.0	0.0	4.6	5.0	8.0	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.0	0.0	13.2	12.8	11.3	0.0	0.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	0.4	0.0	0.0	23.9	24.5	47.4	0.0	31.4			
LnGrp LOS	D	A	A	A	C	C	D	A	C			
Approach Vol, veh/h		797			1308			841				
Approach Delay, s/veh		1.7			24.2			46.6				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		75.4			10.2	65.2		34.6				
Change Period (Y+Rc), s		6.5			5.5	6.5		6.5				
Max Green Setting (Gmax), s		63.5			23.5	34.5		33.5				
Max Q Clear Time (g_c+I1), s		2.0			2.6	34.0		26.0				
Green Ext Time (p_c), s		9.5			0.0	0.4		2.2				

Intersection Summary	
HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th TWSC
20: Hollywood Way & Marriott Dr

10/03/2024

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	55	1481	42	64	2013
Future Vol, veh/h	0	55	1481	42	64	2013
Conflicting Peds, #/hr	0	0	0	7	7	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	59	1592	45	69	2165

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	826	0	0	1644	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	4.16	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	0	313	-	-	385	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	311	-	-	382	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.3	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	311	382	-
HCM Lane V/C Ratio	-	-	0.19	0.18	-
HCM Control Delay (s)	-	-	19.3	16.5	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.7	0.6	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	347	65	50	268	26	14
Future Vol, veh/h	347	65	50	268	26	14
Conflicting Peds, #/hr	0	14	14	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	350	-	0	60
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	369	69	53	285	28	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	452	0	809	418
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	391	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1103	-	348	633
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	681	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1088	-	327	625
Mov Cap-2 Maneuver	-	-	-	-	327	-
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	648	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	327	625	-	-	1088	-
HCM Lane V/C Ratio	0.085	0.024	-	-	0.049	-
HCM Control Delay (s)	17	10.9	-	-	8.5	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	373	30	21	273	45	39
Future Vol, veh/h	373	30	21	273	45	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	405	33	23	297	49	42

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	438	0	765	422
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	343	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1117	-	370	630
Stage 1	-	-	-	-	659	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1117	-	362	630
Mov Cap-2 Maneuver	-	-	-	-	362	-
Stage 1	-	-	-	-	659	-
Stage 2	-	-	-	-	701	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	451	-	-	1117	-
HCM Lane V/C Ratio	0.202	-	-	0.02	-
HCM Control Delay (s)	15	-	-	8.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

HCM 6th TWSC
23: Avon St & Avon Dvwy

10/03/2024

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	2	77	224	2	2	2
Future Vol, veh/h	2	77	224	2	2	2
Conflicting Peds, #/hr	0	0	0	7	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	2	84	243	2	2	2

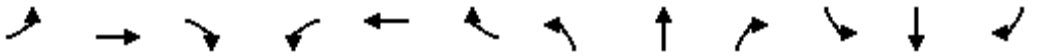
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	252	0	-	0	339	251
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	88	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1307	-	-	-	655	785
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	933	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1298	-	-	-	645	780
Mov Cap-2 Maneuver	-	-	-	-	645	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	926	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1298	-	-	-	706
HCM Lane V/C Ratio	0.002	-	-	-	0.006
HCM Control Delay (s)	7.8	-	-	-	10.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th Signalized Intersection Summary
1: Hollywood Way & Tulare Ave

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	434	0	321	27	2	37	184	1628	6	8	1241	234
Future Volume (veh/h)	434	0	321	27	2	37	184	1628	6	8	1241	234
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	488	0	278	30	2	21	207	1829	7	9	1394	241
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	465	0	488	229	42	445	257	3125	12	173	2461	759
Arrive On Green	0.31	0.00	0.31	0.31	0.31	0.31	0.15	1.00	1.00	0.49	0.49	0.49
Sat Flow, veh/h	1375	0	1569	1092	137	1433	3428	5209	20	251	5066	1563
Grp Volume(v), veh/h	488	0	278	30	0	23	207	1186	650	9	1394	241
Grp Sat Flow(s),veh/h/ln	1375	0	1569	1092	0	1570	1714	1689	1852	251	1689	1563
Q Serve(g_s), s	42.1	0.0	20.8	3.3	0.0	1.4	8.2	0.0	0.0	2.7	27.3	13.1
Cycle Q Clear(g_c), s	43.5	0.0	20.8	24.1	0.0	1.4	8.2	0.0	0.0	2.7	27.3	13.1
Prop In Lane	1.00		1.00	1.00		0.91	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	465	0	488	229	0	488	257	2026	1111	173	2461	759
V/C Ratio(X)	1.05	0.00	0.57	0.13	0.00	0.05	0.81	0.59	0.59	0.05	0.57	0.32
Avail Cap(c_a), veh/h	465	0	488	229	0	488	465	2026	1111	173	2461	759
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.76	0.76	0.76	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	0.0	40.4	50.5	0.0	33.8	58.5	0.0	0.0	19.2	25.5	21.9
Incr Delay (d2), s/veh	55.7	0.0	1.6	0.3	0.0	0.0	3.4	0.9	1.7	0.6	1.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.0	0.0	8.4	0.9	0.0	0.6	3.4	0.3	0.5	0.2	10.9	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.0	0.0	42.0	50.8	0.0	33.8	61.9	0.9	1.7	19.8	26.5	23.0
LnGrp LOS	F	A	D	D	A	C	E	A	A	B	C	C
Approach Vol, veh/h		766			53			2043			1644	
Approach Delay, s/veh		83.4			43.4			7.4			25.9	
Approach LOS		F			D			A			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	16.0	74.5		49.5		90.5		49.5				
Change Period (Y+Rc), s	5.5	6.5		6.0		6.5		6.0				
Max Green Setting (Gmax), s	19.0	59.5		43.5		84.0		43.5				
Max Q Clear Time (g_c+I1), s	10.2	29.3		26.1		2.0		45.5				
Green Ext Time (p_c), s	0.3	13.4		0.1		22.2		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			27.5									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
2: Hollywood Way & Winona Ave

10/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	93	313	99	86	97	268	1449	50	40	1387	228
Future Volume (veh/h)	248	93	313	99	86	97	268	1449	50	40	1387	228
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	264	99	298	105	91	14	285	1541	52	43	1476	242
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	344	470	391	258	776	117	364	2840	96	322	2322	380
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.19	1.00	1.00	0.12	1.00	1.00
Sat Flow, veh/h	1275	1856	1544	978	3065	461	1767	5032	170	1767	4383	717
Grp Volume(v), veh/h	264	99	298	105	51	54	285	1034	559	43	1137	581
Grp Sat Flow(s),veh/h/ln	1275	1856	1544	978	1763	1763	1767	1689	1824	1767	1689	1723
Q Serve(g_s), s	28.1	5.9	25.0	13.3	3.1	3.3	10.9	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear(g_c), s	31.4	5.9	25.0	19.2	3.1	3.3	10.9	0.0	0.0	1.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.26	1.00		0.09	1.00		0.42
Lane Grp Cap(c), veh/h	344	470	391	258	446	446	364	1906	1030	322	1790	913
V/C Ratio(X)	0.77	0.21	0.76	0.41	0.12	0.12	0.78	0.54	0.54	0.13	0.64	0.64
Avail Cap(c_a), veh/h	418	577	480	314	548	548	377	1906	1030	396	1790	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71	0.78	0.78	0.78
Uniform Delay (d), s/veh	52.4	41.2	48.4	48.8	40.2	40.3	10.2	0.0	0.0	11.4	0.0	0.0
Incr Delay (d2), s/veh	6.8	0.2	5.7	1.0	0.1	0.1	7.0	0.8	1.5	0.1	1.4	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	2.8	10.4	3.3	1.4	1.4	3.9	0.2	0.4	0.5	0.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.2	41.5	54.1	49.8	40.3	40.4	17.2	0.8	1.5	11.5	1.4	2.7
LnGrp LOS	E	D	D	D	D	D	B	A	A	B	A	A
Approach Vol, veh/h		661			210			1878			1761	
Approach Delay, s/veh		54.2			45.1			3.5			2.0	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.9	80.7		41.4	13.0	85.5		41.4				
Change Period (Y+Rc), s	4.9	6.5		6.0	4.9	6.5		6.0				
Max Green Setting (Gmax), s	14.0	65.1		43.5	14.0	65.1		43.5				
Max Q Clear Time (g_c+I1), s	12.9	2.0		21.2	3.4	2.0		33.4				
Green Ext Time (p_c), s	0.1	19.1		1.0	0.0	16.2		2.0				

Intersection Summary												
HCM 6th Ctrl Delay			12.3									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
3: Hollywood Way & Airport/Thornton Ave

10/03/2024

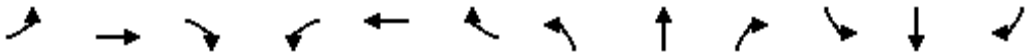
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	9	22	219	95	120	22	1682	169	84	1737	24
Future Volume (veh/h)	27	9	22	219	95	120	22	1682	169	84	1737	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.61		0.96	1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	28	9	-148	231	100	77	23	1771	172	88	1828	-2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	162	211	179	236	325	225	265	2565	248	297	2918	0
Arrive On Green	0.05	0.11	0.00	0.10	0.17	0.17	0.08	1.00	1.00	0.14	1.00	0.00
Sat Flow, veh/h	3428	1856	1572	1767	1954	1351	1767	4671	451	1767	5233	0
Grp Volume(v), veh/h	28	9	-148	231	89	88	23	1278	665	88	1826	0
Grp Sat Flow(s),veh/h/ln	1714	1856	1572	1767	1763	1542	1767	1689	1745	1767	1689	0
Q Serve(g_s), s	1.1	0.6	0.0	13.5	6.2	7.1	0.7	0.0	0.0	2.7	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.6	0.0	13.5	6.2	7.1	0.7	0.0	0.0	2.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.88	1.00		0.26	1.00		0.00
Lane Grp Cap(c), veh/h	162	211	179	236	294	257	265	1854	958	297	2918	0
V/C Ratio(X)	0.17	0.04	-0.83	0.98	0.30	0.34	0.09	0.69	0.69	0.30	0.63	0.00
Avail Cap(c_a), veh/h	575	524	444	236	378	330	493	1854	958	415	2918	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.71	0.71	0.00
Uniform Delay (d), s/veh	64.0	55.2	0.0	61.0	51.2	51.6	11.3	0.0	0.0	9.7	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.1	0.0	52.0	0.6	0.8	0.1	2.1	4.1	0.3	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.3	0.0	11.3	2.8	2.8	0.3	0.5	1.1	1.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.5	55.3	0.0	113.0	51.8	52.3	11.4	2.1	4.1	9.9	0.7	0.0
LnGrp LOS	E	E	A	F	D	D	B	A	A	A	A	A
Approach Vol, veh/h		-111			408			1966			1914	
Approach Delay, s/veh		0.0			86.6			2.9			1.2	
Approach LOS		A			F			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	87.1	12.6	29.3	14.7	83.4	20.0	22.0
Change Period (Y+Rc), s	5.0	6.5	6.0	6.0	5.0	6.5	6.0	6.0
Max Green Setting (Gmax), s	24.0	39.0	23.5	30.0	19.0	44.0	14.0	39.5
Max Q Clear Time (g_c+I1), s	2.7	2.0	3.1	9.1	4.7	2.0	15.5	2.6
Green Ext Time (p_c), s	0.0	18.6	0.0	0.9	0.1	20.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
4: Hollywood Way & Avon St

10/03/2024



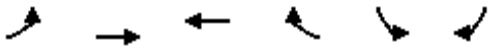
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	7	52	125	30	237	83	1493	18	36	1673	34
Future Volume (veh/h)	112	7	52	125	30	237	83	1493	18	36	1673	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	117	7	54	130	31	247	86	1555	18	38	1743	35
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	186	50	388	382	49	389	122	1941	22	97	2403	48
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.07	0.54	0.54	0.11	1.00	1.00
Sat Flow, veh/h	1090	180	1387	1320	175	1391	1767	3568	41	1767	4531	91
Grp Volume(v), veh/h	117	0	61	130	0	278	86	768	805	38	1071	707
Grp Sat Flow(s),veh/h/ln	1090	0	1567	1320	0	1565	1767	1763	1847	1767	1392	1838
Q Serve(g_s), s	14.8	0.0	4.1	11.5	0.0	21.8	6.7	49.2	49.4	2.8	0.0	0.0
Cycle Q Clear(g_c), s	36.5	0.0	4.1	15.6	0.0	21.8	6.7	49.2	49.4	2.8	0.0	0.0
Prop In Lane	1.00		0.89	1.00		0.89	1.00		0.02	1.00		0.05
Lane Grp Cap(c), veh/h	186	0	438	382	0	437	122	959	1005	97	1476	975
V/C Ratio(X)	0.63	0.00	0.14	0.34	0.00	0.64	0.71	0.80	0.80	0.39	0.73	0.73
Avail Cap(c_a), veh/h	267	0	554	480	0	553	252	959	1005	252	1476	975
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.99	0.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.2	0.0	37.8	43.7	0.0	44.2	63.8	25.8	25.8	60.1	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	0.1	0.5	0.0	1.5	5.5	7.0	6.7	1.9	3.1	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	1.6	3.9	0.0	8.8	3.2	21.5	22.5	1.3	0.6	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	0.0	38.0	44.2	0.0	45.7	69.3	32.8	32.5	62.0	3.1	4.7
LnGrp LOS	E	A	D	D	A	D	E	C	C	E	A	A
Approach Vol, veh/h		178			408			1659			1816	
Approach Delay, s/veh		54.9			45.2			34.5			5.0	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.1	80.7		44.1	13.2	82.7		44.1				
Change Period (Y+Rc), s	5.5	6.5		5.0	5.5	6.5		5.0				
Max Green Setting (Gmax), s	20.0	53.5		49.5	20.0	53.5		49.5				
Max Q Clear Time (g_c+I1), s	8.7	2.0		23.8	4.8	51.4		38.5				
Green Ext Time (p_c), s	0.1	19.0		2.4	0.0	1.7		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			23.3									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
5: Empire Ave & N Hollywood Way

10/03/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰	↱
Traffic Volume (veh/h)	0	263	459	0	73	272
Future Volume (veh/h)	0	263	459	0	73	272
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	0	302	528	0	84	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	2707	2707	0	196	
Arrive On Green	0.00	1.00	0.77	0.00	0.11	0.00
Sat Flow, veh/h	0	3711	3711	0	1767	1572
Grp Volume(v), veh/h	0	302	528	0	84	0
Grp Sat Flow(s),veh/h/ln	0	1763	1763	0	1767	1572
Q Serve(g_s), s	0.0	0.0	3.7	0.0	4.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	3.7	0.0	4.0	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2707	2707	0	196	
V/C Ratio(X)	0.00	0.11	0.20	0.00	0.43	
Avail Cap(c_a), veh/h	0	2707	2707	0	465	
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.98	0.97	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	2.9	0.0	37.3	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.0	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.9	0.0	1.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.1	3.0	0.0	39.4	0.0
LnGrp LOS	A	A	A	A	D	
Approach Vol, veh/h		302	528		84	
Approach Delay, s/veh		0.1	3.0		39.4	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		75.4		14.6		75.4
Change Period (Y+Rc), s		6.3		4.6		6.3
Max Green Setting (Gmax), s		55.4		23.7		55.4
Max Q Clear Time (g_c+I1), s		2.0		6.0		5.7
Green Ext Time (p_c), s		2.0		0.3		3.9

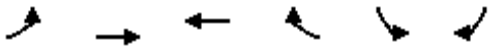
Intersection Summary		
HCM 6th Ctrl Delay		5.4
HCM 6th LOS		A

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
6: Empire Ave & Avon St

10/03/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	89	406	489	115	59	3
Future Volume (veh/h)	89	406	489	115	59	3
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	95	432	520	111	63	-16
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	812	3297	2334	496	535	0
Arrive On Green	0.08	0.94	0.81	0.81	0.00	0.00
Sat Flow, veh/h	1767	3618	2984	614	2422	-615
Grp Volume(v), veh/h	95	432	316	315	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1763	1742	0	0
Q Serve(g_s), s	0.5	0.9	4.1	4.1	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.9	4.1	4.1	0.0	0.0
Prop In Lane	1.00			0.35	1.31	-0.33
Lane Grp Cap(c), veh/h	812	3297	1423	1407	0	0
V/C Ratio(X)	0.12	0.13	0.22	0.22	0.00	0.00
Avail Cap(c_a), veh/h	1042	3297	1423	1407	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.98	0.98	0.00	0.00
Uniform Delay (d), s/veh	0.7	0.2	2.2	2.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.4	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.9	0.9	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.7	0.3	2.5	2.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h		527	631		0	
Approach Delay, s/veh		0.4	2.6		0.0	
Approach LOS		A	A			

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.0		0.0	12.4	84.6
Change Period (Y+Rc), s		6.3		4.6	5.0	6.3
Max Green Setting (Gmax), s		53.4		25.7	20.0	35.0
Max Q Clear Time (g_c+I1), s		2.9		0.0	2.5	6.1
Green Ext Time (p_c), s		2.9		0.0	0.1	4.1

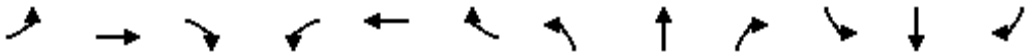
Intersection Summary	
HCM 6th Ctrl Delay	1.6
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
7: Empire Ave & Airport

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	343	2	1	836	10	0	0	0	31	0	1
Future Volume (veh/h)	88	343	2	1	836	10	0	0	0	31	0	1
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.99		0.96				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856				1856	1856	1856
Adj Flow Rate, veh/h	97	377	2	1	919	8				29	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3				3	3	3
Cap, veh/h	601	1455	8	40	2327	20				318	167	0
Arrive On Green	0.07	0.79	0.79	1.00	1.00	1.00				0.09	0.00	0.00
Sat Flow, veh/h	1767	1844	10	0	3506	30				3534	1856	0
Grp Volume(v), veh/h	97	0	379	487	0	441				29	0	0
Grp Sat Flow(s),veh/h/ln	1767	0	1853	1855	0	1682				1767	1856	0
Q Serve(g_s), s	1.3	0.0	4.9	0.0	0.0	0.0				0.7	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.0	4.9	0.0	0.0	0.0				0.7	0.0	0.0
Prop In Lane	1.00		0.01	0.00		0.02				1.00		0.00
Lane Grp Cap(c), veh/h	601	0	1462	1271	0	1116				318	167	0
V/C Ratio(X)	0.16	0.00	0.26	0.38	0.00	0.40				0.09	0.00	0.00
Avail Cap(c_a), veh/h	621	0	1462	1271	0	1116				931	489	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.94	0.00	0.94				1.00	0.00	0.00
Uniform Delay (d), s/veh	2.8	0.0	2.5	0.0	0.0	0.0				37.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.8	0.0	1.0				0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.1	0.3	0.0	0.3				0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	2.9	0.0	2.9	0.8	0.0	1.0				37.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				D	A	A
Approach Vol, veh/h		476			928						29	
Approach Delay, s/veh		2.9			0.9						37.7	
Approach LOS		A			A						D	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		77.3		12.7	11.3	66.0						
Change Period (Y+Rc), s		6.3		4.6	4.9	6.3						
Max Green Setting (Gmax), s		55.4		23.7	7.4	43.1						
Max Q Clear Time (g_c+I1), s		6.9		2.7	3.3	2.0						
Green Ext Time (p_c), s		2.3		0.0	0.0	6.5						

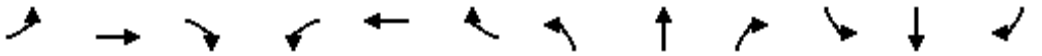
Intersection Summary												
HCM 6th Ctrl Delay			2.3									
HCM 6th LOS			A									

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
8: Hollywood Way & Victory Bl

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	751	111	114	889	130	163	1159	98	227	1238	312
Future Volume (veh/h)	262	751	111	114	889	130	163	1159	98	227	1238	312
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	270	774	65	118	916	96	168	1195	66	234	1276	264
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	292	1181	638	272	974	605	192	1151	619	257	1282	763
Arrive On Green	0.13	0.34	0.34	0.07	0.28	0.28	0.08	0.33	0.33	0.12	0.36	0.36
Sat Flow, veh/h	1767	3526	1531	1767	3526	1527	1767	3526	1555	1767	3526	1537
Grp Volume(v), veh/h	270	774	65	118	916	96	168	1195	66	234	1276	264
Grp Sat Flow(s),veh/h/ln	1767	1763	1531	1767	1763	1527	1767	1763	1555	1767	1763	1537
Q Serve(g_s), s	16.0	26.2	3.6	6.5	35.6	5.7	9.0	45.7	3.7	14.2	50.5	14.7
Cycle Q Clear(g_c), s	16.0	26.2	3.6	6.5	35.6	5.7	9.0	45.7	3.7	14.2	50.5	14.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	292	1181	638	272	974	605	192	1151	619	257	1282	763
V/C Ratio(X)	0.92	0.66	0.10	0.43	0.94	0.16	0.87	1.04	0.11	0.91	1.00	0.35
Avail Cap(c_a), veh/h	316	1181	638	400	992	613	305	1151	619	304	1282	763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	39.7	25.1	33.4	49.5	27.5	36.2	47.2	26.6	42.6	44.4	21.7
Incr Delay (d2), s/veh	29.3	1.3	0.1	0.4	16.0	0.1	9.7	37.1	0.3	25.1	24.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	11.5	1.3	2.8	17.7	2.1	4.3	25.7	1.5	9.9	25.9	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.2	41.0	25.2	33.8	65.5	27.7	45.8	84.2	26.9	67.8	68.4	23.0
LnGrp LOS	E	D	C	C	E	C	D	F	C	E	E	C
Approach Vol, veh/h		1109			1130			1429			1774	
Approach Delay, s/veh		46.7			59.0			77.1			61.6	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	52.9	15.7	56.9	22.7	44.7	20.9	51.7
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	4.6	6.0
Max Green Setting (Gmax), s	20.0	39.4	20.0	39.4	20.0	39.4	20.0	39.4
Max Q Clear Time (g_c+I1), s	8.5	28.2	11.0	52.5	18.0	37.6	16.2	47.7
Green Ext Time (p_c), s	0.1	4.1	0.1	0.0	0.1	1.1	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	62.1
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
9: Hollywood Way & Burbank Bl

10/03/2024

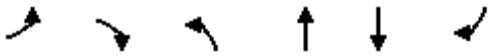
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	703	28	166	718	118	91	1115	124	145	982	173
Future Volume (veh/h)	222	703	28	166	718	118	91	1115	124	145	982	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	247	781	29	184	798	52	101	1239	131	161	1091	130
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	280	967	36	259	895	395	240	1306	138	190	1439	635
Arrive On Green	0.12	0.28	0.28	0.09	0.25	0.25	0.07	0.41	0.41	0.07	0.41	0.41
Sat Flow, veh/h	1767	3465	129	1767	3526	1556	1767	3210	338	1767	3526	1555
Grp Volume(v), veh/h	247	397	413	184	798	52	101	679	691	161	1091	130
Grp Sat Flow(s),veh/h/ln	1767	1763	1831	1767	1763	1556	1767	1763	1785	1767	1763	1555
Q Serve(g_s), s	14.2	29.4	29.4	10.7	30.6	3.6	4.4	52.0	52.5	7.5	37.1	7.6
Cycle Q Clear(g_c), s	14.2	29.4	29.4	10.7	30.6	3.6	4.4	52.0	52.5	7.5	37.1	7.6
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	280	492	511	259	895	395	240	717	726	190	1439	635
V/C Ratio(X)	0.88	0.81	0.81	0.71	0.89	0.13	0.42	0.95	0.95	0.85	0.76	0.20
Avail Cap(c_a), veh/h	327	496	515	350	992	438	369	717	726	316	1439	635
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	47.0	47.0	36.8	50.4	40.3	26.6	40.0	40.2	33.2	35.5	26.8
Incr Delay (d2), s/veh	19.3	9.5	9.2	2.1	9.5	0.1	0.4	22.8	23.6	4.8	3.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	14.1	14.6	4.7	14.5	1.4	1.9	26.5	27.3	3.4	16.5	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.4	56.5	56.2	38.9	59.9	40.5	27.0	62.8	63.8	38.0	39.3	27.5
LnGrp LOS	E	E	E	D	E	D	C	E	E	D	D	C
Approach Vol, veh/h		1057			1034			1471			1382	
Approach Delay, s/veh		56.1			55.2			60.8			38.0	
Approach LOS		E			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	45.1	14.4	63.1	20.9	41.6	14.6	63.0
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	4.6	6.0
Max Green Setting (Gmax), s	20.0	39.4	20.0	39.4	20.0	39.4	20.0	39.4
Max Q Clear Time (g_c+I1), s	12.7	31.4	6.4	39.1	16.2	32.6	9.5	54.5
Green Ext Time (p_c), s	0.1	3.0	0.1	0.2	0.1	3.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.3
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
10: Buena Vista St & I-5 NB Ramps

10/03/2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	232	604	651	492	356	67
Future Volume (veh/h)	232	604	651	492	356	67
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	239	0	671	507	367	65
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	284		715	1269	444	79
Arrive On Green	0.16	0.00	0.32	0.68	0.29	0.29
Sat Flow, veh/h	1767	1572	1767	1856	1534	272
Grp Volume(v), veh/h	239	0	671	507	0	432
Grp Sat Flow(s),veh/h/ln	1767	1572	1767	1856	0	1806
Q Serve(g_s), s	10.1	0.0	21.3	9.2	0.0	17.2
Cycle Q Clear(g_c), s	10.1	0.0	21.3	9.2	0.0	17.2
Prop In Lane	1.00	1.00	1.00			0.15
Lane Grp Cap(c), veh/h	284		715	1269	0	523
V/C Ratio(X)	0.84		0.94	0.40	0.00	0.83
Avail Cap(c_a), veh/h	1145		1187	1443	0	1405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.4	0.0	16.0	5.3	0.0	25.6
Incr Delay (d2), s/veh	2.6	0.0	6.2	0.2	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	8.6	2.8	0.0	7.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.0	0.0	22.2	5.5	0.0	29.0
LnGrp LOS	C		C	A	A	C
Approach Vol, veh/h	239			1178	432	
Approach Delay, s/veh	34.0			15.0	29.0	
Approach LOS	C			B	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		58.7		18.4	30.4	28.3
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		60.0		50.0	45.0	60.0
Max Q Clear Time (g_c+I1), s		11.2		12.1	23.3	19.2
Green Ext Time (p_c), s		3.8		0.3	1.1	3.1

Intersection Summary		
HCM 6th Ctrl Delay		20.7
HCM 6th LOS		C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	19.4
Intersection LOS	C

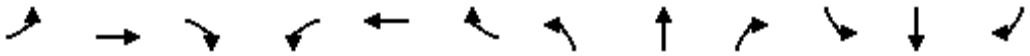
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	256	18	162	247	341	117
Future Vol, veh/h	256	18	162	247	341	117
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	278	20	176	268	371	127
Number of Lanes	2	0	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	14	22.1	20.3
HCM LOS	B	C	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	83%	100%	0%
Vol Thru, %	40%	0%	0%	0%	100%
Vol Right, %	60%	0%	17%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	409	171	103	341	117
LT Vol	0	171	85	341	0
Through Vol	162	0	0	0	117
RT Vol	247	0	18	0	0
Lane Flow Rate	445	186	112	371	127
Geometry Grp	3b	5	5	5	5
Degree of Util (X)	0.715	0.39	0.23	0.694	0.22
Departure Headway (Hd)	5.787	7.572	7.358	6.744	6.235
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	622	475	486	534	574
Service Time	3.841	5.335	5.122	4.504	3.995
HCM Lane V/C Ratio	0.715	0.392	0.23	0.695	0.221
HCM Control Delay	22.1	15.1	12.3	23.5	10.8
HCM Lane LOS	C	C	B	C	B
HCM 95th-tile Q	5.9	1.8	0.9	5.4	0.8

HCM 6th Signalized Intersection Summary
12: Buena Vista St & Winona Ave

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	57	252	160	35	39	217	1042	279	27	780	158
Future Volume (veh/h)	68	57	252	160	35	39	217	1042	279	27	780	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	73	61	114	172	38	12	233	1120	287	29	839	161
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	126	105	361	241	183	58	342	1467	372	171	1076	206
Arrive On Green	0.13	0.13	0.13	0.14	0.14	0.14	0.11	0.53	0.53	0.37	0.37	0.37
Sat Flow, veh/h	984	822	1525	1767	1342	424	1767	2769	703	380	2948	566
Grp Volume(v), veh/h	134	0	114	172	0	50	233	709	698	29	502	498
Grp Sat Flow(s),veh/h/ln	1806	0	1525	1767	0	1766	1767	1763	1709	380	1763	1751
Q Serve(g_s), s	5.4	0.0	4.8	7.2	0.0	2.0	5.9	24.6	25.2	5.1	19.6	19.6
Cycle Q Clear(g_c), s	5.4	0.0	4.8	7.2	0.0	2.0	5.9	24.6	25.2	17.5	19.6	19.6
Prop In Lane	0.54		1.00	1.00		0.24	1.00		0.41	1.00		0.32
Lane Grp Cap(c), veh/h	231	0	361	241	0	240	342	934	906	171	643	639
V/C Ratio(X)	0.58	0.00	0.32	0.71	0.00	0.21	0.68	0.76	0.77	0.17	0.78	0.78
Avail Cap(c_a), veh/h	814	0	853	796	0	796	952	934	906	227	908	902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.9	0.0	24.7	32.1	0.0	29.8	16.1	14.4	14.5	26.6	21.9	21.9
Incr Delay (d2), s/veh	2.3	0.0	0.5	3.9	0.0	0.4	0.9	3.7	4.1	0.5	2.9	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	1.7	3.3	0.0	0.9	2.2	9.3	9.4	0.5	7.9	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	0.0	25.1	36.0	0.0	30.3	17.0	18.0	18.6	27.0	24.8	24.8
LnGrp LOS	C	A	C	D	A	C	B	B	B	C	C	C
Approach Vol, veh/h		248			222			1640			1029	
Approach Delay, s/veh		30.0			34.7			18.1			24.8	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.8	34.4		15.6		47.2		15.0				
Change Period (Y+Rc), s	4.6	6.0		* 5		6.0		5.0				
Max Green Setting (Gmax), s	35.0	40.0		* 35		40.0		35.0				
Max Q Clear Time (g_c+I1), s	7.9	21.6		9.2		27.2		7.4				
Green Ext Time (p_c), s	0.3	6.7		0.8		7.6		1.2				

Intersection Summary												
HCM 6th Ctrl Delay			22.4									
HCM 6th LOS			C									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
13: Buena Vista St & San Fernando Bl

10/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	483	92	90	444	447	73	818	43	199	699	303
Future Volume (veh/h)	282	483	92	90	444	447	73	818	43	199	699	303
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	300	514	86	96	472	176	78	870	44	212	744	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	374	831	138	269	645	283	100	1148	58	247	1493	
Arrive On Green	0.15	0.28	0.28	0.06	0.18	0.18	0.06	0.34	0.34	0.14	0.42	0.00
Sat Flow, veh/h	1767	3016	502	1767	3526	1545	1767	3411	172	1767	3526	1572
Grp Volume(v), veh/h	300	299	301	96	472	176	78	450	464	212	744	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1755	1767	1763	1545	1767	1763	1820	1767	1763	1572
Q Serve(g_s), s	15.1	16.9	17.1	5.0	14.4	12.0	5.0	25.9	25.9	13.4	17.6	0.0
Cycle Q Clear(g_c), s	15.1	16.9	17.1	5.0	14.4	12.0	5.0	25.9	25.9	13.4	17.6	0.0
Prop In Lane	1.00		0.29	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	374	486	483	269	645	283	100	593	613	247	1493	
V/C Ratio(X)	0.80	0.62	0.62	0.36	0.73	0.62	0.78	0.76	0.76	0.86	0.50	
Avail Cap(c_a), veh/h	417	618	615	475	1235	541	387	1158	1196	619	2779	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.7	36.1	36.2	34.9	44.0	43.0	53.2	33.7	33.7	48.0	24.0	0.0
Incr Delay (d2), s/veh	8.6	1.3	1.3	0.3	1.6	2.2	4.9	2.8	2.8	8.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	7.3	7.4	2.1	6.4	4.7	2.3	11.3	11.7	6.4	7.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.3	37.4	37.5	35.2	45.6	45.2	58.1	36.6	36.5	56.4	24.4	0.0
LnGrp LOS	D	D	D	D	D	D	E	D	D	E	C	
Approach Vol, veh/h		900			744			992			956	
Approach Delay, s/veh		38.0			44.2			38.2			31.5	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	37.4	11.1	54.3	21.9	26.9	21.0	44.4
Change Period (Y+Rc), s	4.6	6.0	4.6	6.0	4.6	6.0	5.0	6.0
Max Green Setting (Gmax), s	20.0	40.0	25.0	90.0	20.0	40.0	40.0	75.0
Max Q Clear Time (g_c+I1), s	7.0	19.1	7.0	19.6	17.1	16.4	15.4	27.9
Green Ext Time (p_c), s	0.1	3.5	0.1	9.0	0.1	3.7	0.6	10.5

Intersection Summary	
HCM 6th Ctrl Delay	37.6
HCM 6th LOS	D

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
14: Ontario St & Thornton Ave

10/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	192	57	17	318	22	47	29	23	11	41	44
Future Volume (veh/h)	18	192	57	17	318	22	47	29	23	11	41	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	0.99		0.96	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	19	206	52	18	342	22	51	31	2	12	44	7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	769	979	247	862	1182	76	198	103	5	84	200	28
Arrive On Green	1.00	1.00	1.00	0.91	0.91	0.91	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1006	1427	360	1107	1724	111	804	719	37	158	1399	195
Grp Volume(v), veh/h	19	0	258	18	0	364	84	0	0	63	0	0
Grp Sat Flow(s),veh/h/ln	1006	0	1788	1107	0	1835	1560	0	0	1752	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	1.7	0.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.7	0.0	0.0	0.1	0.0	1.7	3.1	0.0	0.0	2.2	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.06	0.61		0.02	0.19		0.11
Lane Grp Cap(c), veh/h	769	0	1226	862	0	1258	306	0	0	312	0	0
V/C Ratio(X)	0.02	0.00	0.21	0.02	0.00	0.29	0.27	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	769	0	1226	862	0	1258	709	0	0	771	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.97	0.00	0.97	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	1.0	0.0	1.0	27.0	0.0	0.0	26.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.0	0.0	0.1	0.5	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.0	0.0	0.4	1.3	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.1	0.0	0.4	1.0	0.0	1.2	27.4	0.0	0.0	27.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		277			382			84			63	
Approach Delay, s/veh		0.4			1.2			27.4			27.0	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.0		16.0		54.0		16.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		29.0		29.0		29.0		29.0				
Max Q Clear Time (g_c+I1), s		3.7		5.1		3.7		4.2				
Green Ext Time (p_c), s		1.6		0.4		2.4		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			5.6									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
15: Empire Ave & Ontario St

10/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	487	0	0	503	64	0	1	5	125	0	54
Future Volume (veh/h)	31	487	0	0	503	64	0	1	5	125	0	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	32	507	0	0	524	62	0	1	0	130	0	6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	625	2533	0	80	2276	268	0	215	0	241	0	182
Arrive On Green	0.72	0.72	0.00	0.00	0.72	0.72	0.00	0.12	0.00	0.12	0.00	0.12
Sat Flow, veh/h	823	3618	0	885	3168	373	0	1856	0	1392	0	1568
Grp Volume(v), veh/h	32	507	0	0	291	295	0	1	0	130	0	6
Grp Sat Flow(s),veh/h/ln	823	1763	0	885	1763	1778	0	1856	0	1392	0	1568
Q Serve(g_s), s	1.2	4.3	0.0	0.0	5.0	5.0	0.0	0.0	0.0	8.2	0.0	0.3
Cycle Q Clear(g_c), s	6.3	4.3	0.0	0.0	5.0	5.0	0.0	0.0	0.0	8.2	0.0	0.3
Prop In Lane	1.00		0.00	1.00		0.21	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	625	2533	0	80	1267	1278	0	215	0	241	0	182
V/C Ratio(X)	0.05	0.20	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.54	0.00	0.03
Avail Cap(c_a), veh/h	625	2533	0	80	1267	1278	0	215	0	412	0	373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.00	0.00	0.82	0.82	0.00	1.00	0.00	0.96	0.00	0.96
Uniform Delay (d), s/veh	5.3	4.2	0.0	0.0	4.3	4.3	0.0	35.2	0.0	38.8	0.0	35.3
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	0.3	0.3	0.0	0.0	0.0	1.8	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.2	0.0	0.0	1.5	1.5	0.0	0.0	0.0	2.9	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.5	4.3	0.0	0.0	4.6	4.6	0.0	35.2	0.0	40.6	0.0	35.4
LnGrp LOS	A	A	A	A	A	A	A	D	A	D	A	D
Approach Vol, veh/h		539			586			1			136	
Approach Delay, s/veh		4.4			4.6			35.2			40.4	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		71.0		19.0		71.0		19.0				
Change Period (Y+Rc), s		6.3		* 8.6		6.3		* 8.6				
Max Green Setting (Gmax), s		39.4		* 9.7		39.4		* 21				
Max Q Clear Time (g_c+I1), s		8.3		2.0		7.0		10.2				
Green Ext Time (p_c), s		4.6		0.0		4.6		0.5				

Intersection Summary		
HCM 6th Ctrl Delay	8.4	
HCM 6th LOS	A	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
16: Buena Vista St & Empire Ave

10/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	502	128	486	466	172	113	781	813	116	560	37
Future Volume (veh/h)	45	502	128	486	466	172	113	781	813	116	560	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	49	546	42	528	507	166	123	849	817	126	609	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	116	673	289	587	864	281	438	1490	922	174	1418	84
Arrive On Green	0.04	0.19	0.19	0.17	0.33	0.33	0.05	0.42	0.42	0.10	0.84	0.84
Sat Flow, veh/h	1767	3526	1512	3428	2595	844	1767	3526	1544	3428	3379	199
Grp Volume(v), veh/h	49	546	42	528	343	330	123	849	817	126	317	328
Grp Sat Flow(s),veh/h/ln	1767	1763	1512	1714	1763	1676	1767	1763	1544	1714	1763	1815
Q Serve(g_s), s	3.3	20.8	2.7	21.1	22.6	22.9	5.5	25.6	25.5	5.0	6.3	6.3
Cycle Q Clear(g_c), s	3.3	20.8	2.7	21.1	22.6	22.9	5.5	25.6	25.5	5.0	6.3	6.3
Prop In Lane	1.00		1.00	1.00		0.50	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	116	673	289	587	587	558	438	1490	922	174	740	762
V/C Ratio(X)	0.42	0.81	0.15	0.90	0.59	0.59	0.28	0.57	0.89	0.72	0.43	0.43
Avail Cap(c_a), veh/h	228	755	324	710	587	558	507	1490	922	416	740	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	50.9	54.2	33.0	56.8	38.7	38.8	21.0	30.7	11.0	61.9	7.0	7.0
Incr Delay (d2), s/veh	1.8	5.9	0.2	12.3	1.5	1.7	0.3	1.6	12.3	4.0	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	9.7	1.2	10.1	10.0	9.6	2.3	11.2	13.3	2.2	2.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	60.2	33.2	69.1	40.2	40.4	21.3	32.3	23.3	65.9	8.8	8.7
LnGrp LOS	D	E	C	E	D	D	C	C	C	E	A	A
Approach Vol, veh/h		637			1201			1789			771	
Approach Delay, s/veh		57.8			53.0			27.4			18.1	
Approach LOS		E			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	32.7	12.5	64.8	10.1	52.6	12.1	65.2
Change Period (Y+Rc), s	6.0	* 6	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	29.0	* 30	13.0	46.0	14.0	45.0	17.0	42.0
Max Q Clear Time (g_c+I1), s	23.1	22.8	7.5	8.3	5.3	24.9	7.0	27.6
Green Ext Time (p_c), s	0.8	2.1	0.1	4.2	0.0	4.1	0.2	9.3

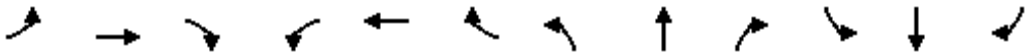
Intersection Summary	
HCM 6th Ctrl Delay	37.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

HCM 6th Signalized Intersection Summary
17: Buena Vista St & Thornton Ave

10/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	45	110	16	45	18	108	844	14	14	590	266
Future Volume (veh/h)	82	45	110	16	45	18	108	844	14	14	590	266
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	85	47	40	17	47	2	112	879	15	15	615	262
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	168	103	87	133	196	8	519	2691	46	553	1951	831
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	1.00	1.00	1.00	0.02	0.81	0.81
Sat Flow, veh/h	1339	923	786	1295	1766	75	627	3547	61	1767	2407	1025
Grp Volume(v), veh/h	85	0	87	17	0	49	112	437	457	15	450	427
Grp Sat Flow(s),veh/h/ln	1339	0	1709	1295	0	1842	627	1763	1845	1767	1763	1670
Q Serve(g_s), s	8.7	0.0	6.7	1.7	0.0	3.4	0.6	0.0	0.0	0.2	9.1	9.1
Cycle Q Clear(g_c), s	12.1	0.0	6.7	8.4	0.0	3.4	2.4	0.0	0.0	0.2	9.1	9.1
Prop In Lane	1.00		0.46	1.00		0.04	1.00		0.03	1.00		0.61
Lane Grp Cap(c), veh/h	168	0	190	133	0	204	519	1337	1399	553	1429	1353
V/C Ratio(X)	0.51	0.00	0.46	0.13	0.00	0.24	0.22	0.33	0.33	0.03	0.32	0.32
Avail Cap(c_a), veh/h	535	0	659	489	0	710	519	1337	1399	709	1429	1353
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	0.73	0.73	0.73	0.86	0.86	0.86
Uniform Delay (d), s/veh	62.3	0.0	58.3	62.2	0.0	56.8	0.0	0.0	0.0	3.1	3.4	3.4
Incr Delay (d2), s/veh	2.3	0.0	1.7	0.4	0.0	0.6	0.7	0.5	0.5	0.0	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	3.0	0.6	0.0	1.6	0.1	0.2	0.2	0.1	2.8	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.7	0.0	60.0	62.7	0.0	57.4	0.7	0.5	0.5	3.1	3.9	3.9
LnGrp LOS	E	A	E	E	A	E	A	A	A	A	A	A
Approach Vol, veh/h		172			66			1006			892	
Approach Delay, s/veh		62.3			58.8			0.5			3.9	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.3	112.2		20.5		119.5		20.5				
Change Period (Y+Rc), s	4.6	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	15.0	55.4		54.0		75.0		54.0				
Max Q Clear Time (g_c+I1), s	2.2	4.4		14.1		11.1		10.4				
Green Ext Time (p_c), s	0.0	8.3		0.8		6.8		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			8.7									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
18: I-5 SB Ramps & Empire Ave

10/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	603	996	195	1035	0	0	0	0	283	4	195
Future Volume (veh/h)	0	603	996	195	1035	0	0	0	0	283	4	195
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	622	754	201	1067	0				295	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	2384	1057	264	2804	0				370	0	
Arrive On Green	0.00	0.68	0.68	0.10	1.00	0.00				0.10	0.00	0.00
Sat Flow, veh/h	0	3618	1563	3428	3618	0				3534	0	1572
Grp Volume(v), veh/h	0	622	754	201	1067	0				295	0	0
Grp Sat Flow(s),veh/h/ln	0	1763	1563	1714	1763	0				1767	0	1572
Q Serve(g_s), s	0.0	9.0	39.3	7.4	0.0	0.0				10.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	9.0	39.3	7.4	0.0	0.0				10.6	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2384	1057	264	2804	0				370	0	
V/C Ratio(X)	0.00	0.26	0.71	0.76	0.38	0.00				0.80	0.00	
Avail Cap(c_a), veh/h	0	2384	1057	752	2804	0				1047	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.77	0.77	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	8.3	13.2	57.2	0.0	0.0				56.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	4.1	1.3	0.3	0.0				4.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.3	13.7	3.2	0.1	0.0				4.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.5	17.3	58.5	0.3	0.0				60.8	0.0	0.0
LnGrp LOS	A	A	B	E	A	A				E	A	
Approach Vol, veh/h		1376			1268						295	
Approach Delay, s/veh		13.3			9.5						60.8	
Approach LOS		B			A						E	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	15.5	94.4		20.1		109.9						
Change Period (Y+Rc), s	5.5	6.5		6.5		6.5						
Max Green Setting (Gmax), s	28.5	44.5		38.5		78.5						
Max Q Clear Time (g_c+I1), s	9.4	41.3		12.6		2.0						
Green Ext Time (p_c), s	0.3	2.5		1.0		15.7						

Intersection Summary												
HCM 6th Ctrl Delay			16.5									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
19: I-5 NB Ramps & Empire Ave

10/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	791	0	0	661	374	554	1	325	0	0	0
Future Volume (veh/h)	77	791	0	0	661	374	554	1	325	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	80	824	0	0	689	357	578	0	131			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	249	2497	0	0	1325	686	678	0	301			
Arrive On Green	0.15	1.00	0.00	0.00	0.59	0.59	0.19	0.00	0.19			
Sat Flow, veh/h	3428	3618	0	0	2326	1156	3534	0	1568			
Grp Volume(v), veh/h	80	824	0	0	544	502	578	0	131			
Grp Sat Flow(s),veh/h/ln	1714	1763	0	0	1763	1627	1767	0	1568			
Q Serve(g_s), s	2.7	0.0	0.0	0.0	23.6	23.6	20.5	0.0	9.6			
Cycle Q Clear(g_c), s	2.7	0.0	0.0	0.0	23.6	23.6	20.5	0.0	9.6			
Prop In Lane	1.00		0.00	0.00		0.71	1.00		1.00			
Lane Grp Cap(c), veh/h	249	2497	0	0	1046	965	678	0	301			
V/C Ratio(X)	0.32	0.33	0.00	0.00	0.52	0.52	0.85	0.00	0.44			
Avail Cap(c_a), veh/h	699	2497	0	0	1046	965	1020	0	452			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	52.7	0.0	0.0	0.0	15.5	15.6	50.8	0.0	46.3			
Incr Delay (d2), s/veh	0.3	0.3	0.0	0.0	1.8	2.0	4.6	0.0	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	0.1	0.0	0.0	9.6	8.9	9.5	0.0	3.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.9	0.3	0.0	0.0	17.4	17.6	55.4	0.0	47.3			
LnGrp LOS	D	A	A	A	B	B	E	A	D			
Approach Vol, veh/h		904			1046			709				
Approach Delay, s/veh		5.0			17.5			53.9				
Approach LOS		A			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		98.6			14.9	83.6		31.4				
Change Period (Y+Rc), s		6.5			5.5	6.5		6.5				
Max Green Setting (Gmax), s		79.5			26.5	47.5		37.5				
Max Q Clear Time (g_c+I1), s		2.0			4.7	25.6		22.5				
Green Ext Time (p_c), s		10.5			0.1	10.0		2.4				
Intersection Summary												
HCM 6th Ctrl Delay			22.9									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th TWSC
20: Hollywood Way & Marriott Dr

10/03/2024

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	74	1845	45	58	1852
Future Vol, veh/h	0	74	1845	45	58	1852
Conflicting Peds, #/hr	0	0	0	7	7	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	80	1984	48	62	1991

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1023	0	0	2039	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	4.16	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	0	231	-	-	269	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	229	-	-	267	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.9	0	0.7
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	229	267	-
HCM Lane V/C Ratio	-	-	0.347	0.234	-
HCM Control Delay (s)	-	-	28.9	22.5	-
HCM Lane LOS	-	-	D	C	-
HCM 95th %tile Q(veh)	-	-	1.5	0.9	-

HCM 6th TWSC
21: East Thornton Dvwy & Thornton Ave 10/03/2024

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	243	67	46	393	33	89
Future Vol, veh/h	243	67	46	393	33	89
Conflicting Peds, #/hr	0	14	14	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	350	-	0	60
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	259	71	49	418	35	95

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	344	0	825	309
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	516	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1209	-	341	729
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	597	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1193	-	323	719
Mov Cap-2 Maneuver	-	-	-	-	323	-
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	573	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	323	719	-	-	1193	-
HCM Lane V/C Ratio	0.109	0.132	-	-	0.041	-
HCM Control Delay (s)	17.5	10.8	-	-	8.1	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.5	-	-	0.1	-

HCM 6th TWSC
22: West Thornton Dvwy & Thornton Ave

10/03/2024

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	251	39	27	456	60	69
Future Vol, veh/h	251	39	27	456	60	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	273	42	29	496	65	75

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	315	0	848	294
Stage 1	-	-	-	-	294	-
Stage 2	-	-	-	-	554	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1240	-	330	743
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	574	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1240	-	322	743
Mov Cap-2 Maneuver	-	-	-	-	322	-
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	561	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	16.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	462	-	-	1240	-
HCM Lane V/C Ratio	0.304	-	-	0.024	-
HCM Control Delay (s)	16.2	-	-	8	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	3	52	461	4	3	3
Future Vol, veh/h	3	52	461	4	3	3
Conflicting Peds, #/hr	0	0	0	7	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	3	57	501	4	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	512	0	-	0	573	510
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	63	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1048	-	-	-	479	561
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	957	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1041	-	-	-	471	557
Mov Cap-2 Maneuver	-	-	-	-	471	-
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	950	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1041	-	-	-	510
HCM Lane V/C Ratio	0.003	-	-	-	0.013
HCM Control Delay (s)	8.5	-	-	-	12.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

LA COUNTY PLANNING

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

August 12, 2026

Dominic Dutra
1925 Whitecliff Court
Walnut Creek, CA 94596

PROJECT NO. PRJ2025-005501-(5)
AVIATION CASE NO. RPPL2025004581
2500 N HOLLYWOOD WAY BURBANK, CA 91505
CITY OF BURBANK DUAL BRAND HOTEL PROJECT
AIRPORT LAND USE PLAN CONSISTENCY DETERMINATION

Dear Applicant:

Pursuant to Section 1.5.2 of the Los Angeles County Airport Land Use Commission (ALUC) Review Procedures, ALUC staff has reviewed the proposed hotel project located at 2500 N Hollywood Way in the City of Burbank.

Staff has determined that the proposed development project is consistent with the policies contained in the Airport Land Use Plan and the ALUC Review Procedures for Los Angeles County.

Attached is the Staff Report for Minor Aviation Case No. RPPL2025004581. If you have any questions regarding this matter, please contact Bryan S. Moller at (213) 974-7411 or via email at ALUC@planning.lacounty.gov, between 7:30 am and 5:30 PM, Monday through Thursday. Our office is closed on Fridays.

Sincerely,

Amy J. Bodek, AICP
Director of Regional Planning

Kevin Finkel, Acting Assistant Deputy Director
Current Planning Division

KAF:BM

SHAPING TOMORROW

AIRPORT LAND USE COMMISSION STAFF ANALYSIS
CITY OF BURBANK DUAL BRAND HOTEL PROJECT
PROJECT NO PRJ2025-005501-(5)
AVIATION CASE NO. RPPL2025004581
APPLICANT: ARCHITECTURAL CONCEPTS INC.
August 12, 2026

PURPOSE AND DESCRIPTION

Aviation Case No. RPPL2025004581 is a request to review a proposed hotel and related rezoning ("Proposed Project") for consistency with the Los Angeles County Airport Land Use Plan (CLUP)[1].

As noted above, the Proposed Project consists of two components, as follows:

Hotel Development

Two new buildings consisting of: one (1) seven-story, 84-foot six-inch hotel building with 420 rooms and one (1) four-story, 52-foot 11-inch parking garage containing 766 parking spaces. An additional 285 parking spaces will be provided at-grade along with other on-site improvements (landscaping, lighting, etc.).

Rezoning

Rezoning of the site to Planned Development ("PD Zone"), which allows the city of Burbank to accommodate for unique developments under the controlled conditions of a development plan.

LOCATION AND DESCRIPTION OF THE PROJECT SITE AND SURROUNDINGS

The Proposed Project is located on a single parcel (Assessor Parcel Number (APN) 2464-004-015) that totals approximately 11.7174 acres ("Project Site")., It is located approximately 136 feet east of Burbank Airport ("Bob Hope Airport") in the City of Burbank and is bounded by Thornton Avenue to the north, a privately-owned parcel to the east, privately-owned parcels to the south, and North Hollywood Way and a privately-owned parcel to the west. The Project Site is located approximately 1,102 feet from Bob Hope Airport's nearest runway centerline and approximately 755 feet from the nearest taxiing lane.

The Project Site is currently developed with an existing hotel, convention center, and surface parking with relatively flat topography and landscaping (trees, shrubbery, and grass). Parcels to the east, south, and west contain office buildings. The Project Site and the surrounding properties are designated in the City of Burbank's General Plan as Media District Commercial and zoned PD 89-1 (Existing PD Zone for the hotel and convention center). Parcels within a 700-foot radius of the Project Site are designated for office, commercial/industrial, and residential uses. The closest potentially sensitive use to the Project Site is the high density zoned residential area approximately 373 feet to the east.

[1] CLUP

The Project Site is partially located within the Bob Hope Airport Influence Area ("AIA").

STATUTORY REQUIREMENTS

The City of Burbank's General Plan 2035 was reviewed by Airport Land Use Commission ("ALUC") Staff in 2014 and deemed consistent. However, pursuant to Section VI. of the CLUP, the proposed rezoning of the Project Site requires ALUC review.

ENVIRONMENTAL DETERMINATION

A Draft Environmental Impact Report (DEIR) was prepared for the Proposed Project pursuant to the provisions of the California Environmental Quality Act (CEQA). Analysis of the Proposed Project determined that implementation of the Proposed Project would result in potentially significant effects on the environment related to cultural and tribal cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, noise, tribal cultural resources, and utilities and service systems. However, with the mitigation measures adopted as a condition of approval, cultural and tribal cultural resources, geology and soils, hazards and hazardous materials, tribal cultural resources were determined to have less than significant effect. Greenhouse gas emissions, noise, and utilities and service systems were found to have significant and unavoidable impacts.

The DEIR was released for a 45-day public review period from December 16, 2024, to January 29, 2025.

ANALYSIS

The Proposed Project was analyzed against applicable policies found in Section IV. Policies and Programs of the CLUP. As the Proposed Project consists of two separate components, 1) hotel development and 2) rezoning, the analysis below addresses each component separately.

Hotel Development

The Project Site is partially located within the AIA, however the hotel development is proposed outside of the AIA. As such, no compatibility concern exists.

Rezoning

The parcel has an existing PD Zone, which allowed for the development of the existing hotel and convention center on the site, the rezoning would re-work the existing PD Zone into a Project Site and Proposed-Project-specific PD Zone. A consistency analysis of the rezoning was completed as part of this review (see Attachments) and found the Proposed Project consistent with the CLUP. As such, no compatibility concern exists.

CONSISTENCY

ALUC staff reviewed the Proposed Project and determined that the Proposed Project is

consistent with the policies within the CLUP.

Attachments
Site plan, Floor Plans, and Elevations submitted as part of the application.
Consistency Review

MARRIOTT
ALOFT AND RESIDENCE INN HOTELS
2500 NORTH HOLLYWOOD WAY
BURBANK , CA 91505

OWNER:
AWH PARTNERS
1040 AVENUE OF THE AMERICAS, 9TH FLOOR, NEW YORK, NY 10018
TIM OSIECKI, PRESIDENT DEVELOPMENT
646.681.2348

SUBMITTED TO:
CITY OF BURBANK

FOR:
PLANNED DEVELOPMENT REVIEW
02/29/2024

PROJECT SUMMARY

ZONING:	PD 89-1
GENERAL PLAN DESIGNATION:	REGIONAL COMMERCIAL
LOT SIZE:	512,265 SF. (11.76 ACRES)
ASSESSORS PARCEL NUMBER:	246-004-015
EXISTING HOTEL:	9 STORIES - CONSTRUCTED BETWEEN 1981 AND 1991
EXISTING CONFERENCE CENTER:	1 STORY - CONSTRUCTED 1991
ALLOWED HEIGHT:	118' - 8 STORIES
PERMITED USES:	GENERAL OFFICES, BANK, HOTEL, CONFERENCE CENTER
ALLOWED SIZE:	183,200 SF.
DENSITY:	488 GUESTROOMS
PROPOSED USES:	HOTEL, PARKING GARAGE
PROPOSED DENSITY INCREASE:	420 GUESTROOMS (ALOFT = 203, RESIDENCE INN = 217)
PROPOSED BUILDING HEIGHT:	
HOTEL:	83'-1" (MEASURED FROM AVERAGE GRADE TO THE CEILING OF THE HIGHEST ROOM PERMITTED FOR HUMAN OCCUPANCY).
PARKING STRUCTURE:	44'-5" (MEASURED FROM AVERAGE GRADE TO THE CEILING OF THE HIGHEST ROOM PERMITTED FOR HUMAN OCCUPANCY)
PROPOSED NUMBER OF STORIES:	
HOTEL:	7 STORIES
PARKING GARAGE:	4 STORIES

BUILDING AREAS:

	GROSS	ADJUSTED GROSS
EXISTING HOTEL:	277,600 S.F.	
(E) CONFERENCE CENTER:	39,000 S.F.	
TOTAL (E) BUILDING AREA:	316,800 S.F.	316,800 SF.
PROPOSED HOTEL:	262,338 S.F.	231,898 S.F.
PROPOSED PARKING GARAGE:	208,040 S.F.	198,700 S.F.
ACCESSORY STRUCTURE:	2,760 S.F. (PORTE COCHERE)	2,760 S.F.
TOTAL PROPOSED AREA:	473,138 S.F.	433,358 S.F.
TOTAL BUILDING AREA:	789,938 S.F.	750,158 S.F.

FLOOR AREA RATIO (F.A.R.)	MAX ALLOWED PER REGIONAL COMMERCIAL = 1.25 SITE AREA = 512,265 S.F. X 1.25 = 640,331 S.F. (ADJUSTED GROSS AREA ALLOWED) ADJUSTED GROSS AREA = 551,458 S.F (GARAGE NOT INCLUDED)
BUILDING SETBACKS:	REQ. FRONT = 5' MIN. OR 20%OF BUILDING HEIGHT WHICHEVER IS GREATER (PER ADJACENT ZONING OF M-2). HOTEL = 20% X 83' = 17'. SETBACK PROVIDED = 64' GARAGE = 20% X 41' = 8.2'. SETBACK PROVIDED = 10'
REQUIRED PARKING:	EXISTING MARRIOTT HOTEL AND CONFERENCE CENTER = 763 SPACES PROPOSED HOTEL: 1 SPACE / GUESTROOM = 420 SPACES TOTAL REQUIRED PER ZONING: = 1,183 SPACES. TOTAL REQUIRED PER PARKING STUDY: = 1,025 SPACES
PARKING PROVIDED	1,051 SPACES (SEE SUMMARY ON SHEET DR2.0 FOR ADDITIONAL INFORMATION)
LOADING SPACES REQUIRED:	3 SPACES (FOR HOTELS OVER 100,000 S.F.)
LOADING SPACES PROVIDED:	3 SPACES
BICYCLE PARKING PROVIDED:	62 SPACES 6% (EVENT PARKING NOT INCL.)

SITE AREA TO BE IMPROVED:

PAVED AREA:	184,030 S.F. (APPROX.)	59.6%
BUILDING COVERAGE:	85,590 S.F.	27.7%
LANDSCAPE AREA:	39,000 S.F. (APPROX.)	12.7%
TOTAL AREA OF IMPROVEMENTS:	308,620 S.F. (APPROX.)	

PROJECT TEAM

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1040 AVE. OF THE AMERICAS
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TOSIECKI@AWHPARTNERS.COM

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JON ROBISON
JROBISON@ROBISONENGINEERING.COM

DRAWING INDEX

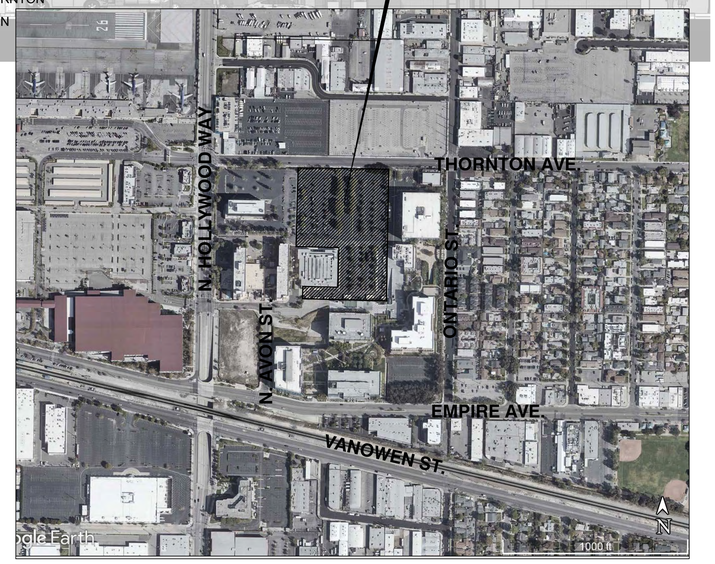
DR1.0	COVER SHEET	C1.0	CONCEPTUAL SITE PRECISE GRADING PLAN
DR2.0	EXISTING SITE PLAN	C1.1	CONCEPTUAL SITE PRECISE GRADING PLAN
DR2.1	EXISTING CONDITIONS	C2.0	CONCEPTUAL SITE EARTHWORK STUDY
DR2.2	NEW SITE PLAN	C3.0	CONCEPTUAL GARAGE STRUCTURAL EXCAVATION PLAN
DR2.3	PASEO EXTENSION PLAN ENLARGED HOTEL ENTRY DROP OFF PLAN PROPOSED BWP ELECTRICAL SERVICE PLAN	C4.0	CONCEPTUAL L.I.D. PLAN
		C5.0	CONCEPTUAL SITE UTILITY PLAN
		C6.0	CONCEPTUAL FIRE APPARATUS AND SERVICE TRUCK CIRCULATION PLAN
DR3.0	BUILDING CODE SUMMARY AND DIAGRAMS	C7.0	CONCEPTUAL OFFSITE IMPROVEMENT PLAN - THORNTON
DR4.0	HOTEL - GROUND LEVEL FLOOR PLAN	C7.1	CONCEPTUAL OFFSITE IMPROVEMENT PLAN - AVON
DR4.1	HOTEL - 2ND FLOOR PLAN	C7.2	TRUCK TURNING RADII ON AVON STREET
DR4.2	HOTEL - 3RD-5TH FLOOR PLAN		
DR4.3	HOTEL - 6TH FLOOR PLAN	L1.101	SCHEMATIC SITE LANDSCAPE CONTEXT PLAN
DR4.4	HOTEL - 7TH FLOOR PLAN	L2.101	OVERALL SITE LANDSCAPING PLAN
DR4.5	HOTEL - ROOF PLAN	L2.102	PARKING AND CIRCULATION PLAN
DR5.0	GARAGE - LEVEL 1 PLAN	L3.101	SITE PLAN ENLARGEMENTS
DR5.1	GARAGE - LEVEL 2 PLAN	L3.102	SITE PLAN ENLARGEMENTS
DR5.2	GARAGE - LEVEL 3 PLAN	L3.103	SITE PLAN ENLARGEMENTS
DR5.3	GARAGE - LEVEL 4 PLAN	L3.104	SITE PLAN ENLARGEMENTS
DR5.4	GARAGE - ROOF PLAN	L3.105	SECTION
DR6.0	BUILDING SECTIONS	L3.106	REFERENCE IMAGERY
DR6.1	SITE SECTION AND WINDOW TYPES	L5.101	SCHEMATIC IRRIGATION PLAN
DR6.2	WALL SECTIONS	L6.101	SCHEMATIC TREE PLAN
DR7.0	HOTEL ELEVATIONS	L6.102	CONCEPT SHRUB PALETTE
DR7.1	HOTEL ELEVATIONS	L7.101	SURFACE PARKING CALCULATIONS
DR8.0	GARAGE ELEVATIONS	L8.101	CONCEPTUAL LIGHTING PLAN
DR8.1	GARAGE ELEVATIONS		
DR9.0	THORNTON AVE. VIEWS		
DR9.1	THORNTON AVE. AND MARRIOTT DRIVE VIEWS		
DR9.2	MARRIOTT DRIVE AND THORNTON GATEWAY VIEWS		
DR9.3	MARRIOTT DRIVE, PORTE COCHERE AND WATER FEATURE VIEWS		
DR9.4	COURTYARD VIEW		

PROJECT DESCRIPTION (SCOPE OF WORK)

THE PROPOSED PROJECT IS A NEW 7-STORY, 262,338 SF, 420-ROOM DUAL-BRAND HOTEL AND A SEPARATE 4-STORY 208,040 SF, VALET-ONLY PARKING GARAGE PROVIDING UP TO 766 PARKING SPACES, WITH AN ADDITIONAL 250 PARKING SPACES ON GRADE. THE EXISTING HOTEL AND CONVENTION CENTER ON THE PARCEL WILL REMAIN.

THE PRIMARY ENTRANCE IS FROM THORNTON AVE., WITH A PORTE COCHERE COVERING THE DROP-OFF AND SEPARATE ENTRANCES FOR EACH HOTEL BRAND. THE HOTEL TRASH ROOM IS ON THE EAST SIDE OF THE HOTEL, AND THERE ARE 3 LOADING SPACES SERVING THE HOTEL. THE 1ST FLOOR GUEST AMENITIES INCLUDE A 880 SF POOL IN THE CENTRAL COURTYARD WITH A LARGE DECK AREA, A 1,500 SF CONFERENCE ROOM WITH ADJOINING OUTDOOR TERRACE, A SMALLER EXECUTIVE CONFERENCE ROOM, AND GUEST DINING, SOCIALIZING AND BAR AREAS. GUEST LAUNDRY SERVICE AND A FITNESS CENTER ARE LOCATED ON THE 6TH FLOOR AND THE GUESTROOMS ARE LOCATED ON FLOORS 2-7. THERE IS ALSO 2,060 SF LEASABLE TENANT SPACE WITH A 660 SF PATIO AT THE HOTEL'S SOUTHWEST CORNER. THE SOUTH FAÇADE OF THE HOTEL OPENS UP TO THE CENTRAL COURTYARD TO PROVIDED DIRECT ACCESS FROM THE HOTEL'S SECONDARY ENTRANCES TO THE EXISTING CONFERENCE CENTER.

THE GARAGE HAS 2 VEHICULAR ACCESS POINTS, ONE FROM THE DRIVEWAY NEAR THE ENTRANCE, AND ONE AT THE GARAGE'S SOUTHEAST CORNER. BOTH ACCESS POINTS WILL HAVE PARKING CONTROL DEVICES TO PREVENT SELF-PARKING. THE GARAGE ROOF WILL BE UTILIZED FOR SOLAR PANELS. BATTERY STORAGE WILL ALSO BE PROVIDED IN THE GARAGE. THE EXISTING CONVENTION CENTER DROP-OFF AND THE SURFACE PARKING IN THE SOUTHEAST CORNER OF THE PARCEL WILL BE REPAVED AND THERE WILL BE NEW LANDSCAPING IMPROVEMENTS THROUGHOUT THE SITE.



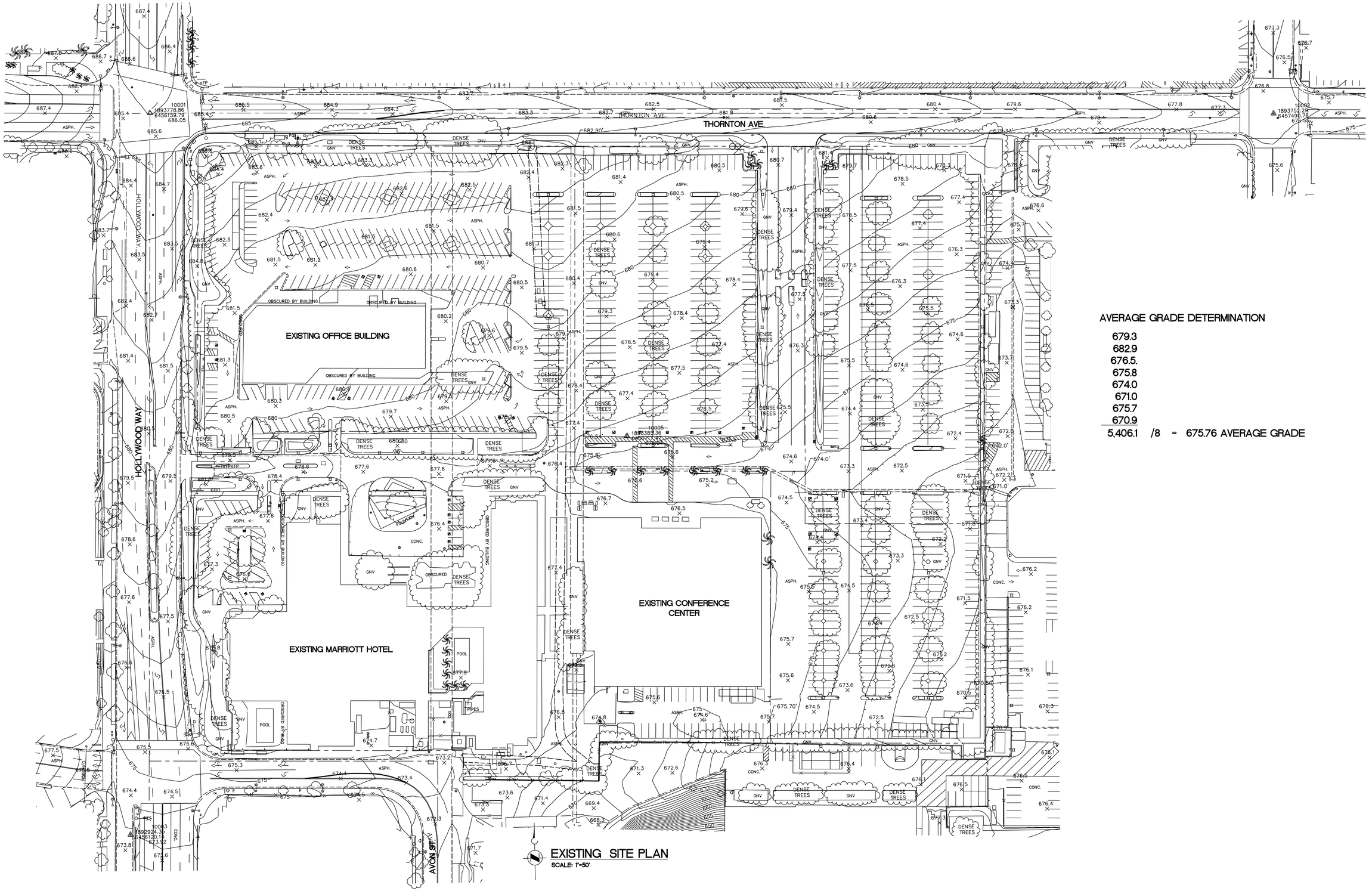
ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.
1 RESPONSE TO CITY COMMENTS 9/4/2023. UPDATED BICYCLE COUNT, ADDED SHEETS DR2.3, L8.101
2 RESPONSE TO CITY COMMENTS 11/27/2023. UPDATED DR2.3 TO INCLUDE ENLARGED HOTEL ENTRY DROP OFF AND PROPOSED BWP ELEC. SERVICE PLAN. ADDED SHEET C7.2.

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

COVER SHEET

JOB NO. AWH04
DATE. 02/29/2024
DRAWING NO. DR1.0



EXISTING SITE PLAN
SCALE: 1"=50'

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
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TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

EXISTING SITE PLAN

JOB NO. **AWH04**
DATE. **10/02/2023**
DRAWING NO. **DR2.0**




























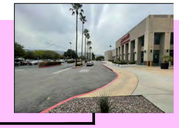





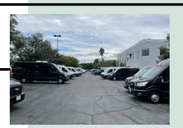








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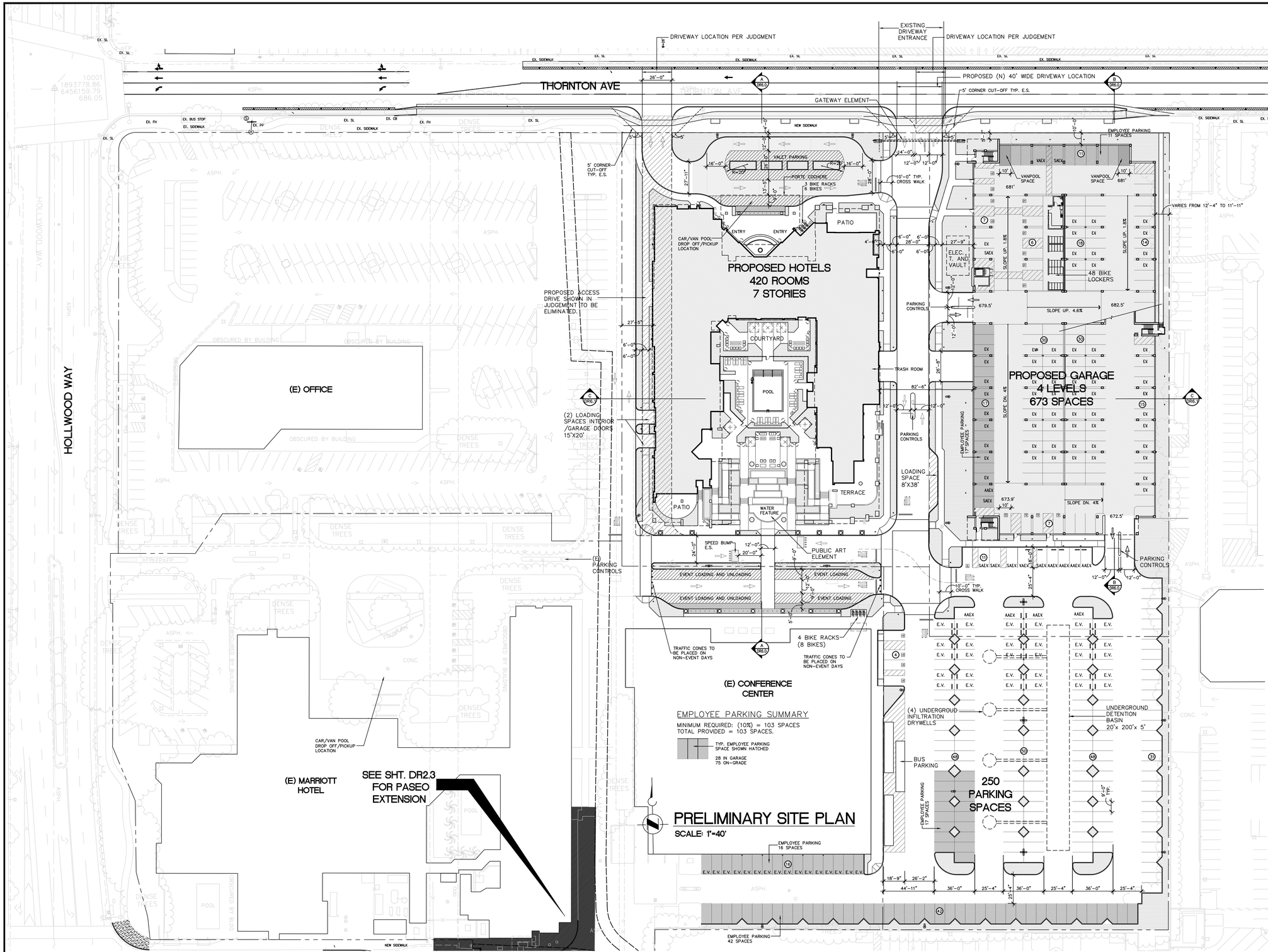
PROJECT INFO.

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

EXISTING CONDITIONS

JOB NO. **AWH04**
DATE. **10/20/2023**
DRAWING NO. **DR2.1**



PROJECT DATA

SITE AREA:	512,265 S.F. (11.76 ACRES)
PROPOSED HOTEL AREA:	262,338 SF.
PROPOSED GARAGE AREA:	208,040 SF.
PORTE COHERE:	2,760 SF.
TOTAL PROPOSED AREA:	473,138 SF.

BUILDING OCCUPANCY

HOTEL MIXED: A-2, A-3, B, F-1, R-1
ZONING: S-2

CONSTRUCTION TYPE

HOTEL FLOORS 1-2:	TYPE 1A, SPRINKLERED
HOTEL FLOORS 3-7	TYPE 3A, SPRINKLERED
GARAGE:	TYPE 1A, SPRINKLERED

SITE AREA TO BE IMPROVED: 308,620 SF. (APPROX).

PARKING SUMMARY

GARAGE (VALET ONLY)

P1	= 155
P2	= 189
P3	= 189
P4	= 140
TOTAL =	673

ON-GRADE PARKING	= 250
(E) PARKING AT MARRIOT	= 35
PARKING SPACES PROVIDED	= 958
* EVENT SPACES	= 93
TOTAL PARKING PROVIDED	= 1,051
TOTAL REQUIRED	= 1,025

* EVENT PARKING: TEMPORARY PARKING SPACES VEHICLES WILL BE VALET PARKED IN THE DRIVE AISLES OF THE GARAGE DURING EVENTS AS PART OF THE MANAGED PARKING PLAN.

BICYCLE PARKING

TOTAL MIN. REQUIRED (5%)	= 53
(15%) SHORT TERM	= 8
(85%) LONG TERM	= 44
SHORT TERM SPACES PROVIDED	= 14
LONG TERM SPACES PROVIDED	= 48
TOTAL SPACES PROVIDED	= 64

PARKING SPACE SUMMARY

ACCESSIBLE VAN SPACES:	6	
ACCESSIBLE STANDARD SPACES:	20	
SUBTOTAL:	26	2%
ACCESSIBLE VAN E.V. SPACES:	2	
ACCESSIBLE STANDARD E.V. SPACES:	8	
ACCESSIBLE AMBULATORY E.V. SPACES:	9	
STANDARD E.V. SPACES:	171	
TANDEM E.V. SPACES:	200	
SUBTOTAL	390	40%
STANDARD TANDEM SPACES:	180	
STANDARD PARKING SPACES:	368	
SUBTOTAL:	548	
EVENT SPACES:	93	
TOTAL ON SITE PARKING:	1,051	**

** NOT INCLUDING 116 RECIPROCAL SPACES ON THE ADJOINING OFFICE BUILDING LOT.

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
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Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

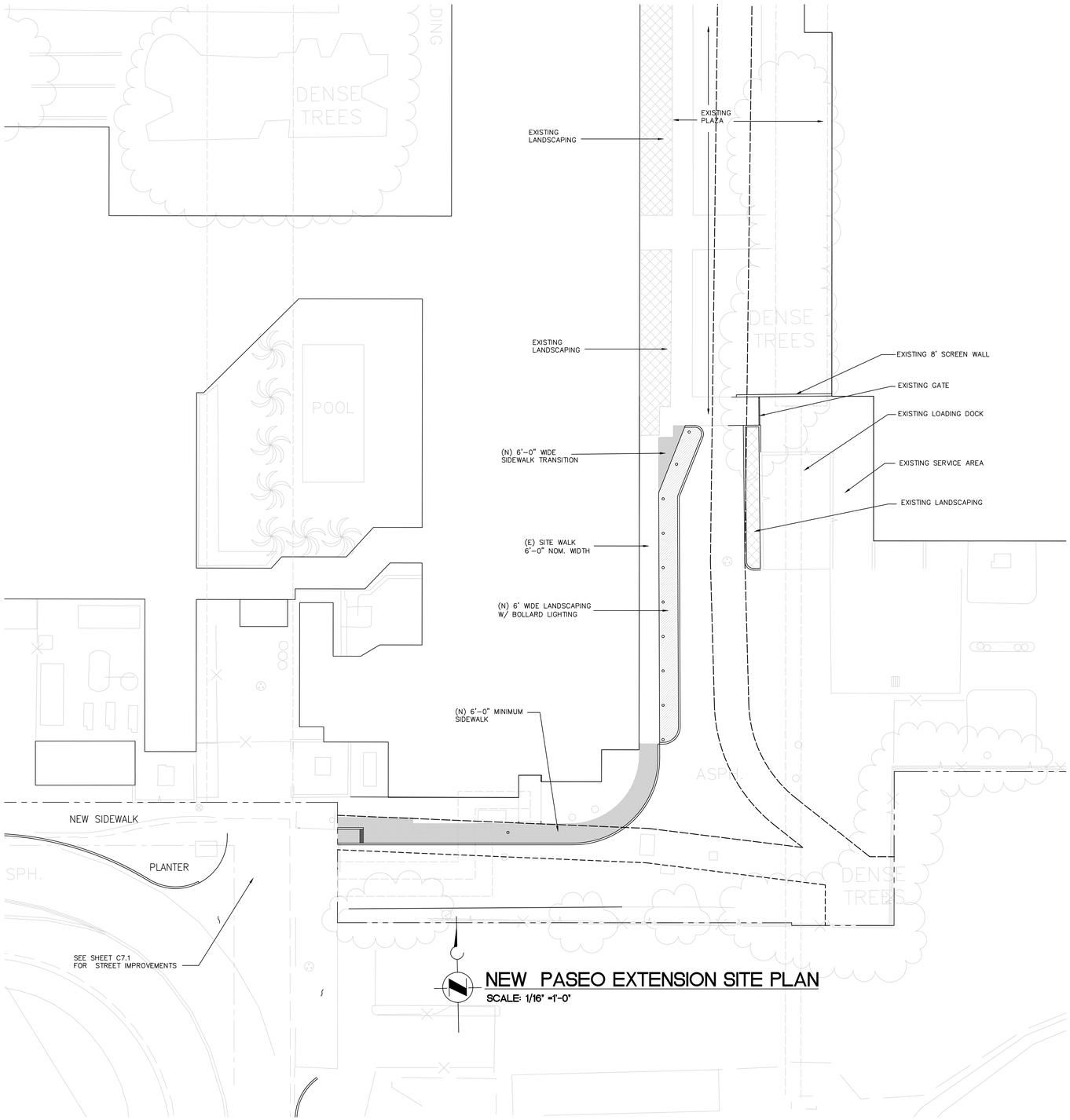
1 RESPONSE TO CITY COMMENTS 9/4/2023. VARIOUS SITE PLAN ADJUSTMENTS

2 REVISED HOTEL DROP-OFF AREA REVISED SPEED BUMP LOCATIONS

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

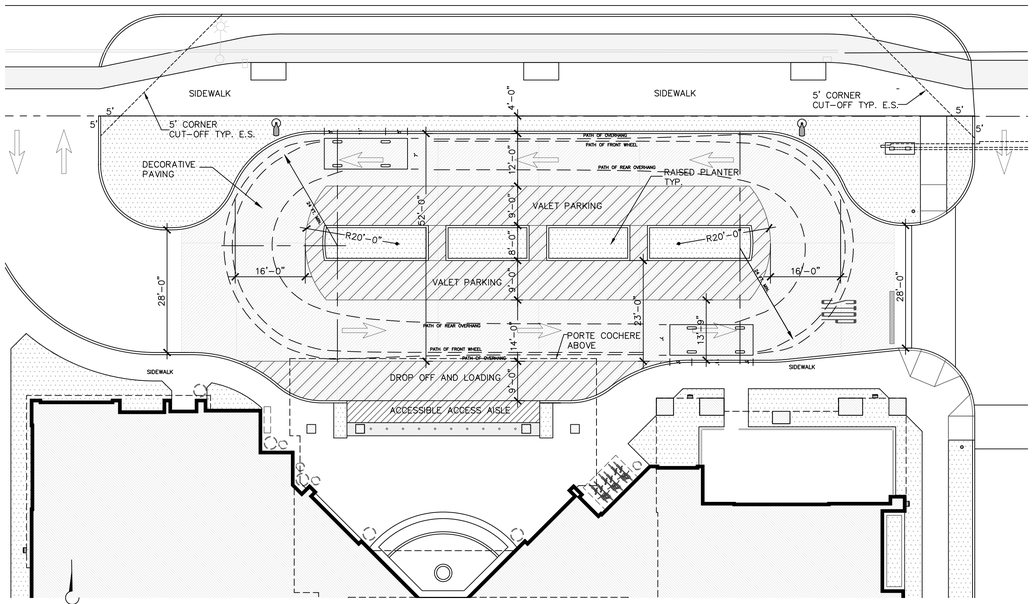
NEW SITE PLAN

JOB NO. **AWH04**
DATE. **02/29/2024**
DRAWING NO. **DR2.2**



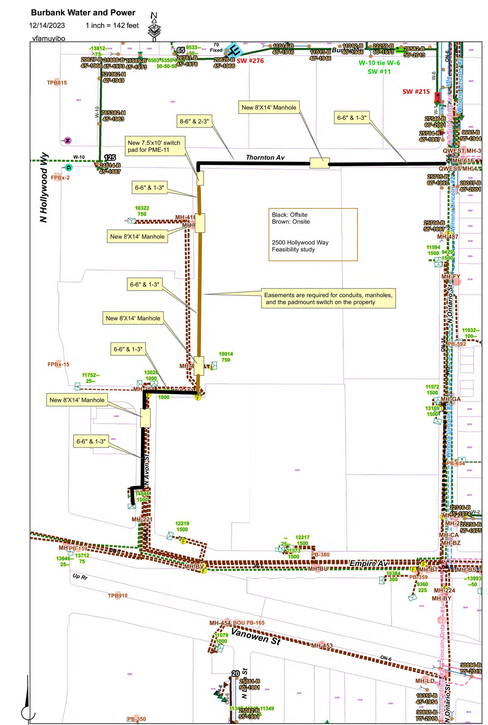
NEW PASEO EXTENSION SITE PLAN

SCALE: 1/16" =1'-0"



ENLARGED PLAN AT ENTRY DROP OFF

SCALE: 1/16" =1'-0"

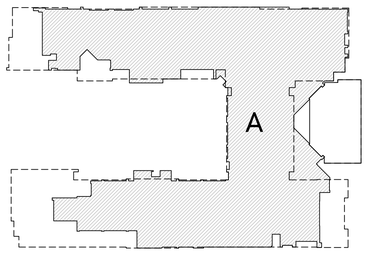


PROPOSED BWP ELECTRICAL SERVICE PLAN

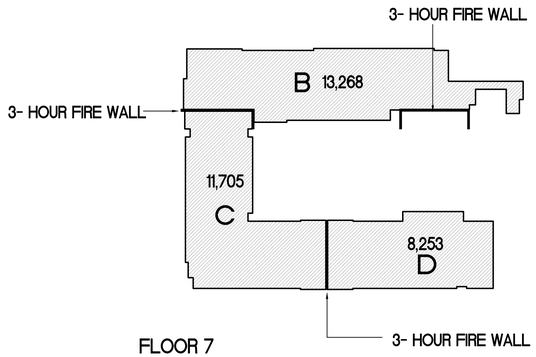
SCALE: N.T.S.

ARCHITECTURAL DIMENSIONS	801 Ygnacio Valley Road Suite #230 Walnut Creek, CA 94549 TEL. 510.463.8300 • FAX. 510.463.8395	PROJECT INFO. 1 RESPONSE TO CITY COMMENTS 9/4/2023. NEW SHEET 2 ADDED ENLARGED ENTRY DROP OF PLAN ADDED BWP ELECTRICAL SERVICE PLAN	**MARRIOTT - ALOFT AND RESIDENCE INN** **2500 NORTH HOLLWOOD WAY** **BURBANK, CA**	PASEO EXTENSION PLAN ENLARGED HOTEL ENTRY DROP OFF PLAN PROPOSED BWP ELEC. SERVICE PLAN	JOB NO. **AWH04** DATE. **02/29/2024**	DRAWING NO. **DR2.3**

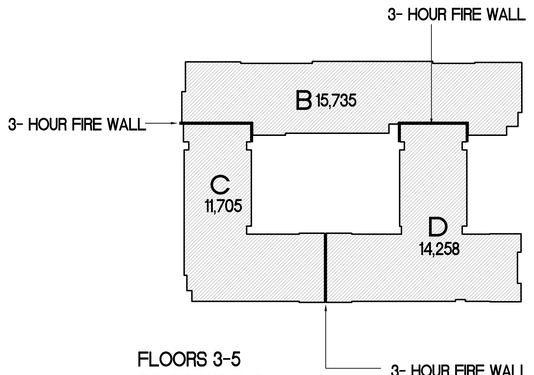
BUILDING CODE SUMMARY AND DIAGRAMS



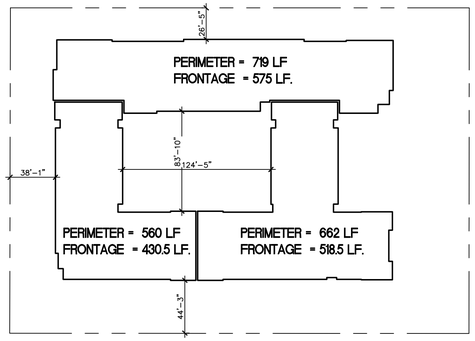
FLOORS 1-2 - UNLIMITED AREA
MIXED OCCUPANCY
TYPE 1 - CONSTRUCTION W/ SPRINKLERS



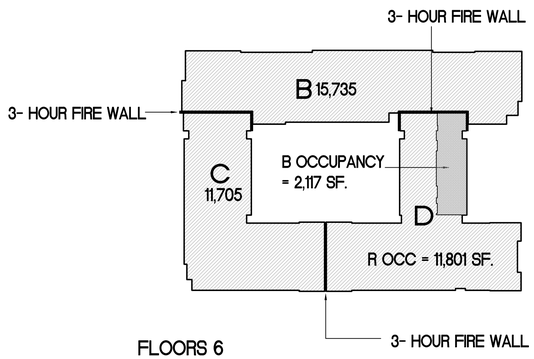
FLOOR 7
R-1 OCCUPANCY
TYPE 3A CONSTRUCTION W/ SPRINKLERS



FLOORS 3-5
R-1 OCCUPANCY
TYPE 3A CONSTRUCTION W/ SPRINKLERS



FRONTAGE INCREASE DIAGRAM



FLOORS 6
R-1 AND B OCCUPANCY
TYPE 3A CONSTRUCTION W/ SPRINKLERS

CONSTRUCTION TYPE:

GARAGE:	TYPE 1A W/ SPRINKLERS
HOTEL - FLOORS 1 AND 2:	TYPE 1A W/ SPRINKLERS
HOTEL - FLOORS 3-7:	TYPE 3A W/SPRINKLERS

OCCUPANCY CLASSIFICATION:

GARAGE:	S-1
HOTEL - FLOORS 1 AND 2:	MIXED - A2, A4, B, F-1, R-1, S-1
HOTEL - FLOORS 3,4,5,7	R-1
HOTEL - FLOOR 6	MIXED - R-1 , B

ALLOWABLE BUILDING HEIGHT AND STORIES:

GARAGE	UNLIMITED HEIGHT ALLOWED
HOTEL - FLOORS 1 AND 2:	UNLIMITED HEIGHT ALLOWED
HOTEL - FLOORS 3-7:	85' AND 5 STORIES

ALLOWABLE BUILDING AREA:

GARAGE:	UNLIMITED AREA ALLOWED
HOTEL - FLOORS 1 AND 2:	UNLIMITED AREA ALLOWED
HOTEL - FLOORS 3 - 7:	SEE ALLOWABLE AREA SUMMARY

BUILDING AREAS:

GARAGE		
P1	55,350 S.F.	
P2	55,350 S.F.	
P3	55,350 S.F.	
P4	41,990 S.F.	
TOTAL		208,040 S.F.
HOTEL		
FLOOR 1		30,240 SF.
FLOOR 2		38,440 SF.
FLOOR 3		40,035 SF.
FLOOR 4		40,035 SF.
FLOOR 5		40.035 SF.
FLOOR 6:		40.035 SF.
FLOOR 7:		33,518 SF.
TOTAL		262,338 SF.
PORTE COCHERE:		2,760 SF.
HORIZONTAL PROJECTIONS:		11,795 SF.

BUILDING HEIGHTS:

GARAGE	43.5' FINISHED GRADE TO TOP OF ROOF
HOTEL	84.5' FINISHED GRADE TO TOP OF ROOF
	74.5' FINISHED GRADE TO HIGHEST OCCUPIED FLOOR

ALLOWABLE BUILDING AREA CALCULATIONS

BUILDING AREA MODIFICATIONS

BUILDING B AREA =	76,011 SF.	LARGEST FLOOR =	15,735 SF.
BUILDING C AREA =	58,525 SF.	LARGEST FLOOR =	11,705 SF.
BUILDING D AREA =	65,285 SF.	LARGEST FLOOR =	14,258 SF.

FRONTAGE INCREASE PER TABLE 506.3.3

BUILDING B	
PERCENT OF BUILDING PERIMETER ON PUBLIC WAY OR OPEN SPACE	79.9%
SMALLEST PUBLIC WAY OR OPEN SPACE	38-1"
FRONTAGE FACTOR INCREASE	0.63
BUILDING C	
PERCENT OF BUILDING PERIMETER ON PUBLIC WAY OR OPEN SPACE	76.8%
SMALLEST PUBLIC WAY OR OPEN SPACE	25'-5"
FRONTAGE FACTOR INCREASE	.75
BUILDING D	
PERCENT OF BUILDING PERIMETER ON PUBLIC WAY OR OPEN SPACE	78.3%
SMALLEST PUBLIC WAY OR OPEN SPACE	44'-5"
FRONTAGE FACTOR INCREASE	0.75

TABULAR AREAS:

TABLE 506.2 W/ HT. INCREASE	Area (At)	Area (NS)
R-1	24,000	24,000
B	85,500	28,500

FRONTAGE INCREASE		
(If) BUILDING B	=	0.63
(If) BUILDING C	=	0.75
(If) BUILDING D	=	0.75

MAX. ALLOWABLE AREA FOR A SINGLE FLOOR - EQUATION 5-1
Aa = [At +(NS x If)

BUILDING B
R-1 24,000+(24000 x .63) = 39,120 SF. (OK - ACTUAL IS 15,735 SF.)

BUILDING C
R-1 24,000+(24000 x .75) = 42,000 SF. (OK - ACTUAL IS 11,705 SF.)

BUILDING D
R-1 24,000+(24000 x .75) = 42,000 SF.
B 85,500+(28,500 x.75) = 106,875 SF.

MAX. ALLOWABLE AREA FOR BUILDINGS B AND C - EQUATION 5-2
Aa = [At +(NS x If) x Sa
Sa = 2 - PER SEC. 506.2.3

BUILDING B
R-1 24,000+(24000 x .63) x 2 = 78,240 S.F (OK - ACTUAL IS 76,011 SF.)

BUILDING C
R-1 24,000+(24000 x .75) x 2 = 84,000 S.F (OK - ACTUAL IS 58,525 SF.)

MAX. ALLOWABLE AREA FOR BUILDING D (SUM OF THE RATIOS)

		FLOOR 3	FLOOR 4	FLOOR 5	FLOOR 6	FLOOR 7	
ALLOWABLE AREA	R-1	42,000	42,000	42,000	42,000	42,000	
ALLOWABLE AREA	B	-	-	-	106,875	-	
ACTUAL AREA	R-1	14,258	14,258	14,258	11,801	8,253	
ACTUAL AREA	B	-	-	-	2,117	-	
SUM OF THE RATIOS		O.339	0.339	0.339	0.299	.196	= 1.512

OK AS VALUE DOES NOT EXCEED 2

ADJUSTED GROSS FLOOR AREA CALCULATION

HOTEL	
EXTERIOR WALLS:	7,610 SF.
INTERIOR WALLS:	13,345 SF.
SHAFTS AND STAIRS:	8,495 SF.
COLUMNS:	990 SF.
TOTAL:	30,440 SF.
GROSS AREA:	262,338 SF.
ADJUSTED GROSS:	231,898 SF.
GARAGE	
EXTERIOR WALLS:	2,718 SF.
INTERIOR WALLS:	225 SF.
SHAFTS AND STAIRS:	5,320 SF.
COLUMNS:	1,077 SF.
TOTAL:	9,340 SF.
GROSS AREA:	208,040 SF.
ADJUSTED GROSS:	198,700 SF.

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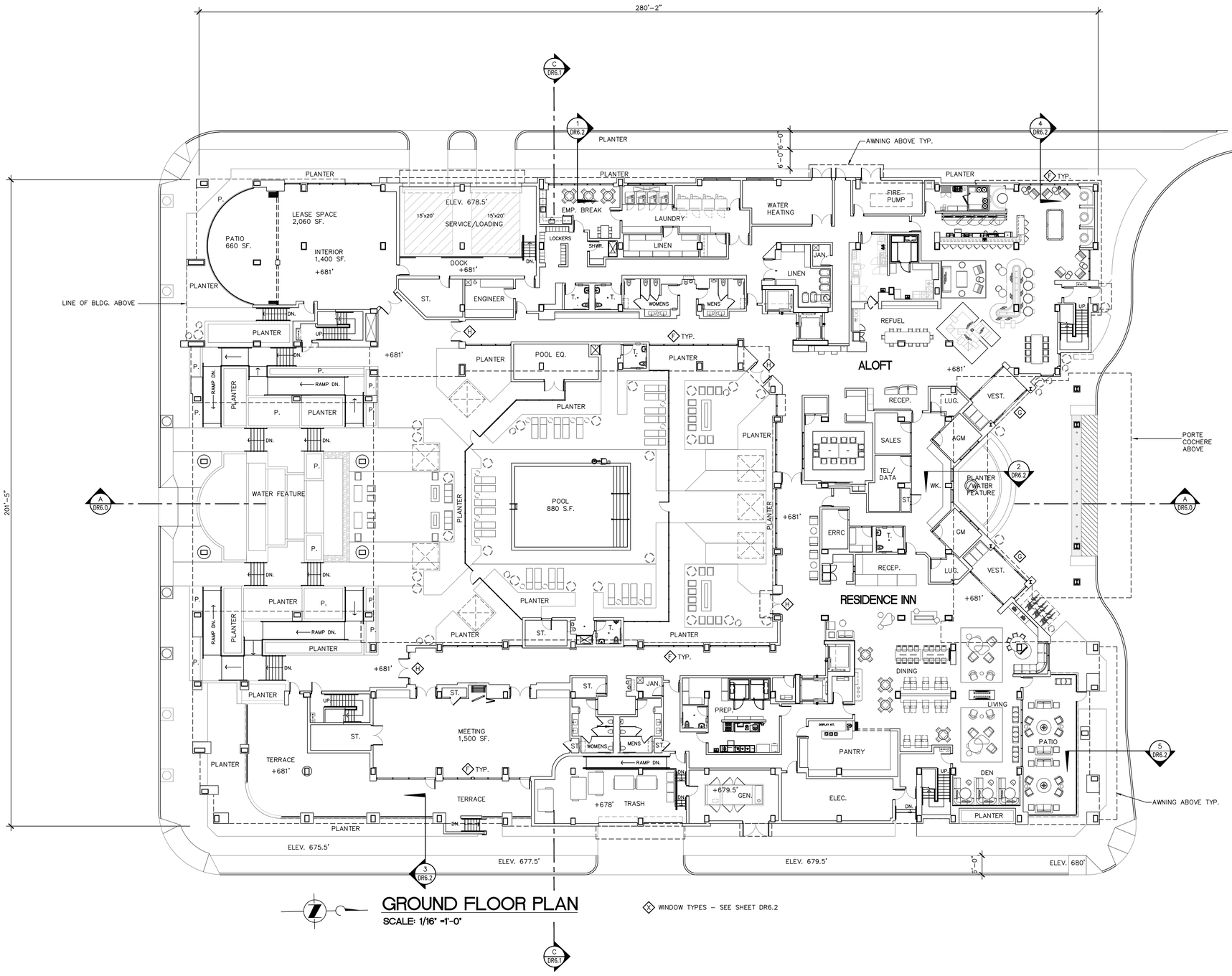
PROJECT INFO.

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

BUILDING CODE SUMMARY AND DIAGRAMS

JOB NO. **AWH04**
DATE. **10/02/2023**
DRAWING NO. **DR3.0**



GROUND FLOOR PLAN

SCALE: 1/16" =1'-0"

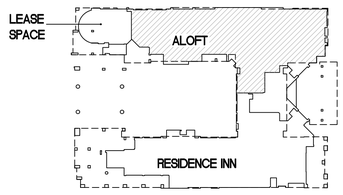
◇ WINDOW TYPES – SEE SHEET DR6.2

ALOFT

	K	DQ	ACC-K	ACC-DQ	TOTAL
2ND FLOOR	22	11	1	1	35
3RD FLOOR	22	11	1	1	35
4TH FLOOR	22	11	1	1	35
5TH FLOOR	22	11	1	1	35
6TH FLOOR	22	11	1	1	35
7TH FLOOR	18	9	1	0	28
TOTAL	128	64	6	5	203

RESIDENCE INN

	KS	ACC-KS	1BED	ACC-1-BED	TOTAL
2ND FLOOR	28	1	2	1	32
3RD FLOOR	36	1	2	1	40
4TH FLOOR	36	1	2	1	40
5TH FLOOR	36	1	2	1	40
6TH FLOOR	32	1	2	1	36
7TH FLOOR	27	1	0	1	29
TOTAL	195	6	10	6	217



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PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023. ADDED NEW DRIVEWAY AT N.W. CORNER.

2 REVISED ENTRY DROP OFF AREA

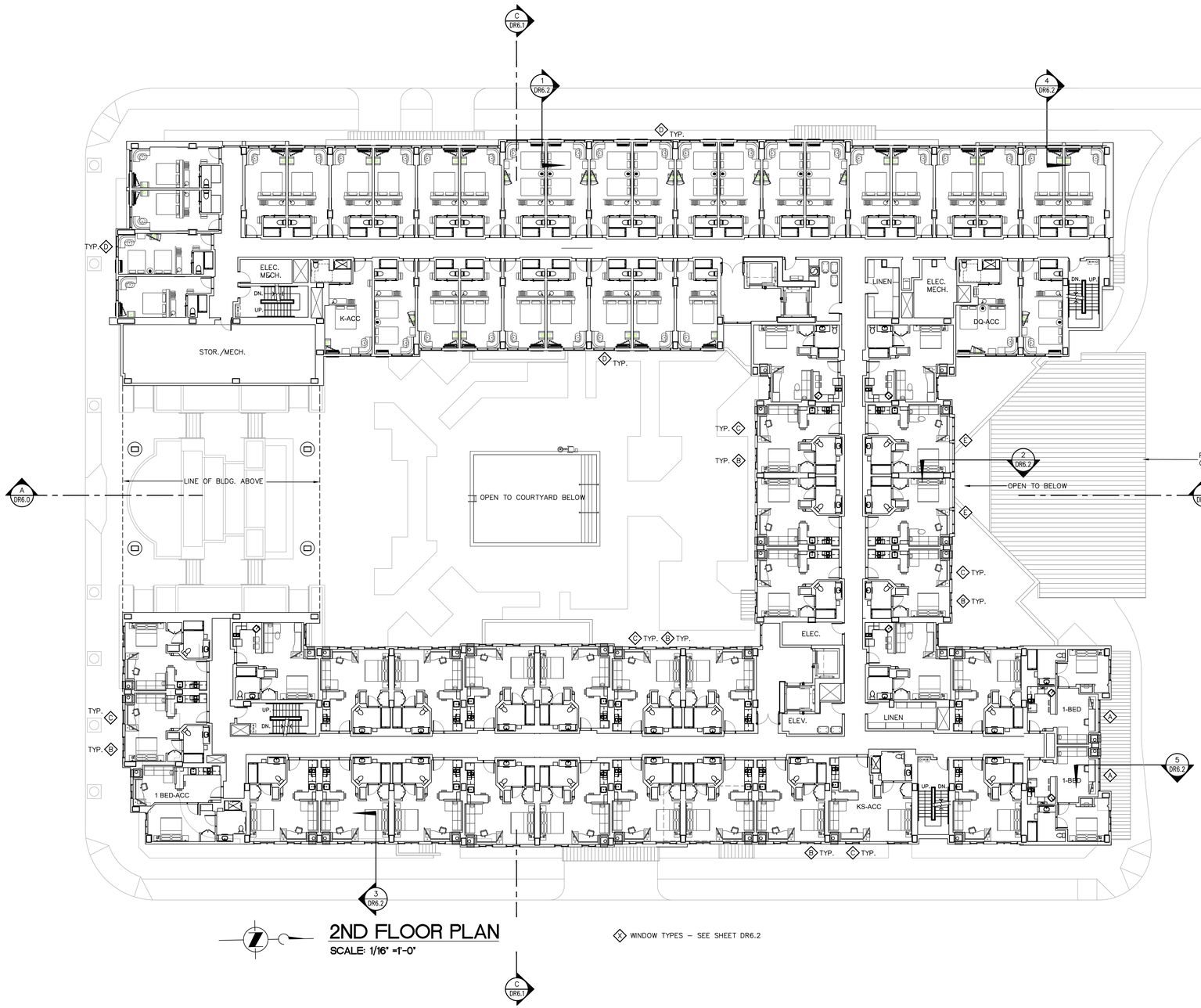
MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

HOTEL - GROUND FLOOR PLAN

JOB NO. **AWH04**

DATE. **02/29/2024**

DRAWING NO. **DR4.0**



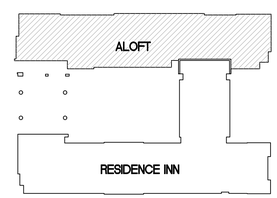
2ND FLOOR PLAN

SCALE: 1/16" =1'-0"

◇ WINDOW TYPES – SEE SHEET DR6.2

ALOFT = 35

RESIDENCE INN = 32



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PROJECT INFO.

2 UPDATED BACKGROUND TO MATCH 1ST FLOOR

MARRIOTT - ALOFT AND RESIDENCE INN
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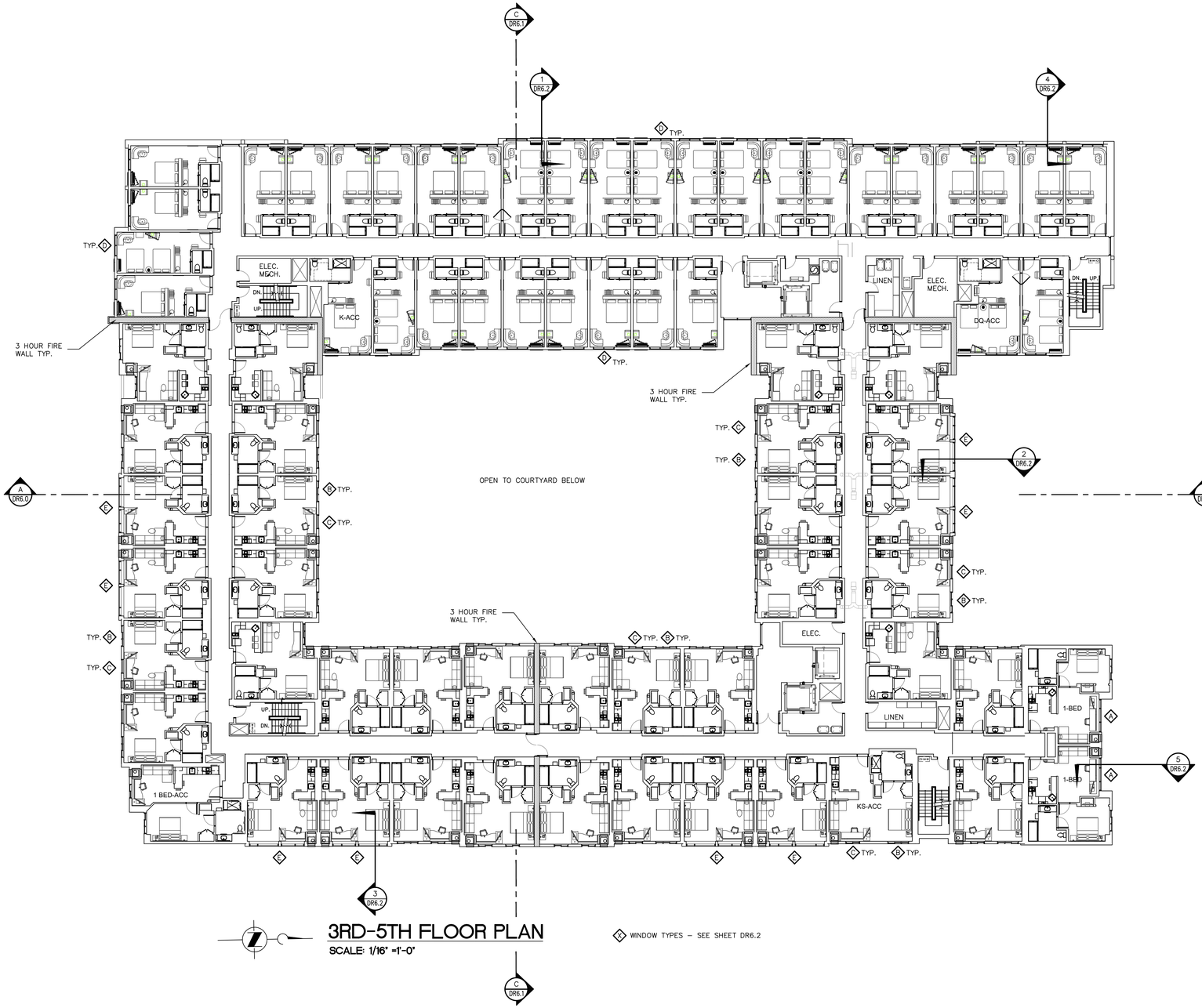
HOTEL - 2ND FLOOR PLAN

JOB NO. **AWH04**

DATE. **02/29/2024**

DRAWING NO. **DR4.1**



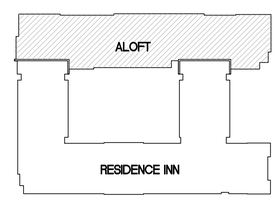
ALOFT = 35

RESIDENCE INN = 40

3RD-5TH FLOOR PLAN

SCALE: 1/16" =1'-0"

D WINDOW TYPES – SEE SHEET DR6.2



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PROJECT INFO.

MARRIOTT - ALOFT AND RESIDENCE INN
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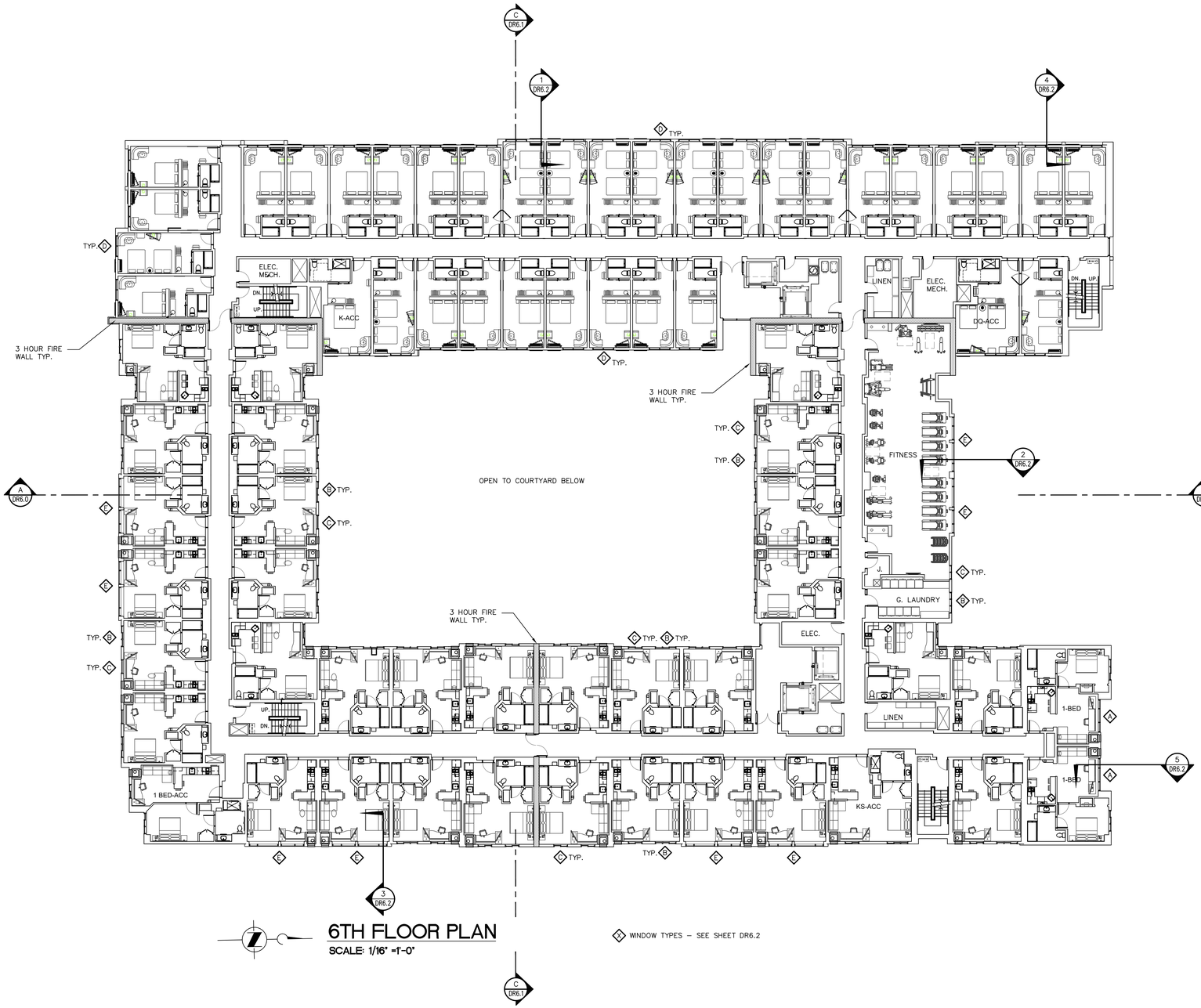
HOTEL - 3RD-5TH FLOOR PLAN

JOB NO. **AWH04**
DATE. **10/02/2023**
DRAWING NO. **DR4.2**



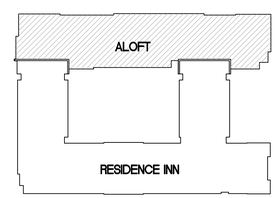
ALOFT = 35

RESIDENCE INN = 36

6TH FLOOR PLAN

SCALE: 1/16" =1'-0"

A WINDOW TYPES – SEE SHEET DR6.2



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PROJECT INFO.

MARRIOTT - ALOFT AND RESIDENCE INN
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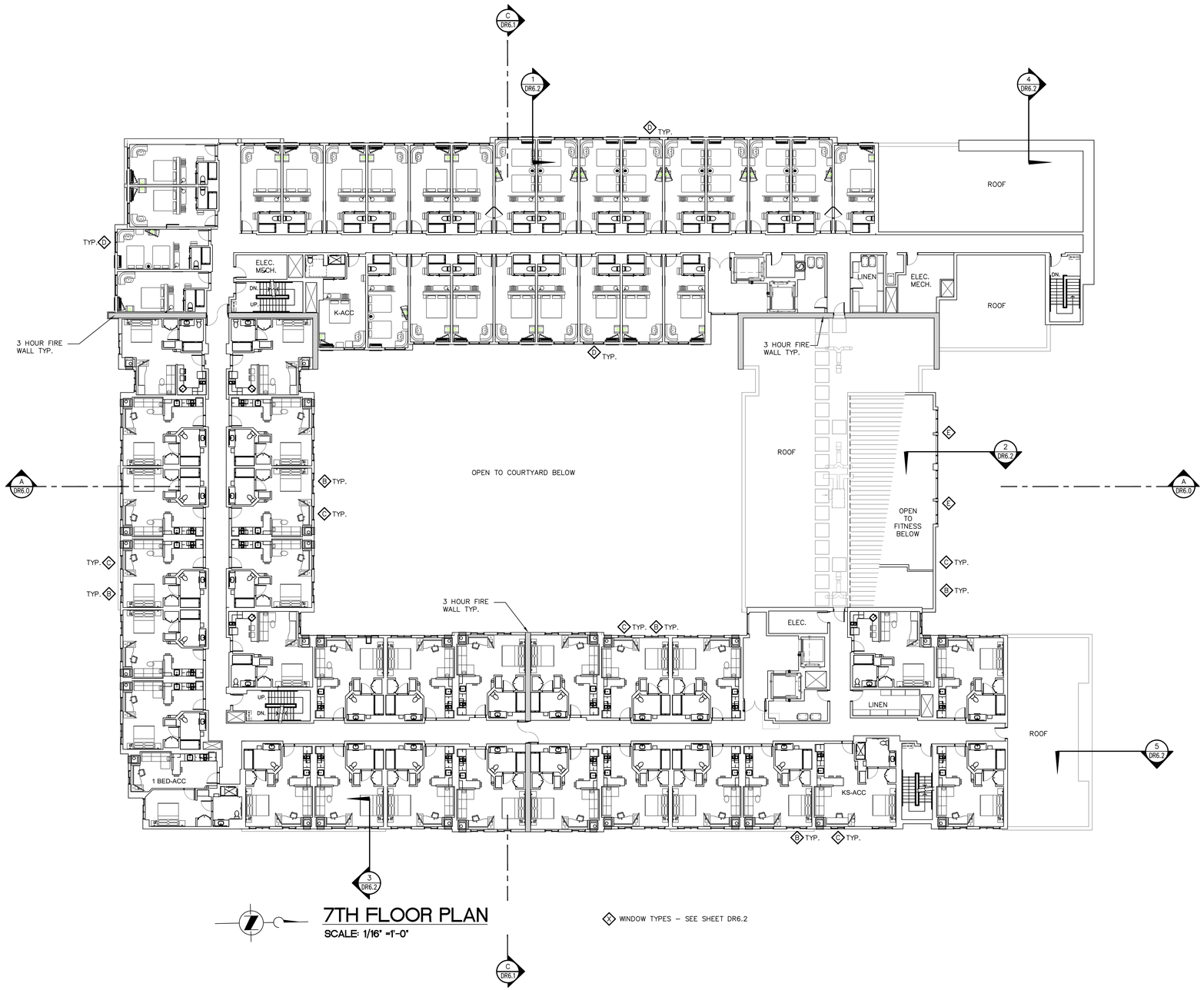
JOB NO. **AWH04**
DATE. **10/02/2023**
DRAWING NO. **DR4.3**



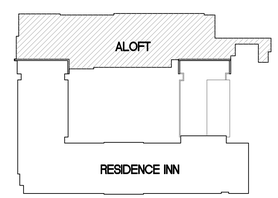
ALOFT = 28

RESIDENCE INN = 29

7TH FLOOR PLAN

SCALE: 1/16" =1'-0"

D WINDOW TYPES – SEE SHEET DR6.2



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PROJECT INFO.

MARRIOTT - ALOFT AND RESIDENCE INN
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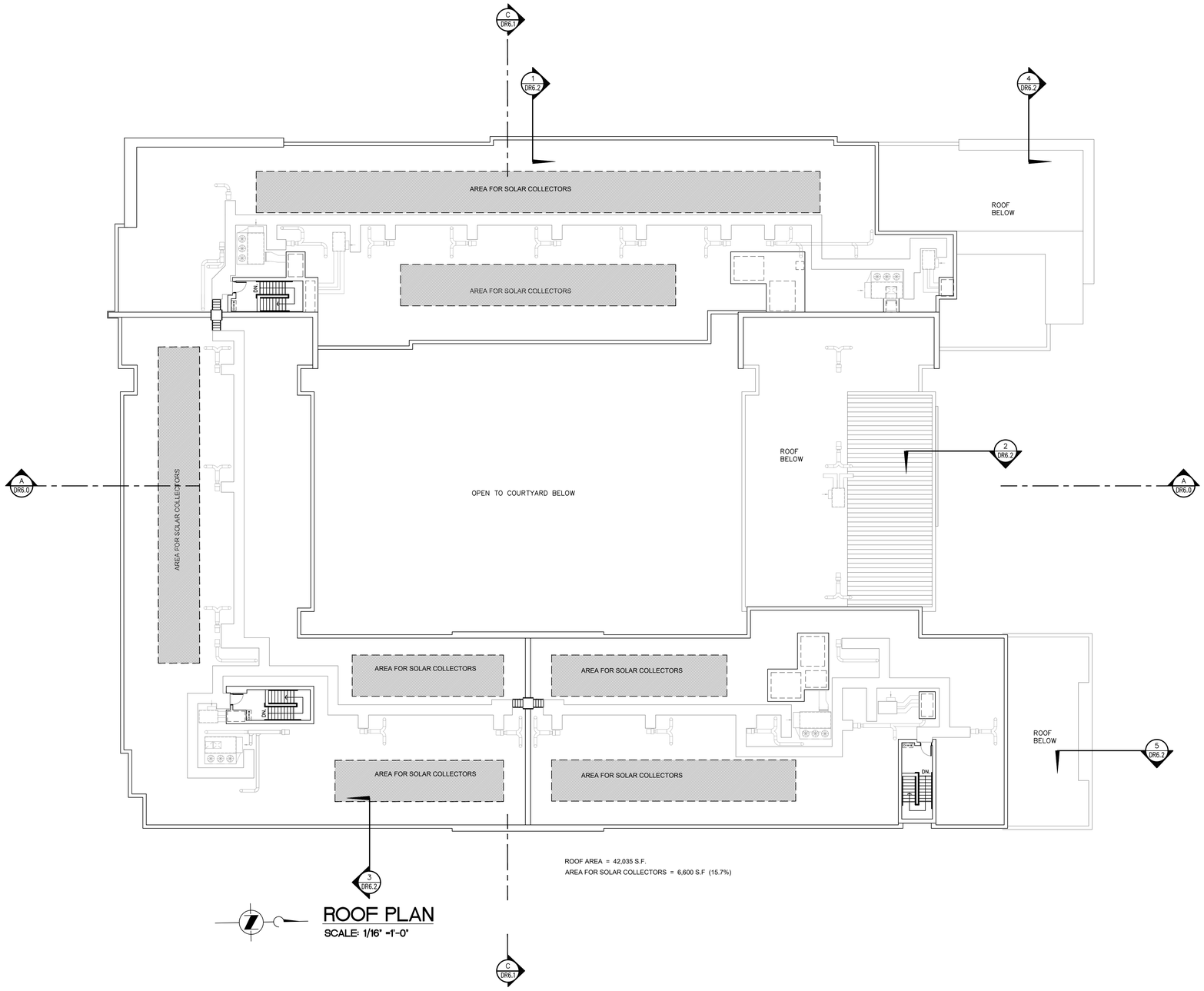
HOTEL - 7TH FLOOR PLAN

JOB NO. **AWH04**
DATE. **10/02/2023**
DRAWING NO. **DR4.4**



ROOF AREA = 42,035 S.F.
AREA FOR SOLAR COLLECTORS = 6,600 S.F (15.7%)

ROOF PLAN
SCALE: 1/16" =1'-0"

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PROJECT INFO.

MARRIOTT - ALOFT AND RESIDENCE INN
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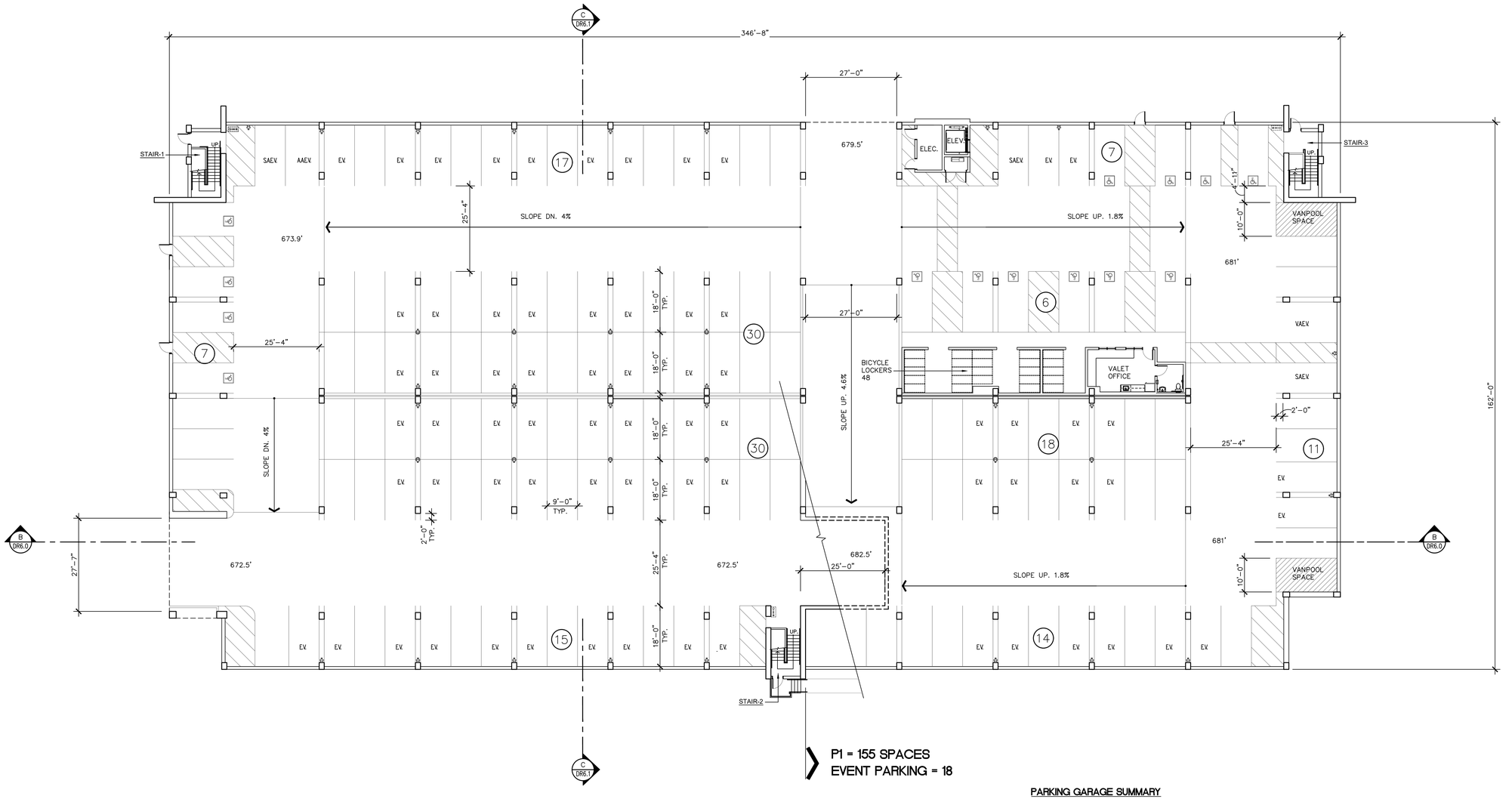
HOTEL - ROOF PLAN

JOB NO. **AWH04**
DATE. **10/02/2023**
DRAWING NO. **DR4.5**



GARAGE PLAN - LEVEL P1

SCALE: 1/16" =1'-0"

PARKING GARAGE SUMMARY

LEVEL	STANDARD SPACE	TANDUM SPACE	ACC. SPACE	TOTAL	EVENT SPACE	TOTAL
P1	64	78	14	155	18	174
P2	81	108	0	189	28	217
P3	81	108	0	189	28	217
P4	58	82	0	140	19	159
TOTAL	284	376	14	673	93	767

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PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023. REVISED "END" PARKING STALLS TO 10' WIDTH ADDED VANPOOL SPACES.

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2500 NORTH HOLLWOOD WAY
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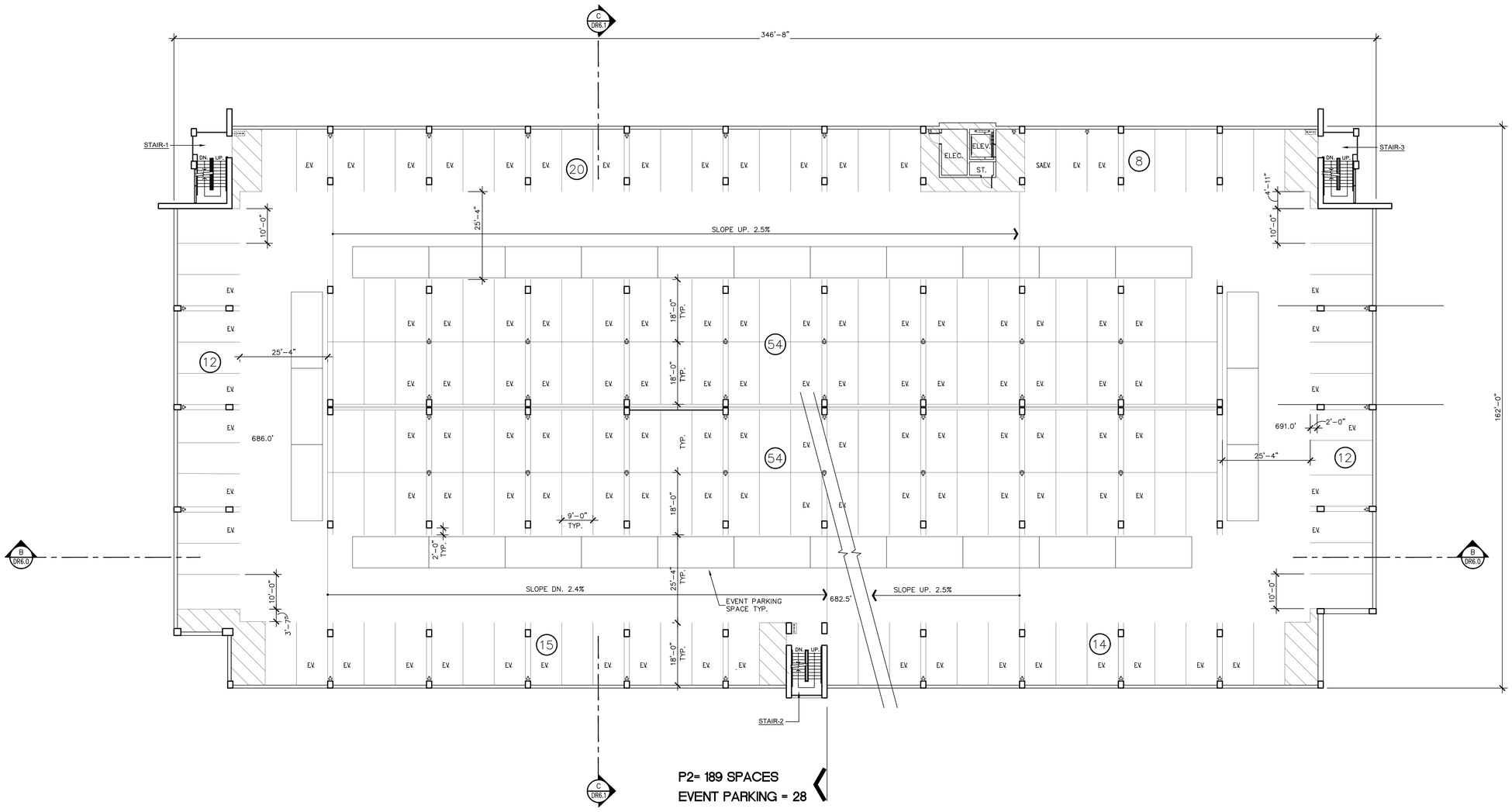
GARAGE - LEVEL 1 PLAN

JOB NO. **AWH04**
DATE. **10/02/2023**
DRAWING NO. **DR5.0**



GARAGE PLAN - LEVEL P2

SCALE: 1/16" =1'-0"

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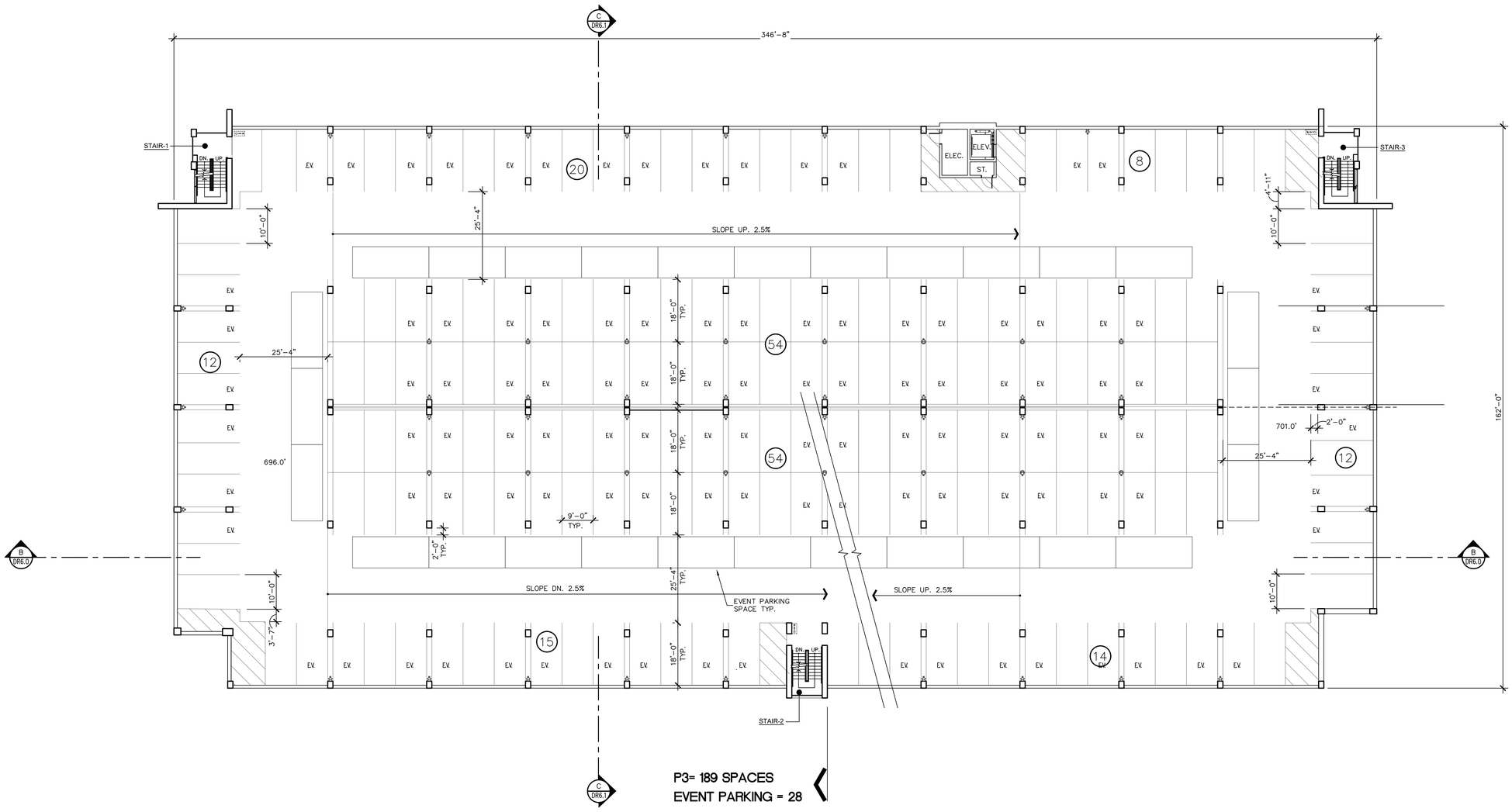
PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023.
REVISED "END" PARKING STALLS TO 10' WIDTH

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

GARAGE - LEVEL 2 PLAN

JOB NO. **AWH04**
DATE. **10/02/2023**
DRAWING NO. **DR5.1**



P3= 189 SPACES
EVENT PARKING = 28

GARAGE PLAN - LEVEL P3

SCALE: 1/16" =1'-0"

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PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023.
REVISED "END" PARKING STALLS TO 10' WIDTH

MARRIOTT - ALOFT AND RESIDENCE INN
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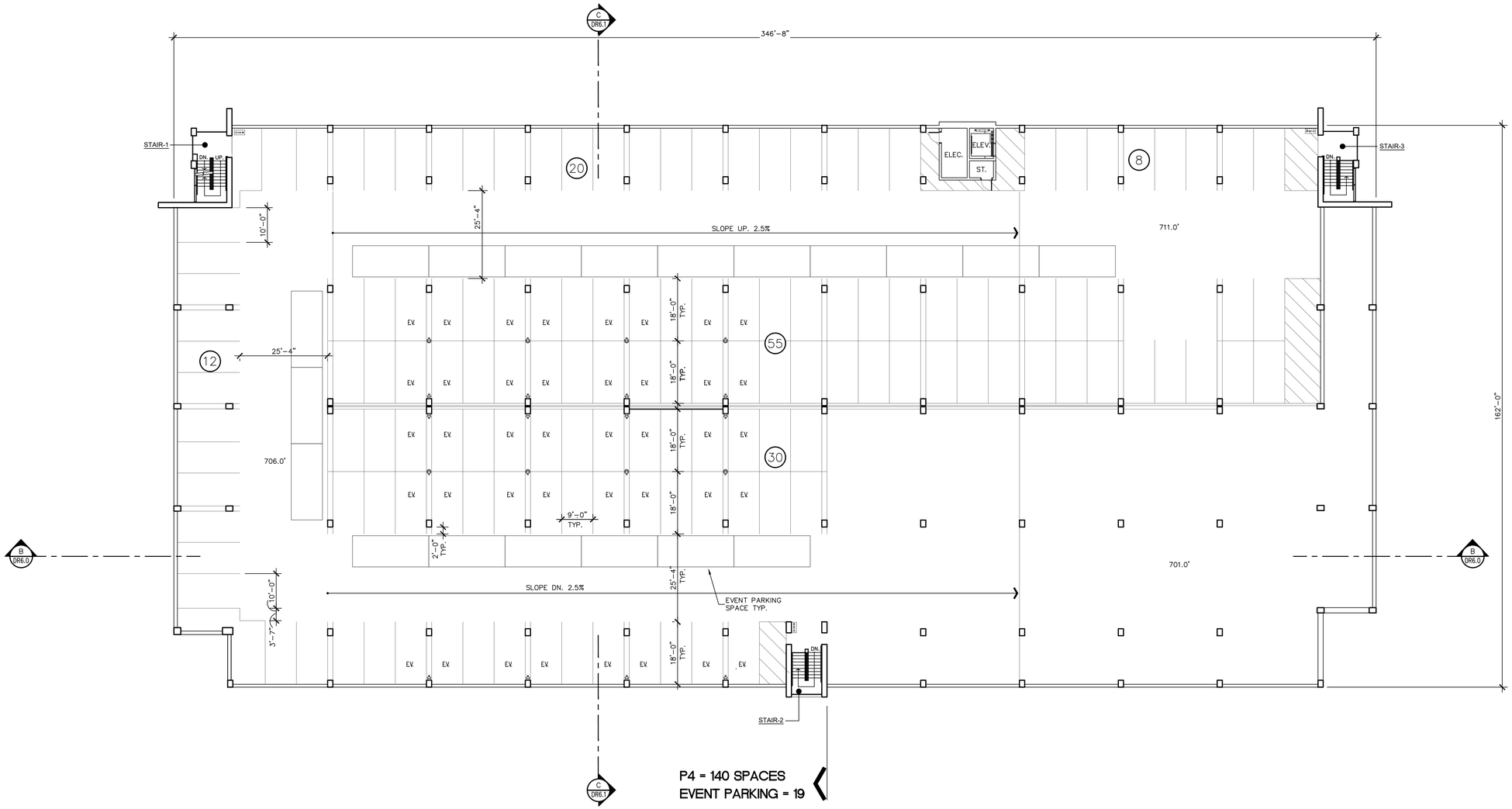
GARAGE - LEVEL 3 PLAN

JOB NO. **AWH04**
DATE. **10/02/2023**
DRAWING NO. **DR5.2**



GARAGE PLAN - LEVEL P4

SCALE: 1/16" =1'-0"

ARCHITECTURAL DIMENSIONS
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PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023.
REVISED "END" PARKING STALLS TO 10' WIDTH

MARRIOTT - ALOFT AND RESIDENCE INN
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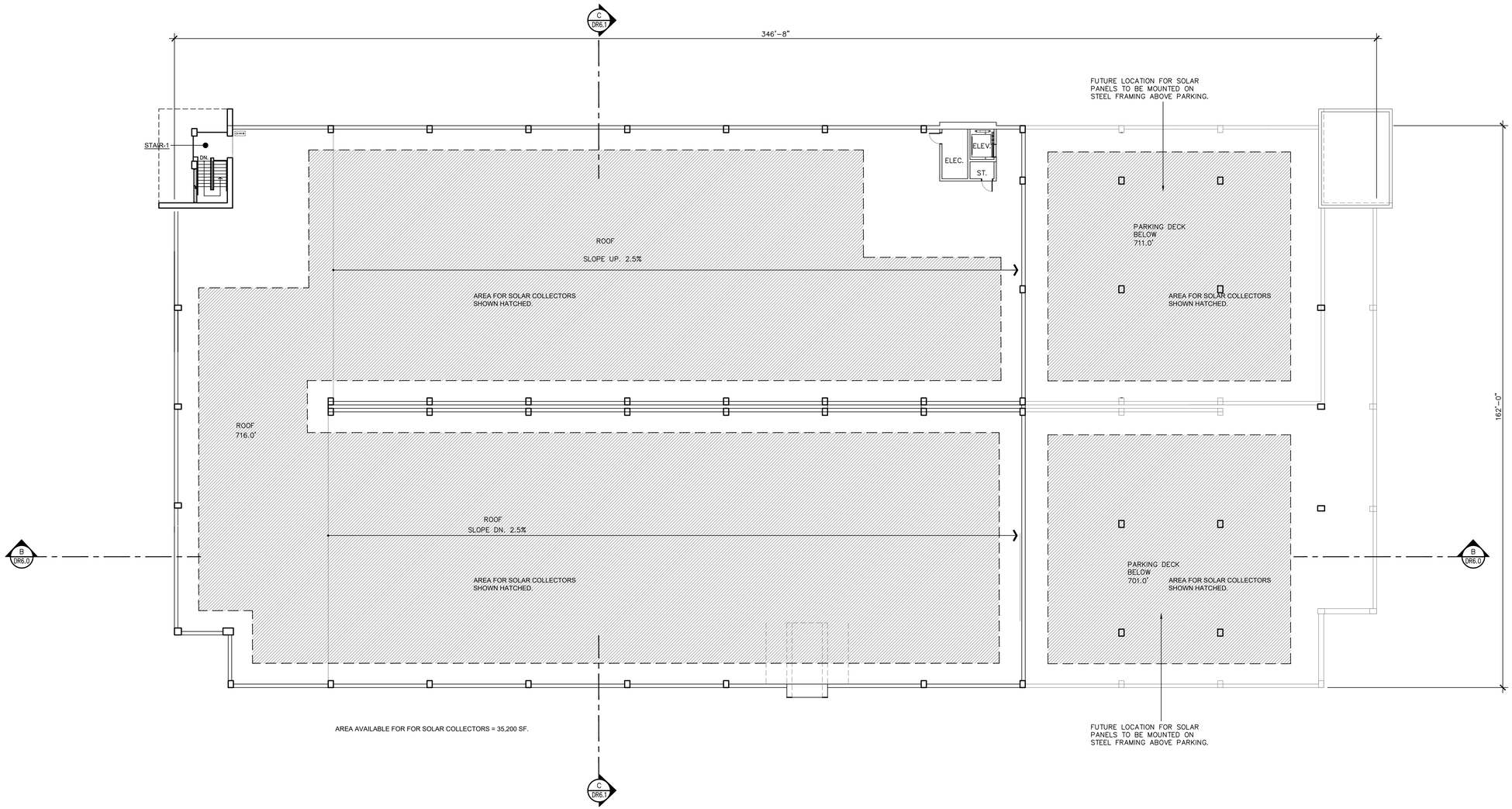
GARAGE - LEVEL 4 PLAN

JOB NO. **AWH04**
DATE. **10/02/2023**
DRAWING NO. **DR5.3**



GARAGE PLAN - ROOF

SCALE: 1/16" =1'-0"

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PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023.
INCREASED AREA FOR SOLAR COLLECTORS

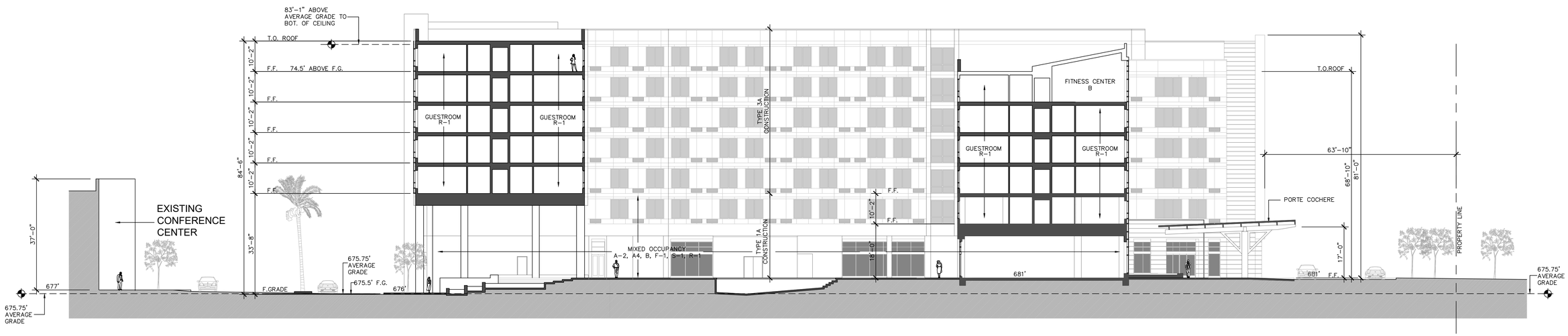
MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

GARAGE - ROOF PLAN

JOB NO. **AWH04**

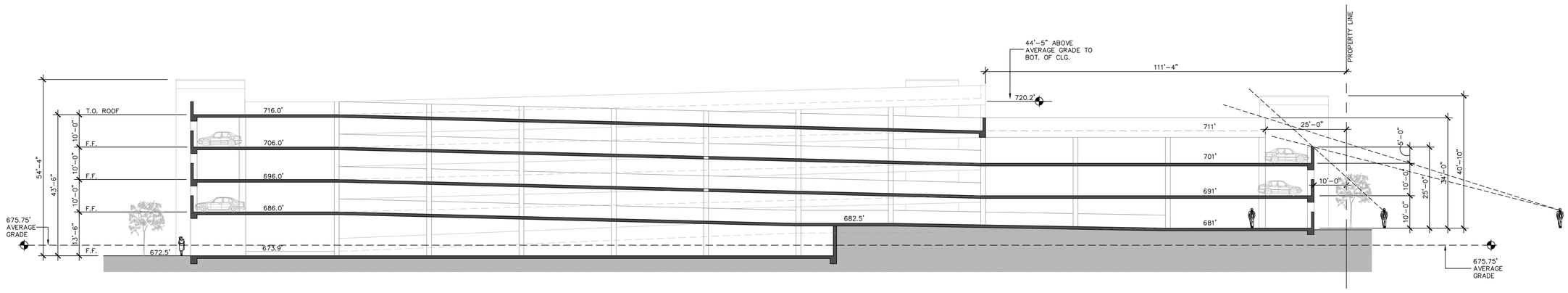
DATE. **10/02/2023**

DRAWING NO. **DR5.4**



BUILDING SECTION A-A

SCALE: 1/16" =1'-0"



BUILDING SECTION B-B

SCALE: 1/16" =1'-0"

S-2 OCCUPANCY
CONSTRUCTION TYPE 1A W/SPRINKLERS

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PROJECT INFO.

MARRIOTT - ALOFT AND RESIDENCE INN
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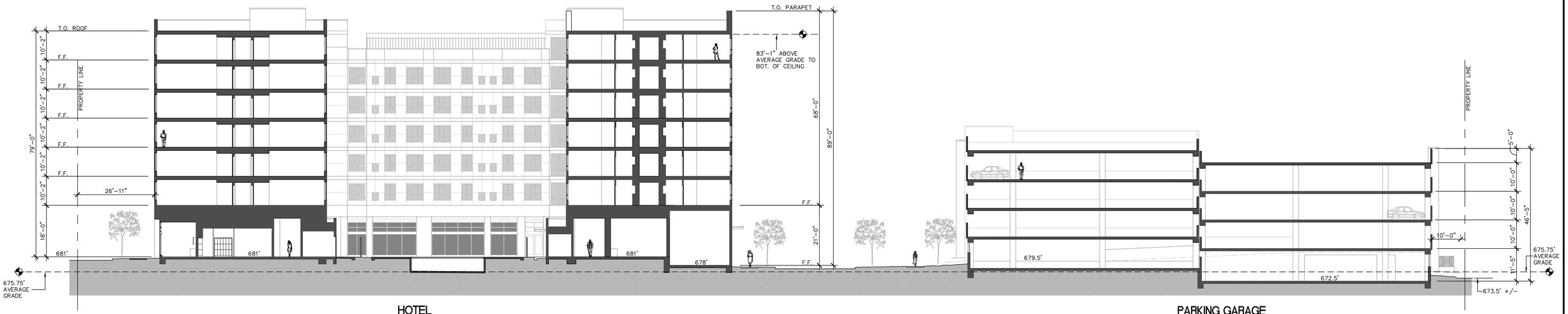
BURBANK, CA

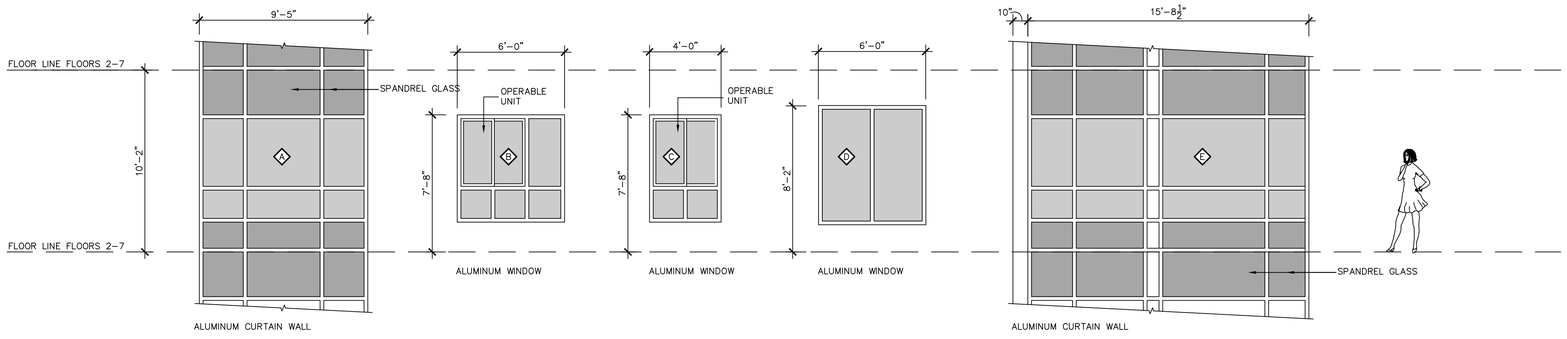
BUILDING SECTIONS

JOB NO. **AWH04**
DATE. **10/02/2023**
DRAWING NO. **DR6.0**



BUILDING - SITE SECTION C-C

SCALE: 1/16" =1'-0"



TYPICAL WINDOW TYPES

SCALE: SCALE: 1/4" =1'-0"

NOTES:

1. ALL WINDOWS ARE FIXED GLAZING UNLESS NOTED OTHERWISE.

ARCHITECTURAL DIMENSIONS

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PROJECT INFO.

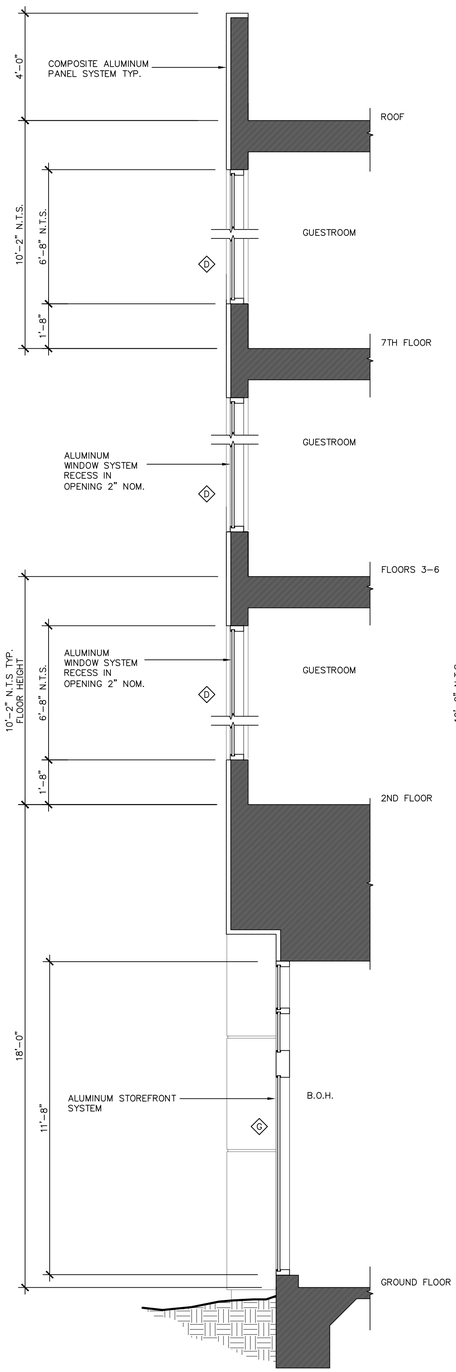
MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

SITE SECTION AND WINDOW TYPES

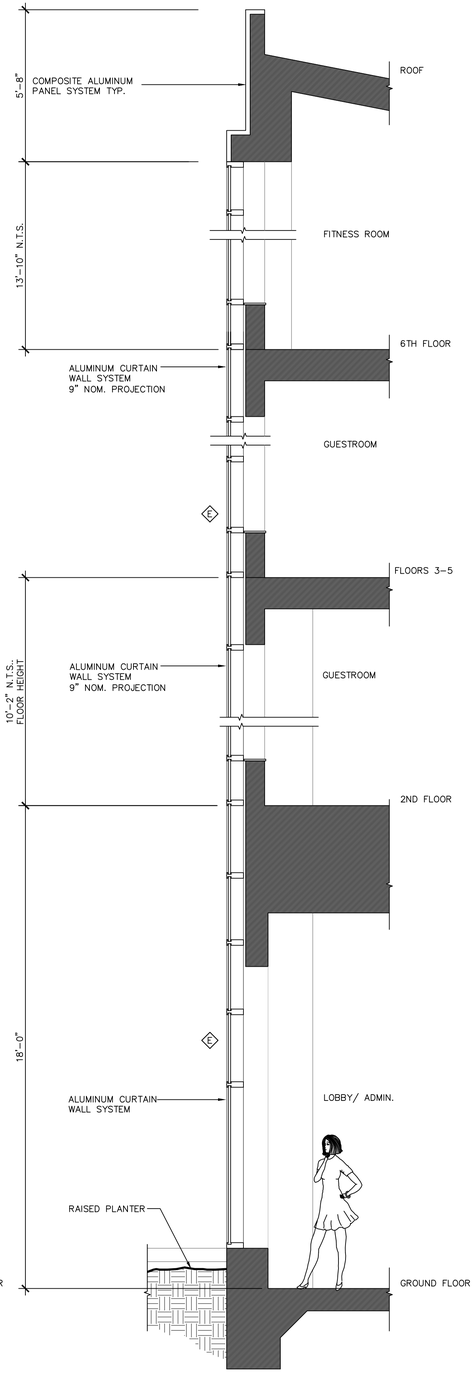
JOB NO. **AWH04**

DATE. **10/02/2023**

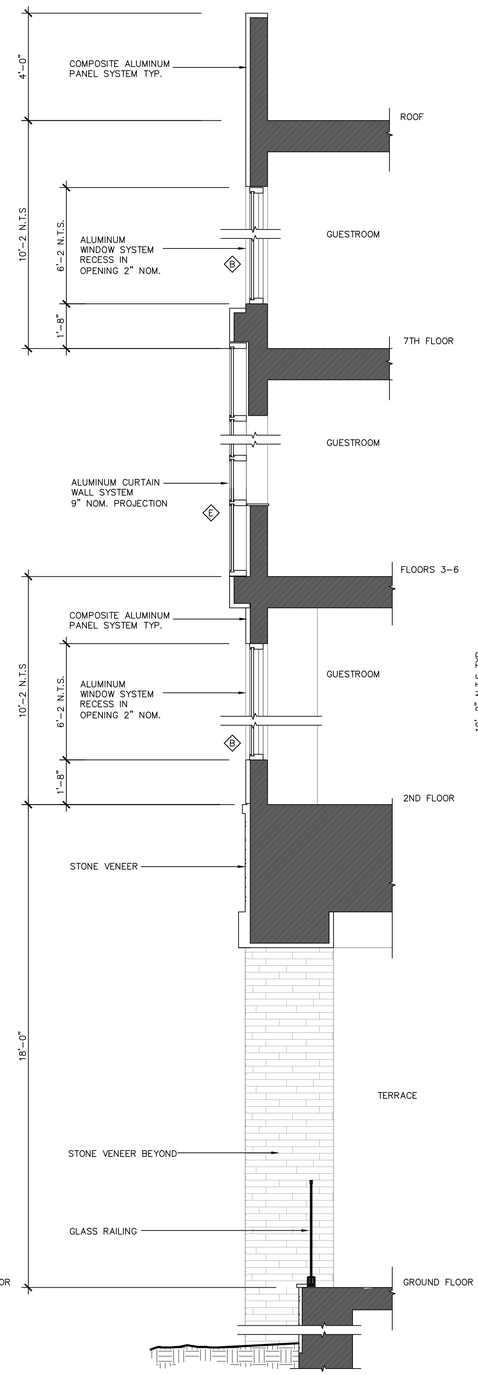
DRAWING NO. **DR6.1**



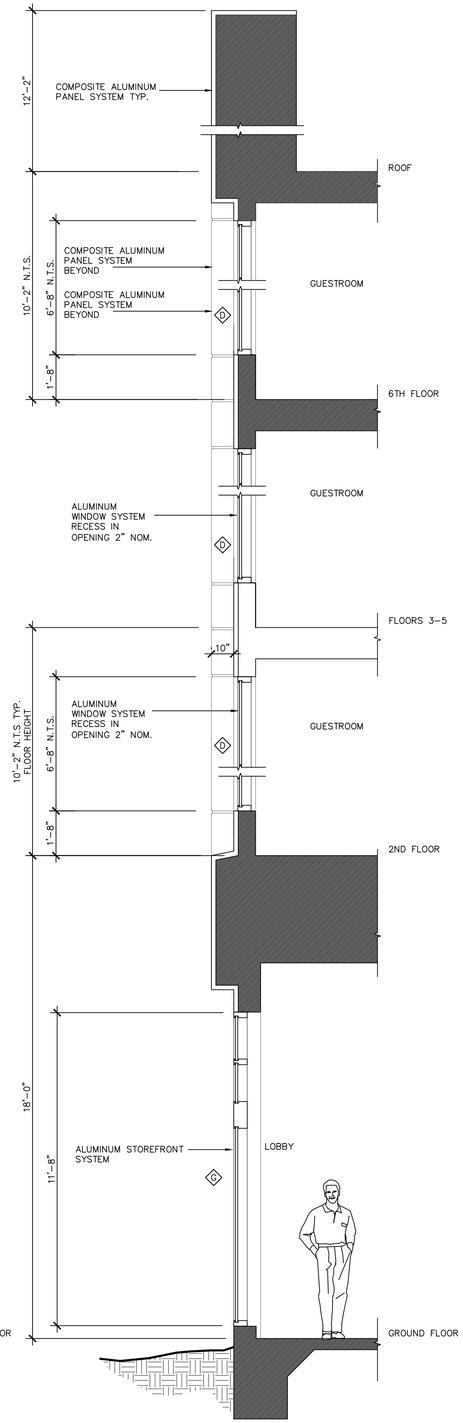
1 WALL SECTION AT ALOFT
SCALE: ⅜" =1'-0"



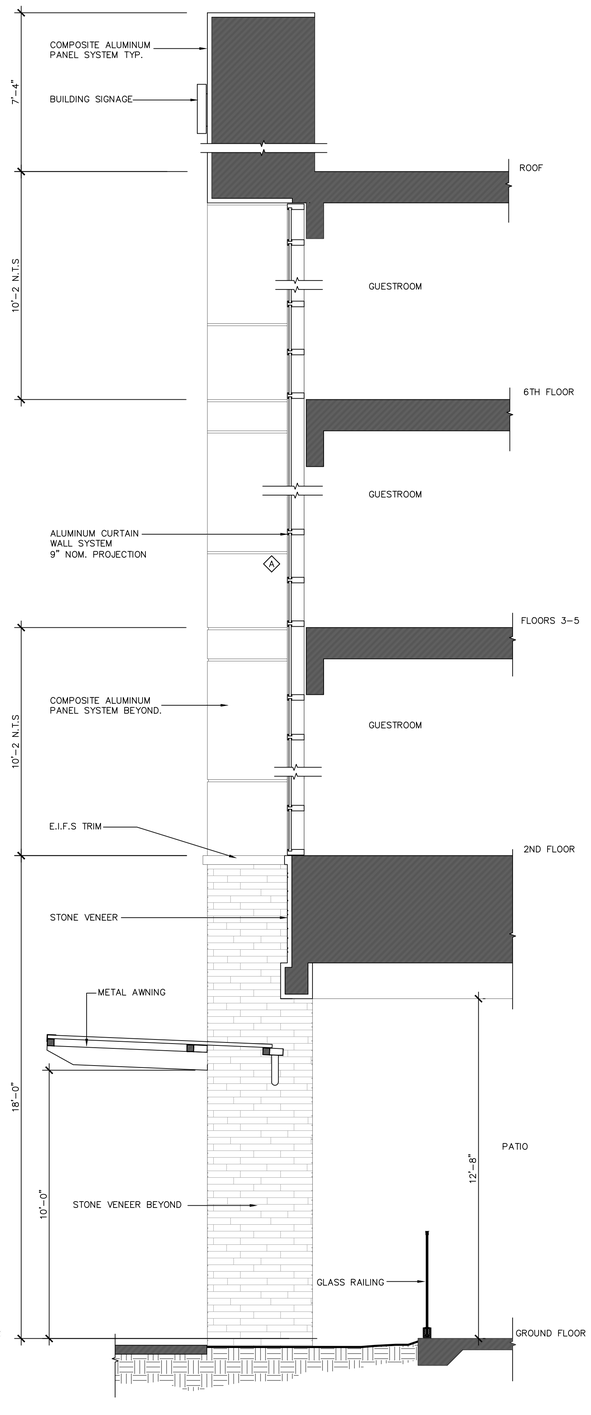
2 WALL SECTION AT RESIDENCE INN
SCALE: ⅜" =1'-0"



3 WALL SECTION AT RESIDENCE INN
SCALE: ⅜" =1'-0"



4 WALL SECTION AT ALOFT
SCALE: ⅜" =1'-0"



5 WALL SECTION AT RESIDENCE INN
SCALE: ⅜" =1'-0"

ARCHITECTURAL DIMENSIONS

801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

WALL SECTIONS

JOB NO. **AWH04**

DATE. **07/30/2024**

DRAWING NO. **DR6.2**



HOTEL - NORTH ELEVATION

SCALE: 1/16" =1'-0"



HOTEL - WEST ELEVATION

SCALE: 1/16" =1'-0"

ARCHITECTURAL DIMENSIONS

801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023. ADDED EXISTING AND FINISH GRADES.

2 REVISED FRONT ENTRY DROP OFF

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

HOTEL ELEVATIONS

JOB NO. **AWH04**

DATE. **02/29/2024**

DRAWING NO. **DR7.0**

ALUMINUM COMPOSITE PANEL SYSTEM
RED - SMOOTH

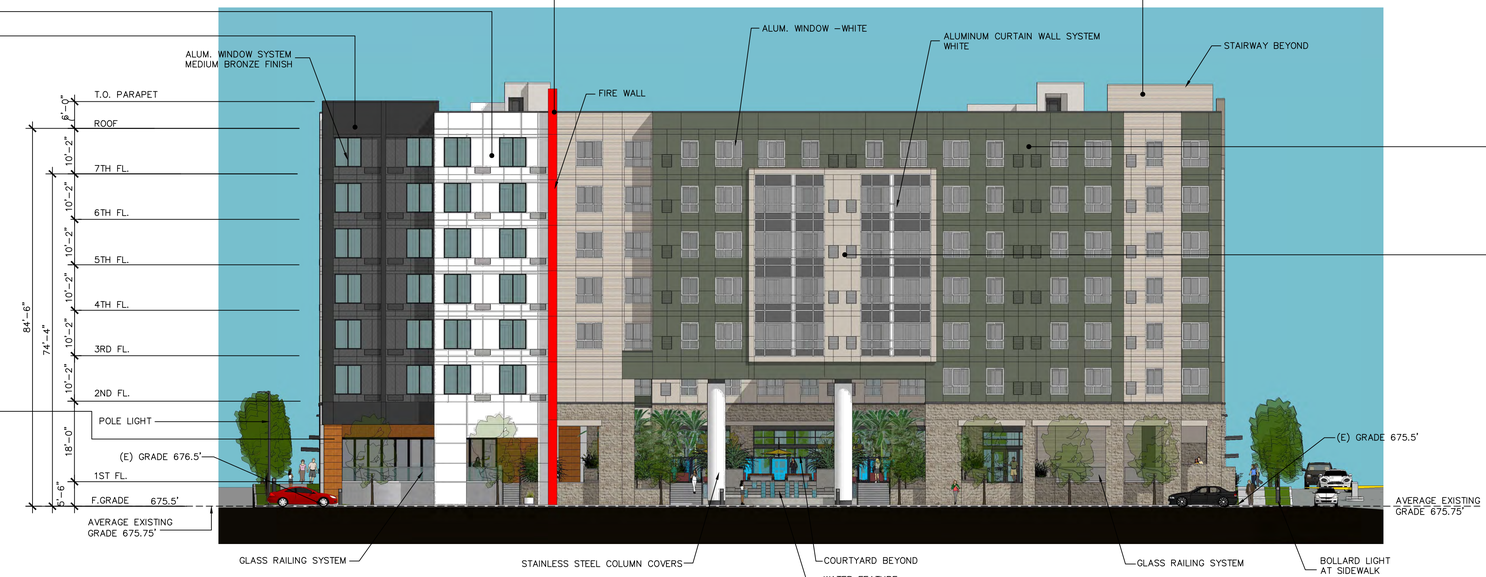
ALUMINUM COMPOSITE PANEL SYSTEM
WHITE - SMOOTH

ALUMINUM COMPOSITE PANEL SYSTEM
DARK GRAY - TEXTURED

SIMULATED WOOD VENEER PANEL SYSTEM
NICHIHA - VINTAGE WOOD - CEDAR 18" HT.
PANELS

ALUMINUM COMPOSITE PANEL SYSTEM
HAMMERED SILVER - SMOOTH

CULTURED STONE VENEER
BIRCH LEDGE CUT - ELDORADO STONE



HOTEL - SOUTH ELEVATION

SCALE: 1/16" =1'-0"

CEMENT BOARD SIDING SYSTEM
TWILIGHT GRAY - TEXTURED

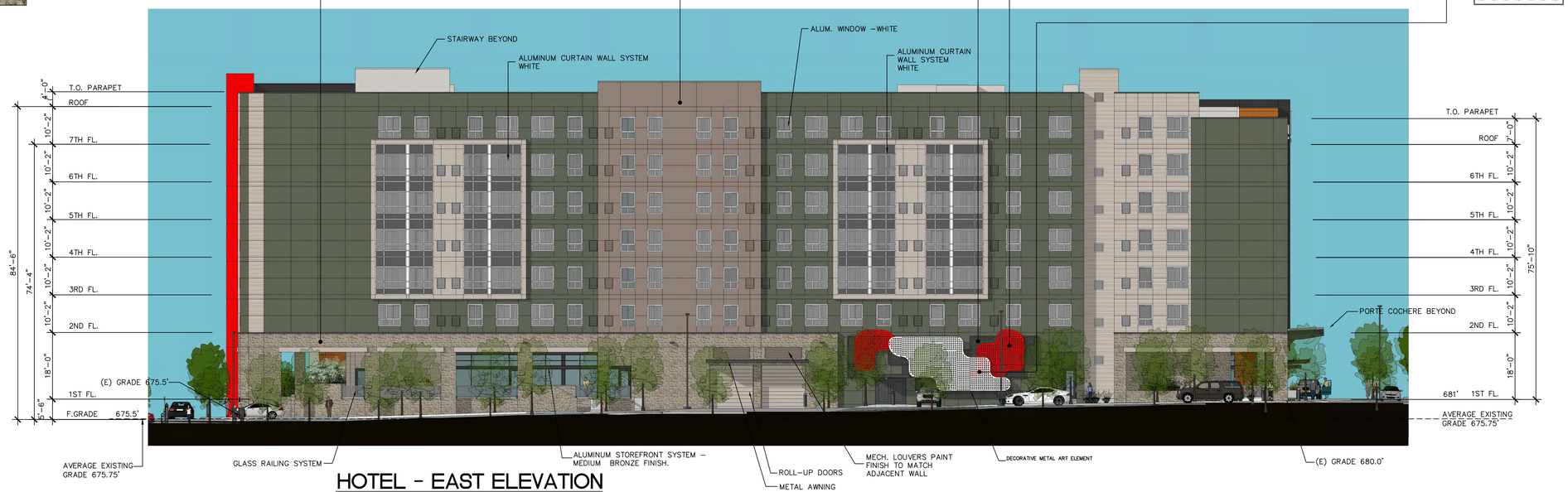
ALUMINUM COMPOSITE PANEL SYSTEM
ROSEMARY - SMOOTH

ALUMINUM COMPOSITE PANEL SYSTEM
TWILIGHT GRAY - SMOOTH

PERFORATED METAL PANEL SYSTEM
KYNAR FINISH - DARK GRAY

PERFORATED METAL PANEL SYSTEM
KYNAR FINISH - RED

PERFORATED METAL PANEL SYSTEM
KYNAR FINISH - WHITE



HOTEL - EAST ELEVATION

SCALE: 1/16" =1'-0"

ARCHITECTURAL DIMENSIONS

801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023.
ADDED EXISTING AND FINISH GRADES.

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

HOTEL ELEVATIONS

JOB NO. **AWH04**

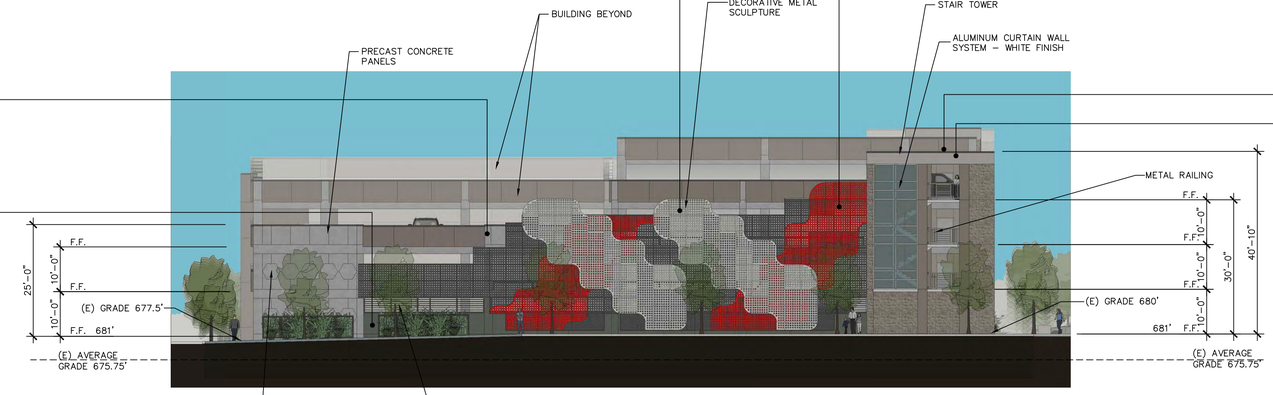
DATE. **010/02/2023**

DRAWING NO. **DR7.1**

SMOOTH FINISHED CONCRETE
PAINT FINISH - LIGHT GRAY

SMOOTH FINISHED CONCRETE
PANIT FINISH - ROSEMARY

CULTURED STONE VENEER
BIRCH LEDGE CUT - ELDORADO STONE



GARAGE - NORTH ELEVATION

SCALE: 1/16" =1'-0"

PERFORATED METAL PANEL SYSTEM
KYNAR FINISH - WHITE

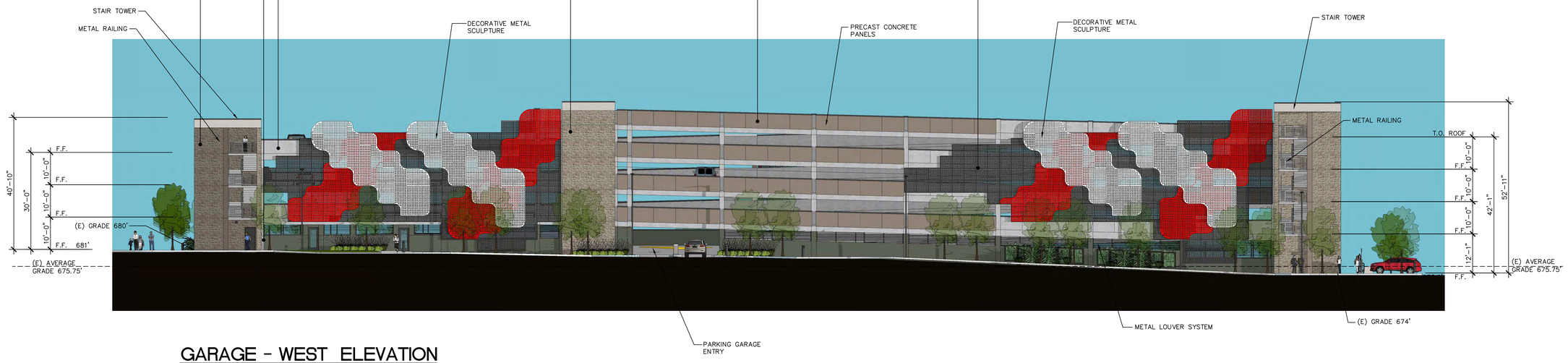
PERFORATED METAL PANEL SYSTEM
KYNAR FINISH - RED

ALUMINUM COPING TYP.
DARK GRAY

ALUMINUM COMPOSITE PANEL SYSTEM
TWILIGHT SILVER - TEXTURED

SMOOTH FINISHED CONCRETE PANEL SYSTEM
PAINT FINISHED - HAMMERED SILVER

PERFORATED METAL PANEL SYSTEM
KYNAR FINISH - DARK GRAY



GARAGE - WEST ELEVATION

SCALE: 1/16" =1'-0"

ARCHITECTURAL DIMENSIONS

801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

⚠1 RESPONSE TO CITY COMMENTS 9/4/2023.
ADDED EXISTING AND FINISH GRADES.

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

GARAGE ELEVATIONS

JOB NO. **AWH04**

DATE. **10/02/2023**

DRAWING NO. **DR8.0**

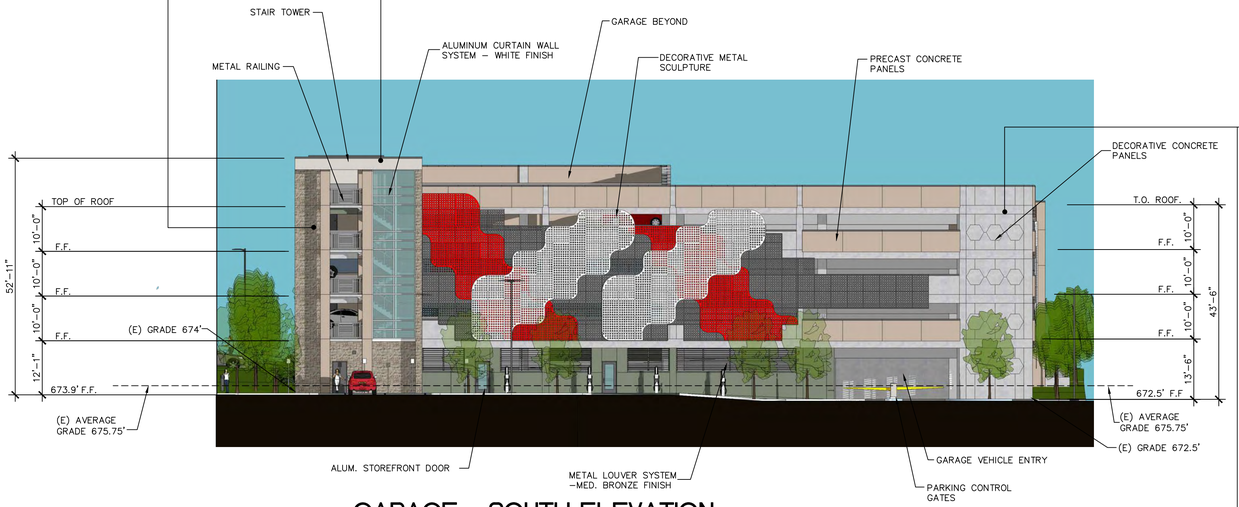
ALUMINUM COPING TYP.
DARK GRAY

CULTURED STONE VENEER
BIRCH LEDGE CUT - ELDORADO STONE

PERFORATED METAL PANEL SYSTEM
KYNAR FINISH - RED

PERFORATED METAL PANEL SYSTEM
KYNAR FINISH - WHITE

PERFORATED METAL PANEL SYSTEM
KYNAR FINISH - DARK GRAY



GARAGE - SOUTH ELEVATION

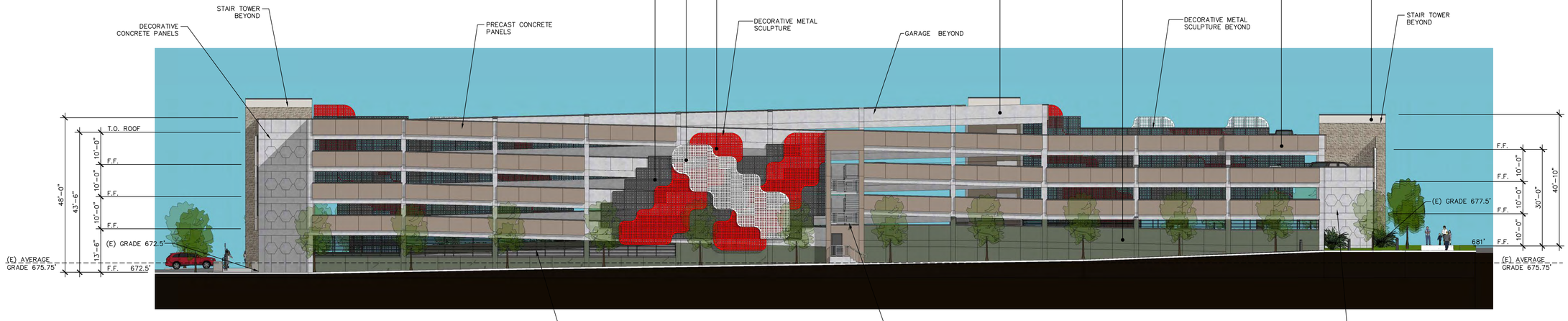
SCALE: 1/16" =1'-0"

SMOOTH FINISHED CONCRETE
PAINT FINISH - LIGHT GRAY

SMOOTH FINISHED CONCRETE
PANIT FINISH - ROSEMARY

SMOOTH FINISHED CONCRETE PANEL SYSTEM
PAINT FINISHED - HAMMERED SILVER

ALUMINUM COMPOSITE PANEL SYSTEM
TWILIGHT SILVER - TEXTURED



GARAGE - EAST ELEVATION

SCALE: 1/16" =1'-0"

ARCHITECTURAL DIMENSIONS

801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

⚠ RESPONSE TO CITY COMMENTS 9/4/2023.
ADDED EXISTING AND FINISH GRADES.
ADD DECORATIVE METAL TO SOUTH ELEV.

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

GARAGE ELEVATIONS

JOB NO. **AWH04**

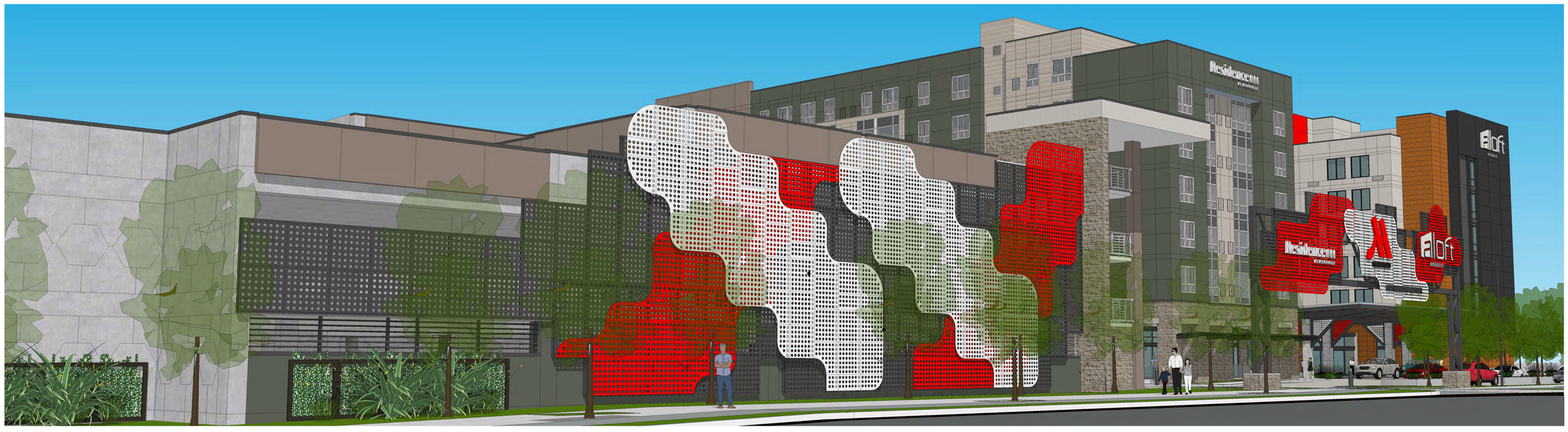
DATE. **10/02/2023**

DRAWING NO. **DR8.1**



THORNTON AVENUE - STREET VIEW - LOOKING SOUTHEAST

SCALE: N.T.S.



THORNTON AVENUE - STREET VIEW - LOOKING SOUTHWEST

SCALE: N.T.S.

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

2 REVISED HOTEL DROP OFF AREA

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

THORNTON AVENUE VIEWS

JOB NO. **AWH04**

DATE. **02/29/2024**

DRAWING NO. **DR9.0**



PARKING GARAGE GATEWAY ENTRANCE HOTEL

THORTON AVENUE - VIEW LOOKING SOUTH

SCALE: N.T.S.



HOTEL PARKING GARAGE

MARRIOTT DRIVE - VIEW LOOKING NORTH

SCALE: N.T.S.

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023. REVISED SOUTH ELEV. OF GARAGE

2 REVISED HOTEL DROP OFF AREA

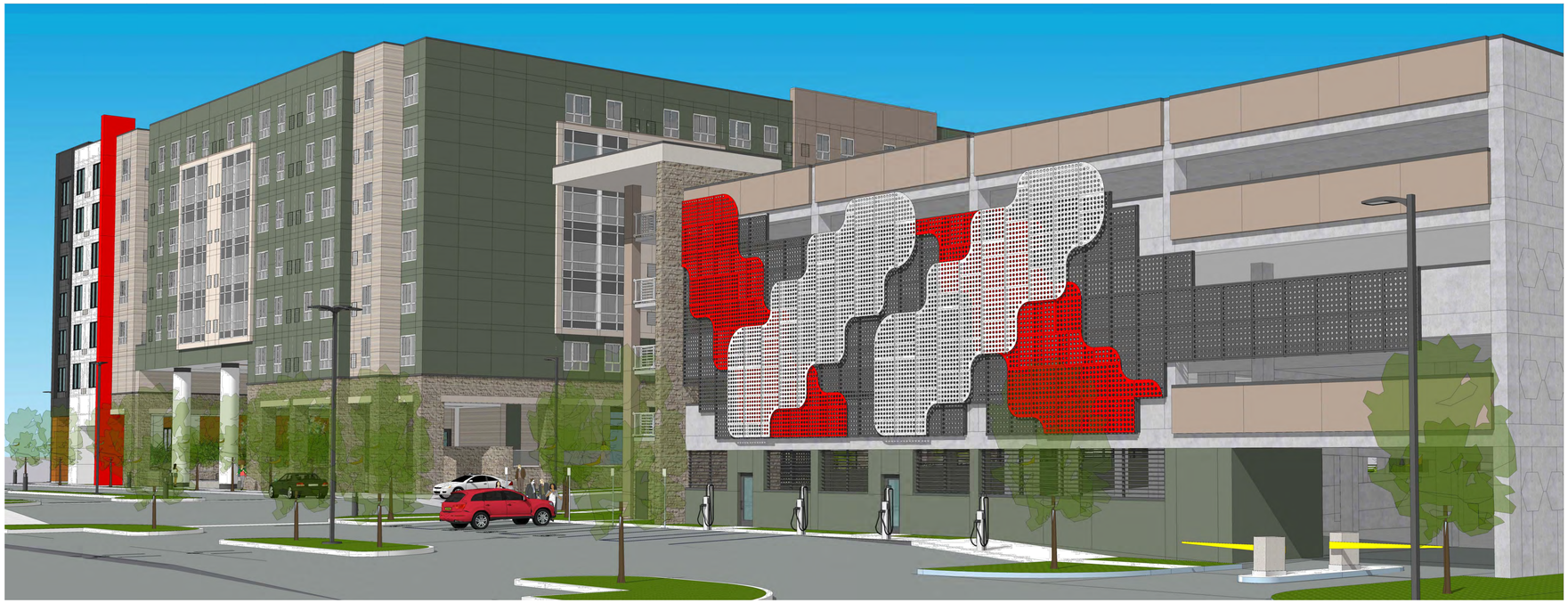
MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

THORNTON AVE. AND MARRIOTT DRIVE VIEWS

JOB NO. **AWH04**

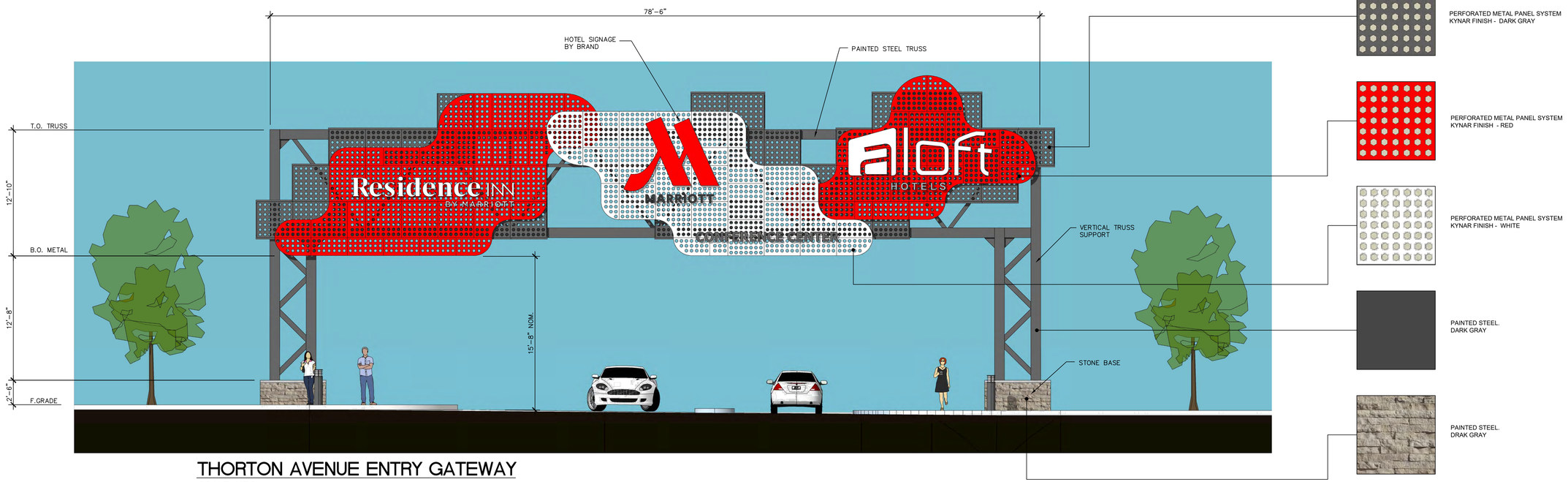
DATE. **02/29/2024**

DRAWING NO. **DR9.1**



MARRIOTT DRIVE - VIEW LOOKING NORTH WEST

SCALE: N.T.S.



THORTON AVENUE ENTRY GATEWAY

SCALE: N.T.S.

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023.
REVISED GARAGE SOUTH ELEVATION

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

MARRIOTT DRIVE AND GATE WAY VIEWS

JOB NO. **AWH04**

DATE. **10/02/2023**

DRAWING NO. **DR9.2**



MARRIOTT DRIVE - VIEW LOOKING NORTH WEST
SCALE: N.T.S.



MARRIOTT DRIVE - VIEW LOOKING AT COURTYARD ENTRY
SCALE: N.T.S.



PORTE COCHERE - VIEW LOOKING EAST
SCALE: N.T.S.



WATER FEATURE AT COURTYARD
SCALE: N.T.S.

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.
2 REVISED HOTEL DROP OFF AREA

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

MARRIOTT DRIVE, PORTE COCHERE AND WATER FEATURE

JOB NO. **AWH04**
DATE. **02/29/2024**
DRAWING NO. **DR9.3**

POOL ENCLOSURE WALL

SOUTH ENTRY TO ALOFT

CIRCULATION RAMP

RAISED PLANTERS

TWO STORY COLUMNS



POOL

SOUTH ENTRY TO RESIDENCE INN

CIRCULATION RAMP

RAISED PLANTERS

WATER FEATURE
PUBLIC ART ELEMENT

COURTYARD VIEW

SCALE: N.T.S.

ARCHITECTURAL DIMENSIONS

801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

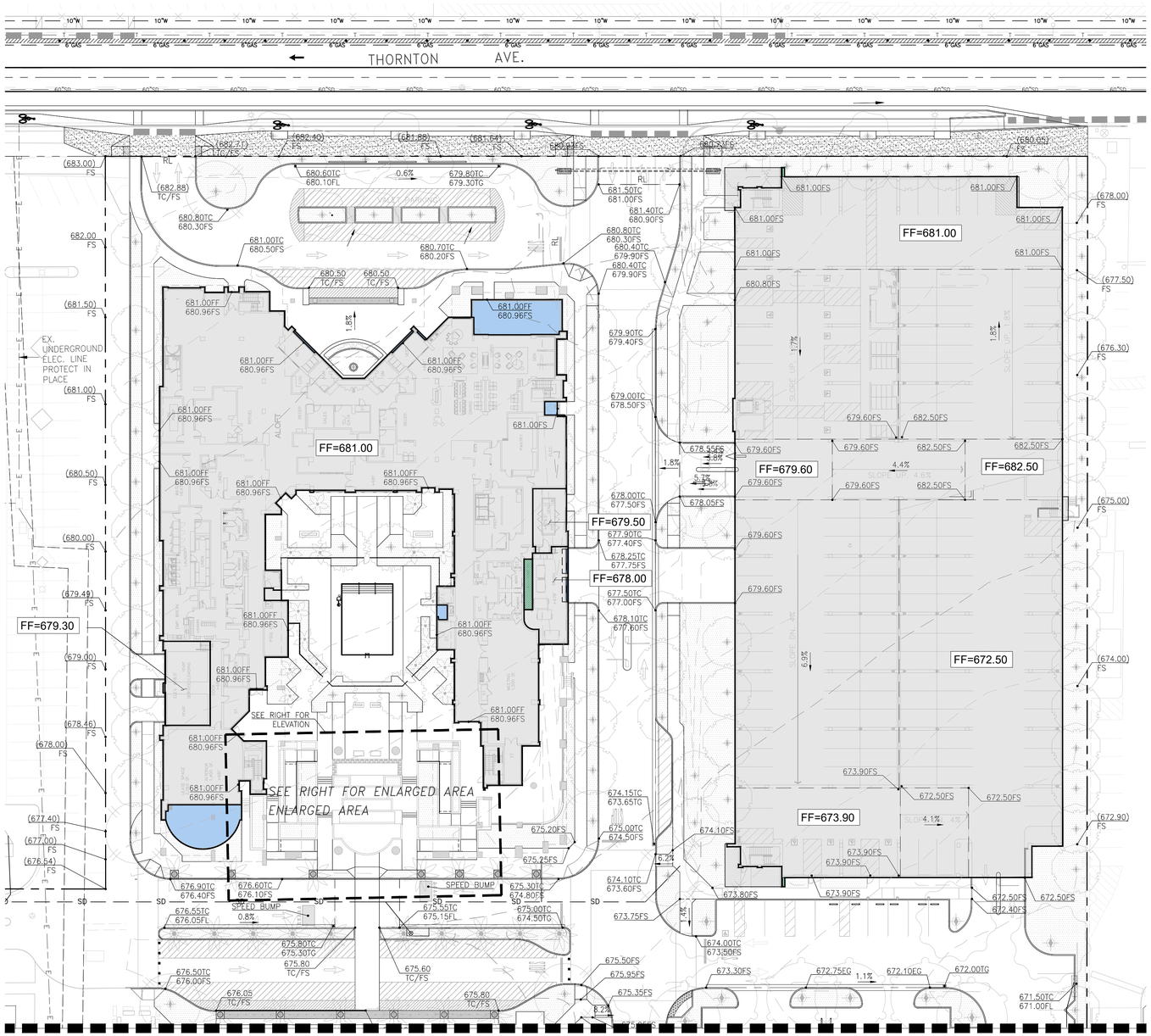
MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

COURTYARD AND WATER FEATURE VIEWS

JOB NO. **AWH04**

DATE. **10/02/2023**

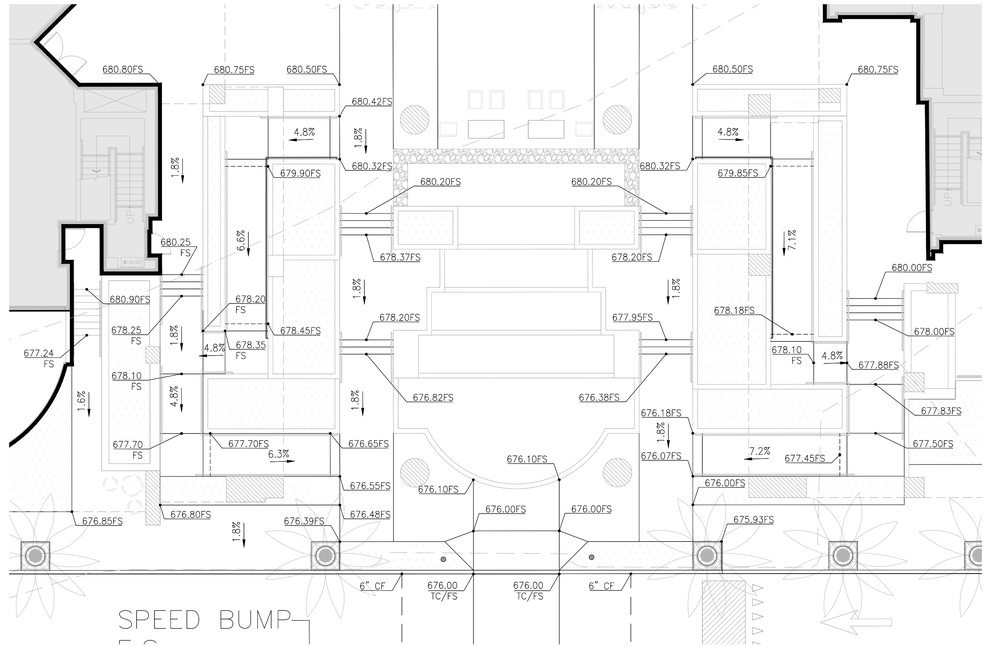
DRAWING NO. **DR9.4**



MATCHLINE - SEE SHEET C2.0

LEGEND

	PROPERTY LINE/ RIGHT-OF-WAY	CB	CATCH BASIN	ROW	RIGHT-OF-WAY
	LIMIT OF GRADING	CL	CENTERLINE	TC	TOP OF CURB
SD	PROPOSED STORM DRAIN	FF	FINISHED FLOOR	TG	TOP OF GRATE
SD	EXISTING STORM DRAIN	FL	FLOWLINE	TW	TOP OF WALL
	WALL	FS	FINISHED SURFACE	TYP	TYPICAL
X.X%	SLOPE PERCENTAGE	HP	HIGHPOINT	UNO	UNLESS NOTED OTHERWISE
	SURFACE SHEET FLOW	INV	INVERT		PROPOSED CURB RAMP
	PLANTER	P.L.	PROPERTY LINE		24" WIDE CURB SLOT



ENLARGED AREA

SCALE 1" = 10'

CONCEPTUAL SITE PRECISE GRADING PLAN

SCALE: 1" = 30'

ARCHITECTURAL DIMENSIONS

801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

1. RESPONSE TO CITY COMMENTS 9/4/2023, UPDATED GRADING PLAN
2. RESPONSE TO CITY COMMENTS 03/06/2024, UPDATED GRADING PLAN
3. RESPONSE TO CITY COMMENTS 05/31/2024, UPDATED OFFSITE PLANS

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

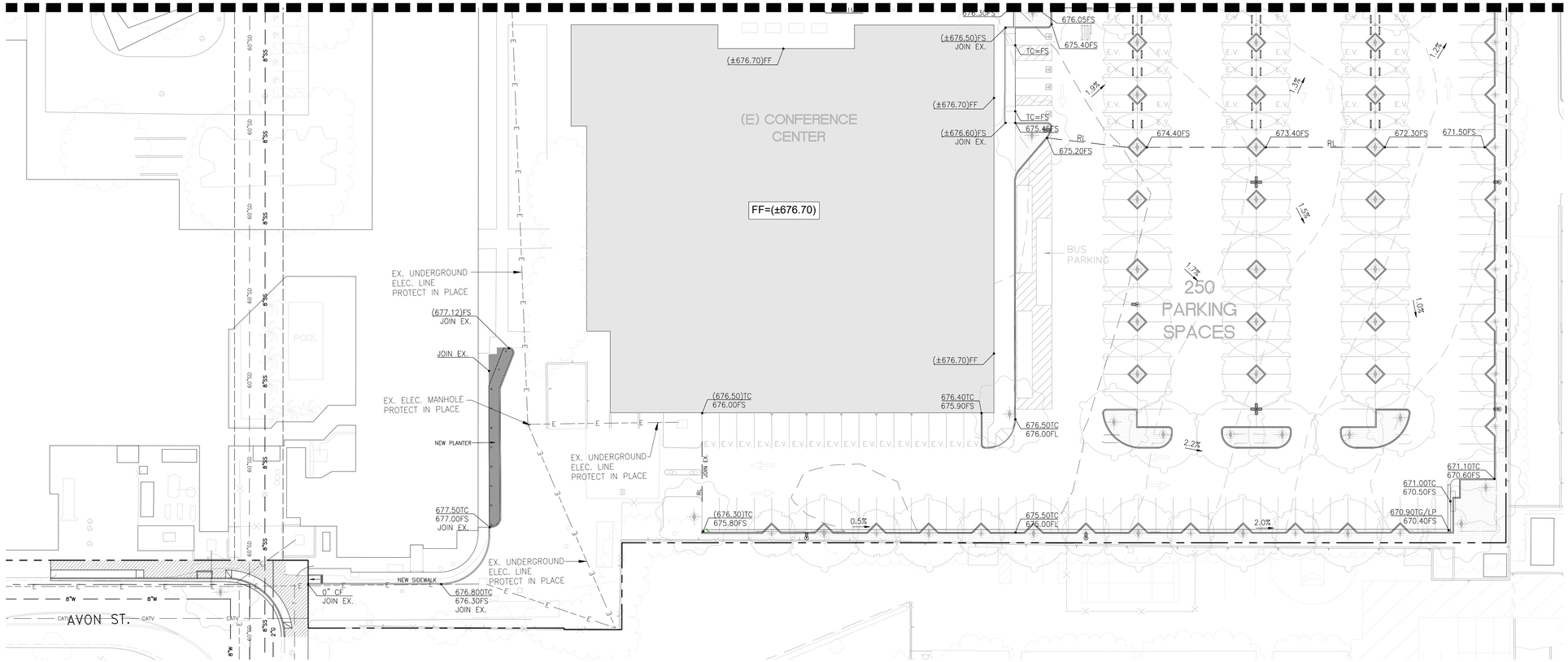
FUSCOE ENGINEERING
full circle thinking

JOB NO. **AWH04**

DATE. **09/09/2024**

DRAWING NO. C1.0

MATCHLINE - SEE SHEET C1.0



LEGEND

PROPERTY LINE/ RIGHT-OF-WAY	CB	CATCH BASIN	ROW	RIGHT-OF-WAY
LIMIT OF GRADING	CL	CENTERLINE	TC	TOP OF CURB
SD PROPOSED STORM DRAIN	FF	FINISHED FLOOR	TG	TOP OF GRATE
SD EXISTING STORM DRAIN	FL	FLOWLINE	TW	TOP OF WALL
WALL	FS	FINISHED SURFACE	TYP	TYPICAL
X.X% SLOPE PERCENTAGE	HP	HIGHPOINT	UNO	UNLESS NOTED OTHERWISE
SURFACE SHEET FLOW	INV	INVERT		PROPOSED CURB RAMP
PLANTER	PL	PROPERTY LINE		24" WIDE CURB SLOT

N

30' 0' 15' 30'
SCALE: 1" = 30'

CONCEPTUAL SITE PRECISE GRADING PLAN

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

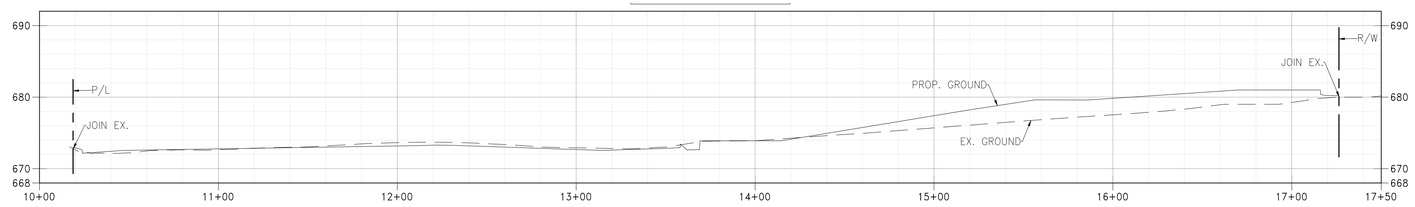
PROJECT INFO.
1 RESPONSE TO CITY COMMENTS 9/4/2023, UPDATED GRADING PLAN
2 RESPONSE TO CITY COMMENTS 03/06/2024, UPDATED GRADING PLAN
3 RESPONSE TO CITY COMMENTS 05/31/2024, UPDATE STREET IMPROVEMENT PLANS

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

FUSCOE ENGINEERING full circle thinking

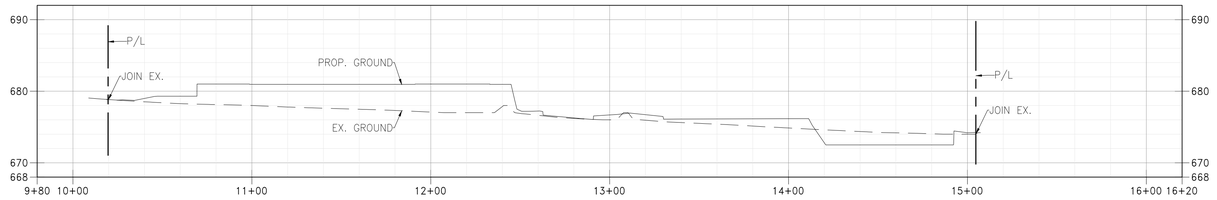
JOB NO. **AWH04**
DATE. **09/09/2024**
DRAWING NO. C1.1





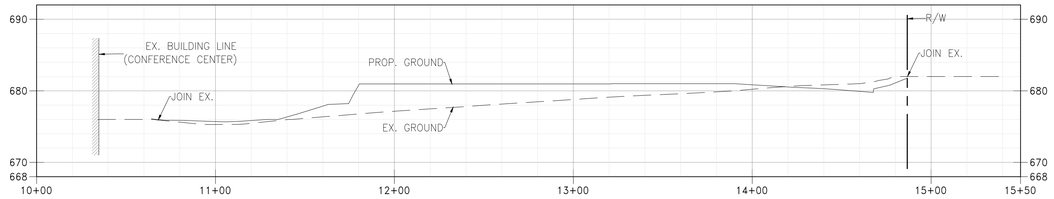
SECTION "A"

SCALE: H 1" = 40'
V 1" = 10'



SECTION "B"

SCALE: H 1" = 40'
V 1" = 10'



SECTION "C"

SCALE: H 1" = 40'
V 1" = 10'

LEGEND

	CUT
	FILL
	NATURAL TERRAIN/NON-DISTURBED AREA
	STREET
	BUILDING PAD
	UNDERGROUND DETENTION BASIN
EX.	EXISTING
℄	PROPERTY LINE
PROP.	PROPOSED
ROW	RIGHT-OF-WAY

EARTHWORK

DESCRIPTION	CUT (CY)	FILL (CY)
MASS EXCAVATION	1,825	10,565
UNDERGROUND DETENTION BASIN (20'X200'X5')	740	0
TOTAL	2,565	10,565
IMPORT	8,000	

N

50' 0' 25' 50'

SCALE: 1" = 50'

CONCEPTUAL SITE EARTHWORK STUDY

ARCHITECTURAL DIMENSIONS

801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023
ADDED NEW SHEET FOR CONCEPTUAL SITE EARTHWORK STUDY AND CROSSE SECTIONS

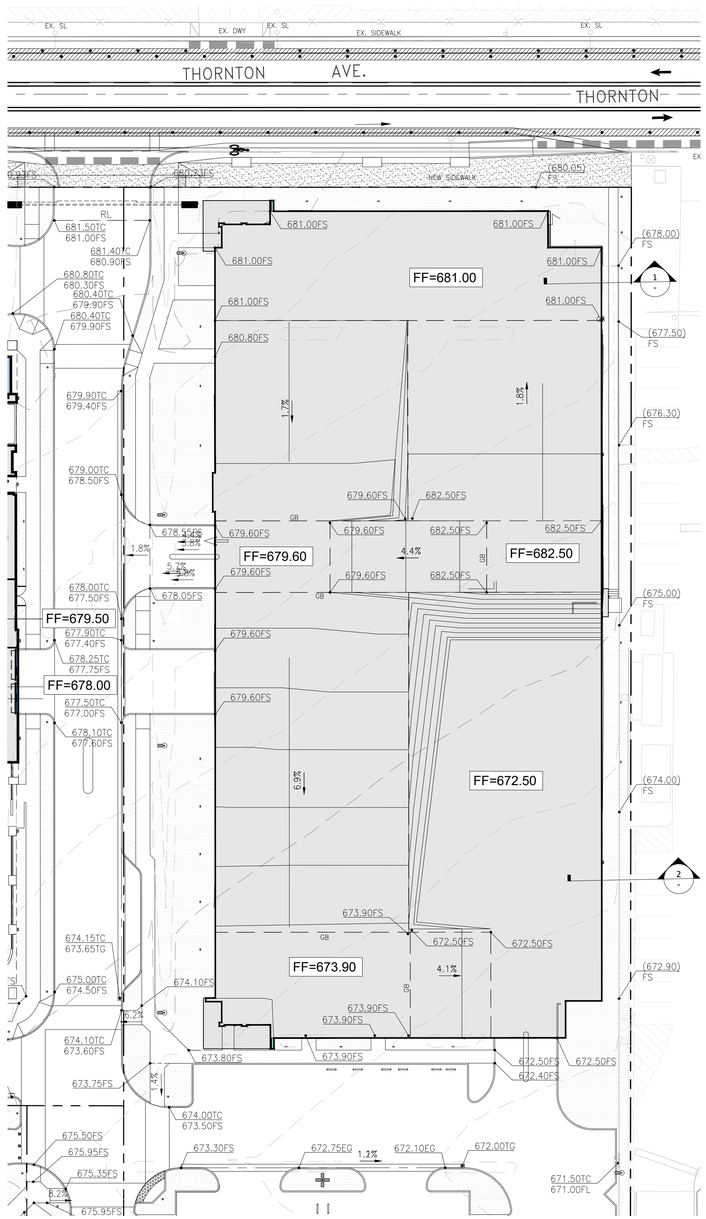
MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

FUSCOE ENGINEERING
full circle thinking

JOB NO. **AWH04**

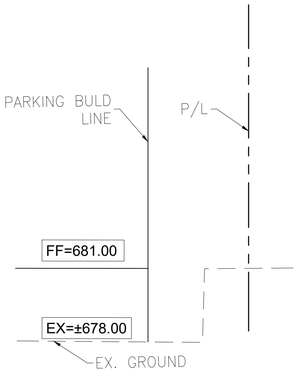
DATE. **09/09/2024**

DRAWING NO. C2.0

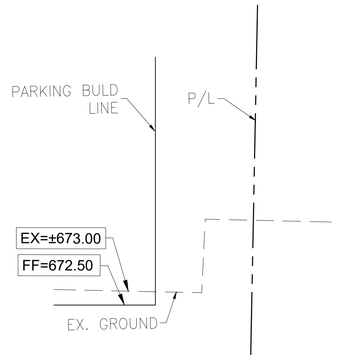


LEGEND

PROPERTY LINE/ RIGHT-OF-WAY	CB	CATCH BASIN	ROW	RIGHT-OF-WAY
LIMIT OF GRADING	CL	CENTERLINE	TC	TOP OF CURB
SD PROPOSED STORM DRAIN	FF	FINISHED FLOOR	TG	TOP OF GRATE
SD EXISTING STORM DRAIN	FL	FLOWLINE	TW	TOP OF WALL
WALL	FS	FINISHED SURFACE	TYP	TYPICAL
X.X% SLOPE PERCENTAGE	HP	HIGHPOINT	UNO	UNLESS NOTED OTHERWISE
SURFACE SHEET FLOW	INV	INVERT		PROPOSED CURB RAMP
PLANTER	P	PROPERTY LINE		24" WIDE CURB SLOT

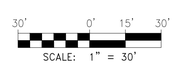


SECTION "1"
N.T.S.



SECTION "2"
N.T.S.





CONCEPTUAL GARAGE STRUCTURAL EXCAVATION PLAN

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

FUSCOE ENGINEERING
full circle thinking

JOB NO. **AWH04**
DATE. **09/09/2024**
DRAWING NO. C3.0

LID AREA SUMMARY

	TOTAL AREA (ACRES)	PERVIOUS AREA (ACRES)	PERCENT IMPERVIOUS
EXISTING CONDITIONS	6.16	0.48	92.18%
PROPOSED CONDITIONS	6.16	0.85	86.26%

Peak Flow Hydrologic Analysis

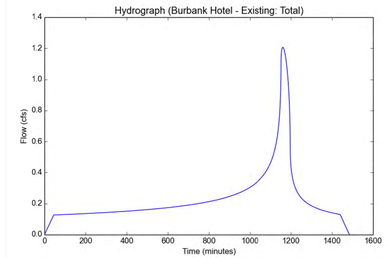
File location: F:/Projects/4147/001/Sandbox/Varand/230515 - LID Study/HydroCalc/Burbank Hotel - Existing - Total (85th Percentile).pdf
Version: HydroCalc 1.0.2

Input Parameters

Project Name	Burbank Hotel - Existing
Subarea ID	Total
Area (ac)	6.165
Flow Path Length (ft)	1600.0
Flow Path Slope (vft/hft)	0.015
85th Percentile Rainfall Depth (in)	1.1
Percent Impervious	0.9218
Soil Type	15
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.1
Peak Intensity (in/hr)	0.2337
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.8374
Time of Concentration (min)	45.0
Clear Peak Flow Rate (cfs)	1.2064
Burned Peak Flow Rate (cfs)	1.2064
24-Hr Clear Runoff Volume (ac-ft)	0.4694
24-Hr Clear Runoff Volume (cu-ft)	20445.2911



Peak Flow Hydrologic Analysis

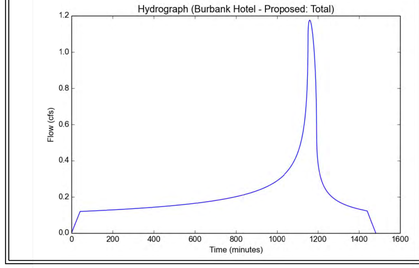
File location: F:/Projects/4147/001/_Support Files/Reports/SUSUMP/HydroCalc/Burbank Hotel - Proposed - Total.pdf
Version: HydroCalc 1.0.2

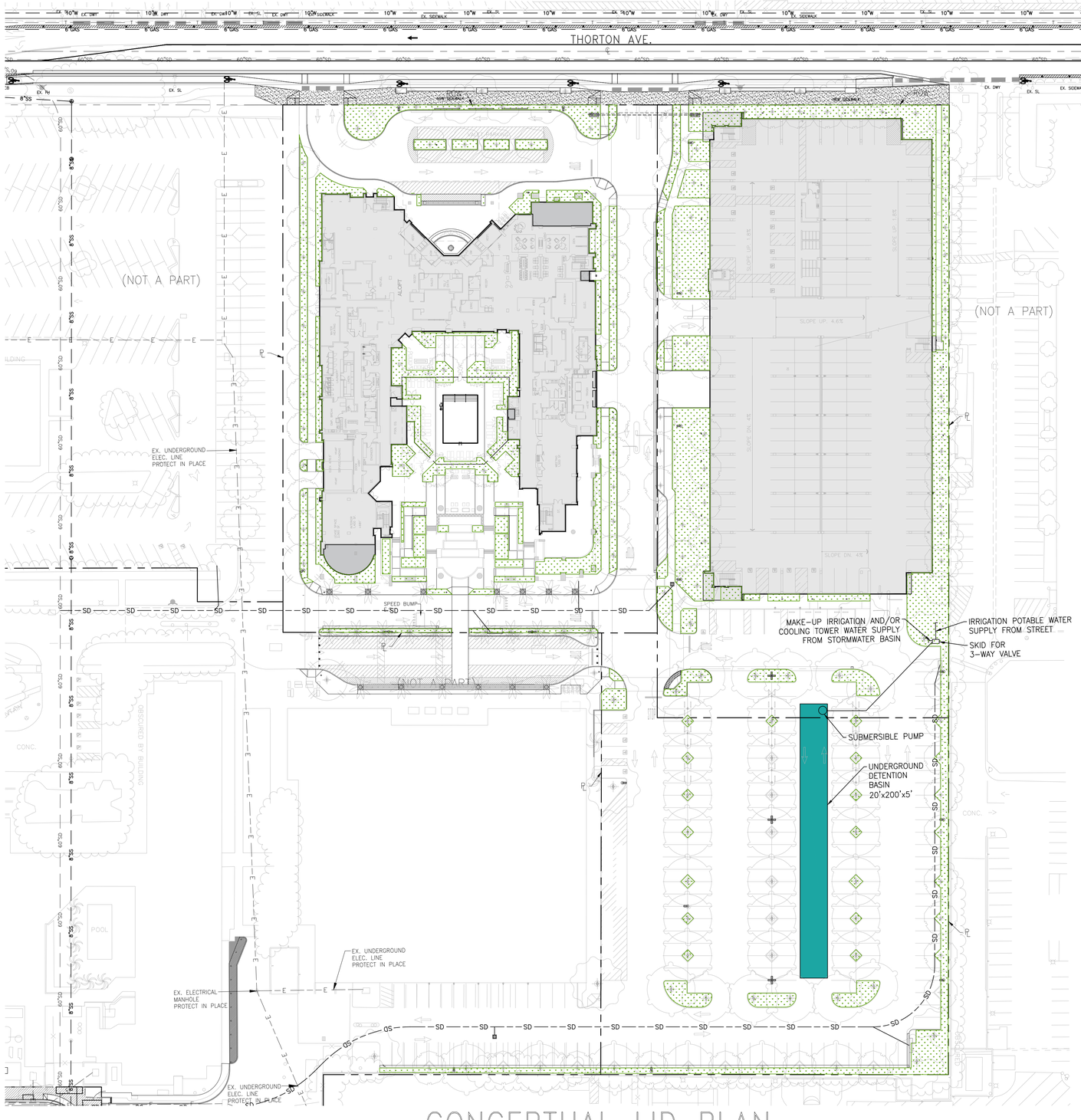
Input Parameters

Project Name	Burbank Hotel - Proposed
Subarea ID	Total
Area (ac)	6.165
Flow Path Length (ft)	1200.0
Flow Path Slope (vft/hft)	0.01
85th Percentile Rainfall Depth (in)	1.1
Percent Impervious	0.8626
Soil Type	15
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.1
Peak Intensity (in/hr)	0.2414
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.7901
Time of Concentration (min)	42.0
Clear Peak Flow Rate (cfs)	1.1757
Burned Peak Flow Rate (cfs)	1.1757
24-Hr Clear Runoff Volume (ac-ft)	0.4428
24-Hr Clear Runoff Volume (cu-ft)	19288.9766





TOTAL Area (A)	268,554	ft^2
Impervious Area (A_I)	227,352	ft^2
Undeveloped Area (A_U)	0	ft^2
Pervious Area (A_P)	41,202	ft^2
85th Percentile or 0.75 inch (P)	1.16	in
V_m = (P/12 ft) x [(A_I)(0.9)+(A_P+A_U)(0.1)] =	**20,178**	**ft^3**
k_{SAT},measured (per geotechnical report)=	0.9	in/hr
Factor of Safety (FS) =	3	
k_{SAT},design = k_{SAT},measured /FS =	0.3	in/hr
Drawdown Time (T) =	96	hr
k_{SAT} (ft/s)=	**6.94444E-06**	**ft/s**
Amin = (Vm*12 in/ft)/(T*ksat,design) =	**8407**	**ft^2**
Adrywell =(Depth of Infiltration*CircumferenceRock + AreaRock$_{Bottom}$)	**971**	**ft^2**
Design rate with Infiltration area for flow (disposal) rate (ksat*Adrywell)	**0.0067**	**ft^3/s**
Volume disposal rates:		
$V_{96\,hr}$: k_{SAT}*96hrs*3600s/hr	2330	ft^3
$V_{3\,hr}$: k_{SAT}*3hrs*3600s/hr	**72**	**ft^3**
V_{WELL} = (Sc*Area$_{CHAMBER}$+Hg*AreaRock*40%)	**722**	**ft^3**
Drywells Hypothetically Used	**4**	
$V_{WELL\ TOTAL}$= V_{WELL} * #Wells =	**2888**	**ft^3**
$V_{3\,HR\ TOTAL}$= $V_{3\,hr}$ * #Wells =	**288**	**ft^3**
$V_{PRE\text{-}TREATMENT}$=	**188**	**ft^3**
$V_{DRYWELL\ SYSTEM}$ = $V_{WELL\ TOTAL}$ + $V_{3\,HR\ TOTAL}$ + $V_{PRE\text{-}TREATMENT}$ =	**3364**	**ft^3**
Volume storage chamber required= V_m - $V_{DRYWELL}$=	**16,814**	**ft^3**

LEGEND

- CENTER LINE
- PROPERTY LINE / RIGHT OF WAY
- PERVIOUS AREA

N

40' 0' 20' 40'

SCALE: 1" = 40'

CONCEPTUAL LID PLAN

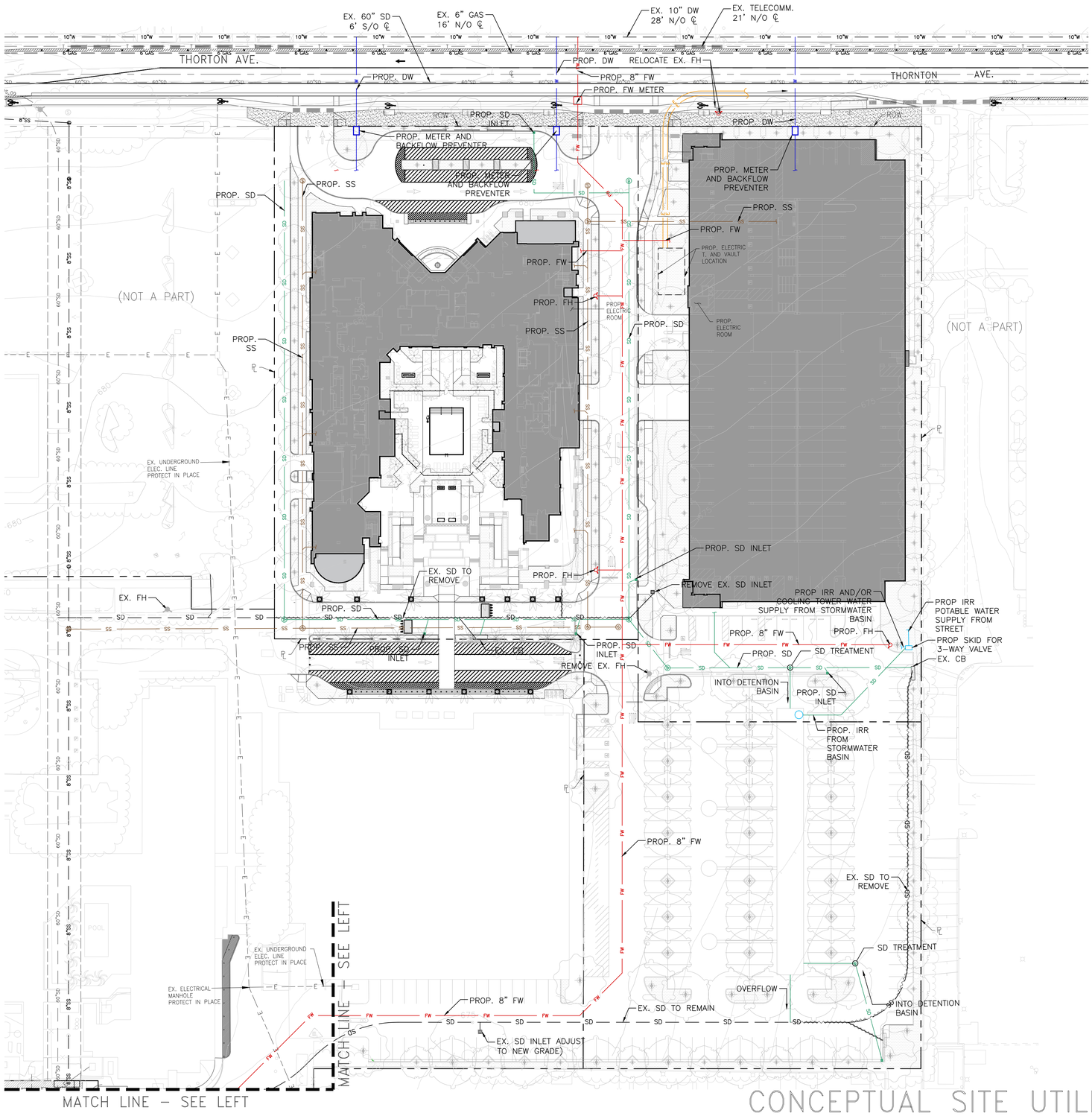
ARCHITECTURAL DIMENSIONS

801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.
1. RESPONSE TO CITY COMMENTS 9/4/2023
UPDATED PLANTING AREA
2. UPDATED PLANTING AREA 3/06/2024
4. RESPONSE TO DRAINAGE REPORT REVIEW COMMENTS 9/9/2024
UPDATE TO LID PLAN

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

JOB NO. **AWH04**
DATE. **09/09/2024**
DRAWING NO. C4.0



LEGEND

— — —	CENTERLINE
— — —	PROPERTY LINE / RIGHT-OF-WAY
SD	PROPOSED STORM DRAIN
SS	PROPOSED SANITARY SEWER
DW	PROPOSED DOMESTIC WATER
FW	PROPOSED FIRE WATER
RW	PROPOSED RECYCLED WATER
E	PROPOSED ELECTRICAL LINE
—SD—	EXISTING STORM DRAIN
—SS—	EXISTING SANITARY SEWER
—E—	EXISTING ELECTRICAL LINE
Ⓢ	SEWER MANHOLE
Ⓓ	STORM DRAIN MANHOLE
℄	CENTERLINE
P	PROPERTY LINE
ROW	RIGHT OF WAY
N/O	NORTH OF
S/O	SOUTH OF
CB	CATCH BASIN
SS	SANITARY SEWER
SD	STORM DRAIN
RW	RECLAIMED WATER
DW	DOMESTIC WATER
FW	FIRE WATER

NOTE:
1. EXTENT OF AND PIPE INVERTS OF EXISTING ON-SITE STORM DRAIN SYSTEM TO BE VERIFIED IN THE FIELD POST ENTITLEMENT APPROVAL.

N

40' 0' 20' 40'
SCALE: 1" = 40'

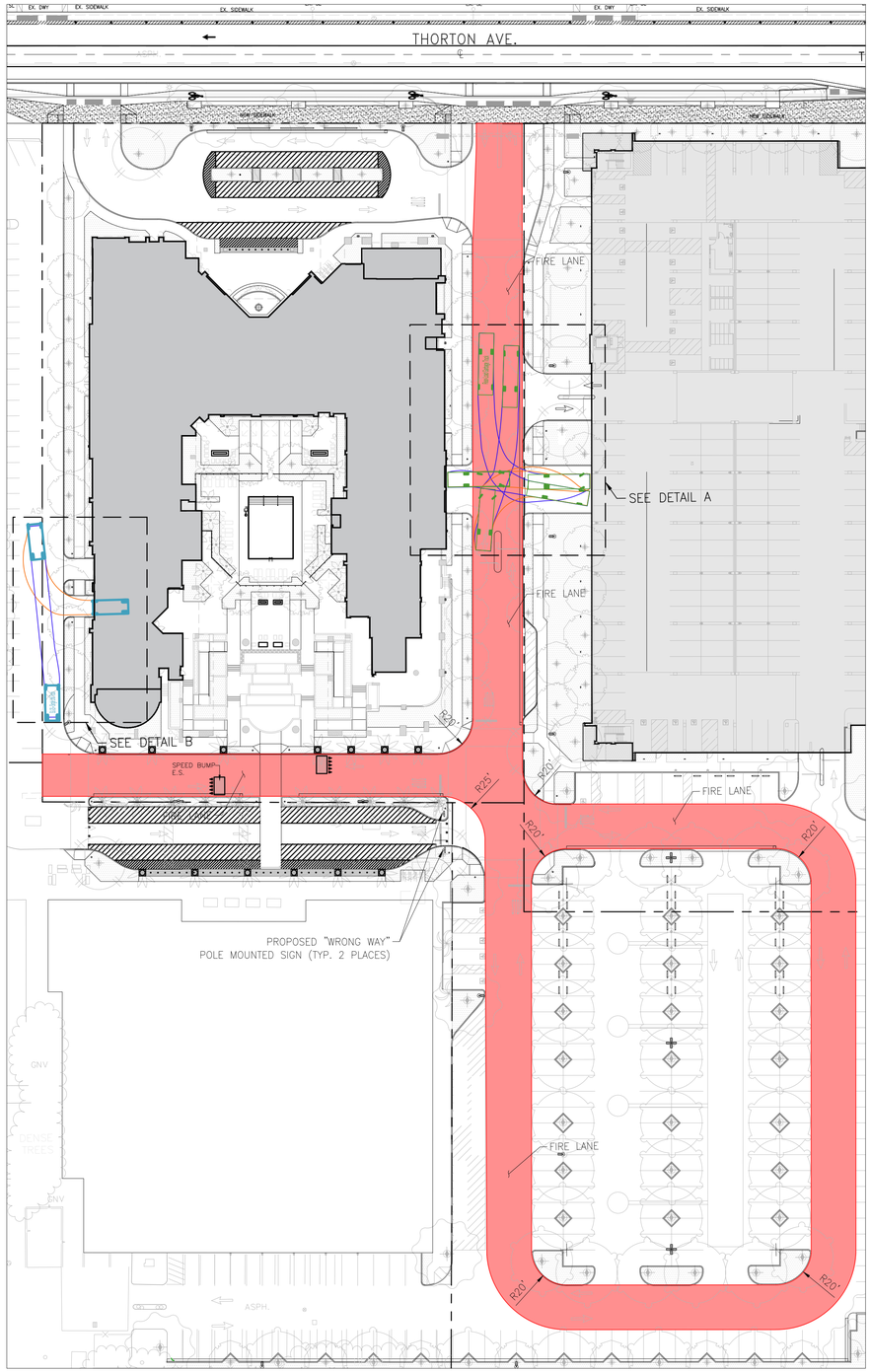
CONCEPTUAL SITE UTILITY PLAN

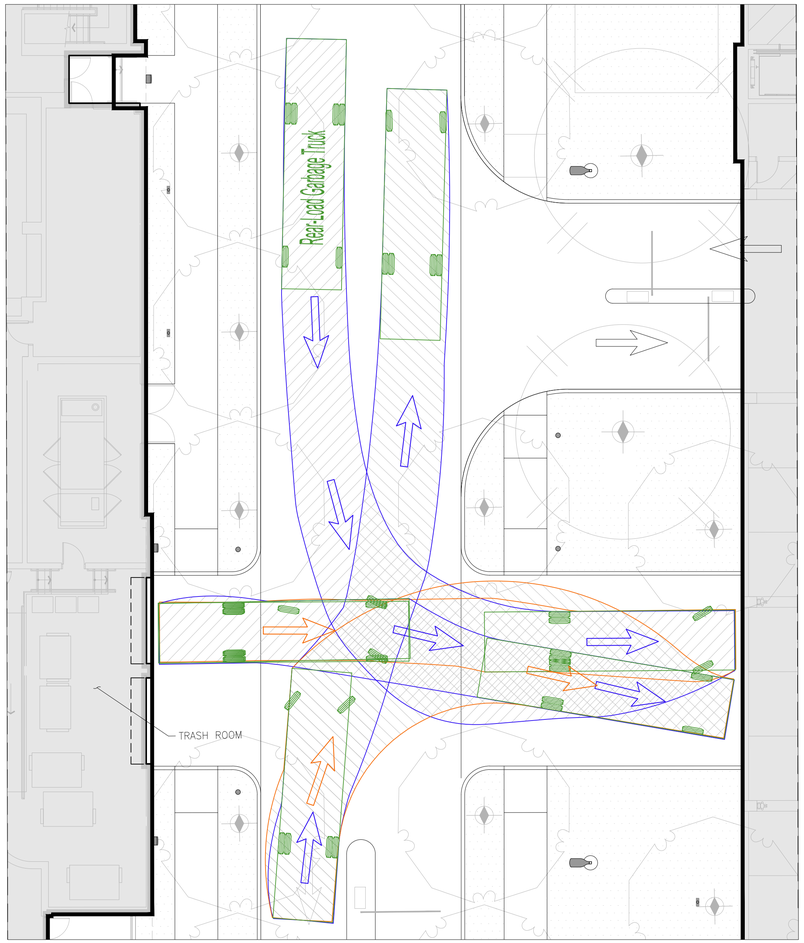
ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.
1 RESPONSE TO CITY COMMENTS 9/4/2023, UPDATED GRADING PLAN
2 RESPONSE TO CITY COMMENTS 03/06/2024
UPDATED UTILITY PLAN – REMOVED PROPOSED RECLAIMED WATER LINE, ADDED FIRE WATER LINE AND FIRE HYDRANT
3 RESPONSE TO CITY COMMENTS 05/31/2024, ADDED ELEC. INFORMATION TO THE PLAN

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

JOB NO. **AWH04**
DATE. **09/09/2024**
DRAWING NO. C5.0

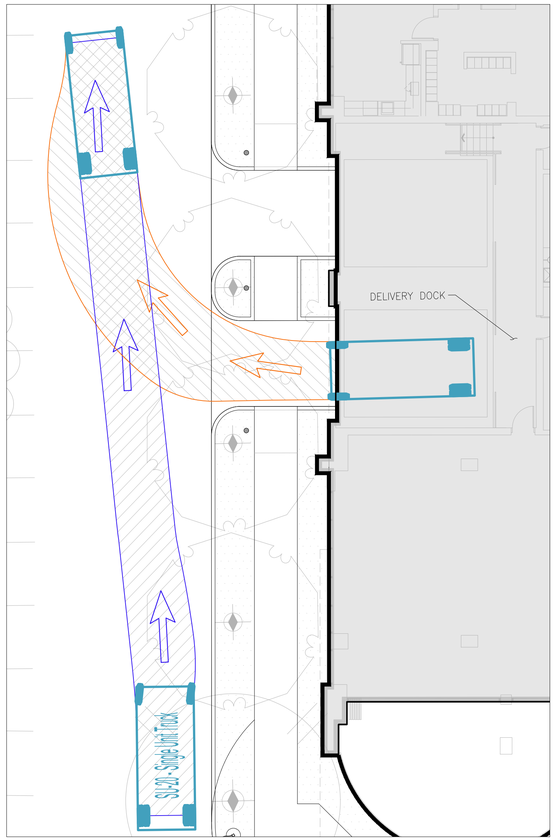




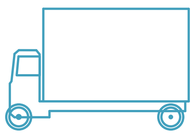
GARBAGE TRUCK TURNING RADIUS (A)
1"=10'



REAR LOAD GARBAGE TRUCK:
OVERALL LENGTH: 35 ft
WHEELBASE: 20 ft
OVERALL WIDTH: 8.38 ft
OVERALL BODY HEIGHT: 10.55 ft
MIN BODY GROUND CLEARANCE: 1 ft
TRACK WIDTH: 8.38 ft



DELIVERY TRUCK TURNING RADIUS (B)
1"=10'



DELIVERY TRUCK:
OVERALL LENGTH: 20.4 ft
WHEELBASE: 17 ft
OVERALL WIDTH: 8 ft
OVERALL BODY HEIGHT: 13.5 ft
MIN BODY GROUND CLEARANCE: 1.37 ft
TRACK WIDTH: 8 ft

CONCEPTUAL FIRE APPARATUS & SERVICE TRUCK CIRCULATION PLAN

LEGEND
- FORWARD DRIVE PATH
- REVERSE DRIVE PATH
- FIRE LANE

N
40' 0' 20' 40'
SCALE: 1" = 40'

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
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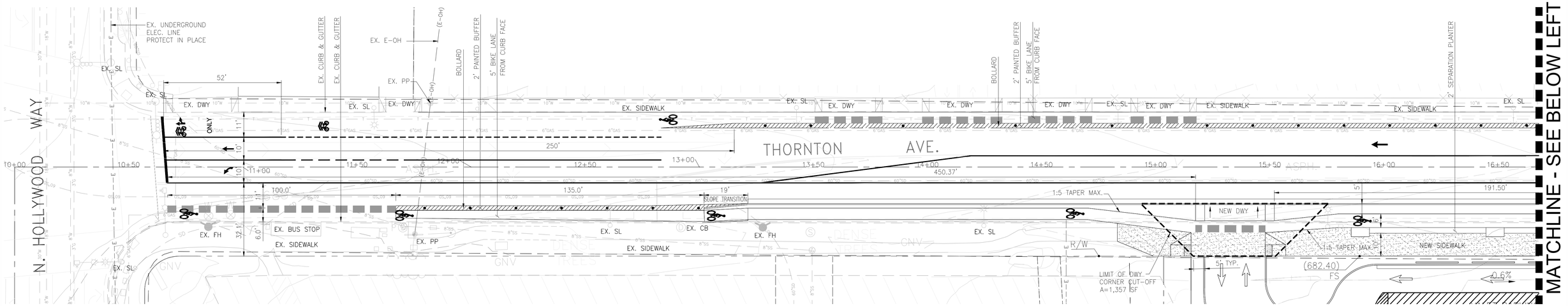
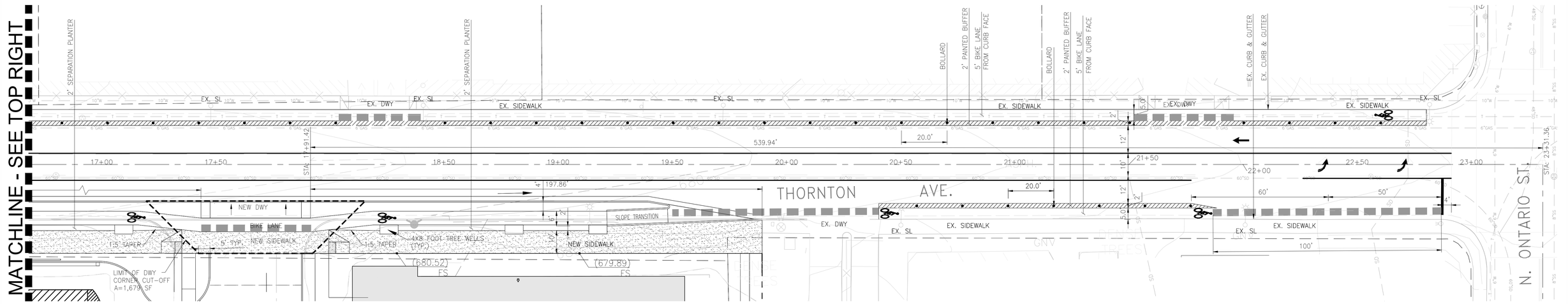
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

JOB NO. **AWH04**
DATE. **09/09/2024**
DRAWING NO. C6.0





LEGEND

	PROPERTY LINE/ RIGHT-OF-WAY
	GREEN BIKE BOXES

CB	CATCH BASIN
CL	CENTERLINE
FF	FINISHED FLOOR
FL	FLOWLINE
FS	FINISHED SURFACE
HP	HIGHPOINT
INV	INVERT
PL	PROPERTY LINE
ROW	RIGHT-OF-WAY
TC	TOP OF CURB
TG	TOP OF GRATE
TW	TOP OF WALL
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE
FH	FIRE HYDRANT
PP	POLE-POWER
SL	STREET LIGHT
SDMH	STORM DRAIN MAN HOLE

N

30' 0' 15' 30'
SCALE: 1" = 30'

CONCEPTUAL OFFSITE IMPROVEMENT PLAN – THORNTON

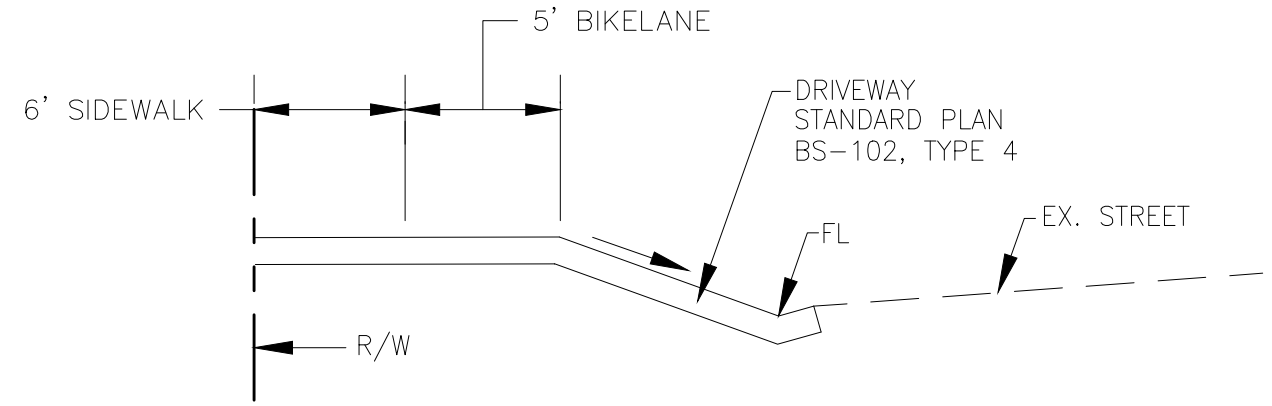
ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.
1. RESPONSE TO CITY COMMENTS 9/4/2023, UPDATE STREET IMPROVEMENT PLANS
2. RESPONSE TO CITY COMMENTS 03/06/2024, UPDATE STREET IMPROVEMENT PLANS
3. RESPONSE TO CITY COMMENTS 05/31/2024, UPDATE STREET IMPROVEMENT PLANS

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

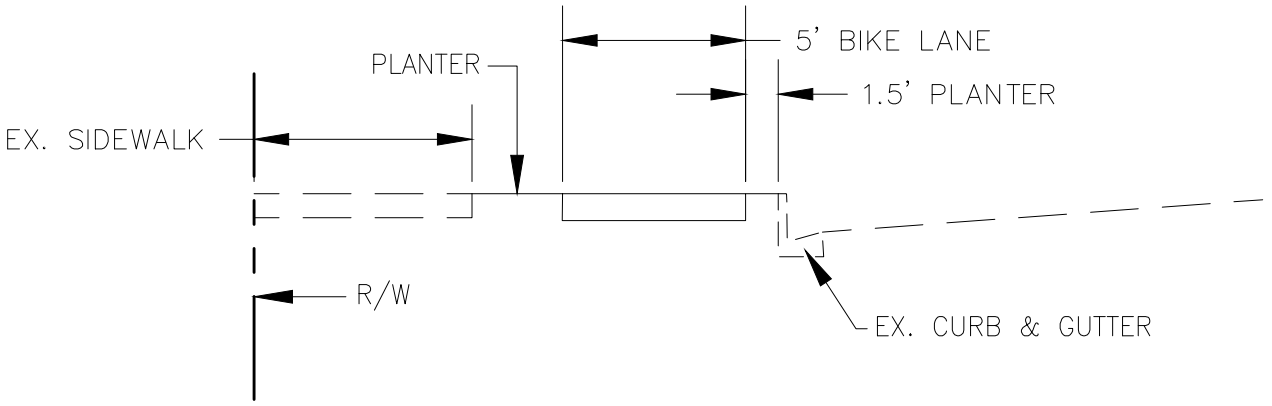
FUSCOE ENGINEERING
full circle thinking

JOB NO. **AWH04**
DATE. **09/09/2024**
DRAWING NO. **C7.0**



SECTION AT DRIVEWAY

NOT TO SCALE



SECTION AT SIDEWALK

NOT TO SCALE

FUSCOE ENGINEERING
FULL CIRCLE THINKING®

06/17/2024

F:\PROJECTS\4147\001\PLANS\ENTITLEMENTS\CONCEPTUAL GRADING PLAN\4147-001 - CONCEPTUAL STREET IMPROVEMENT-C7.DWG (06-17-2024 1:03:57PM) Plotted by: ghormoz

LEGEND

— — —	PROPERTY LINE/ RIGHT-OF-WAY
CB	CATCH BASIN
CL	CENTERLINE
FF	FINISHED FLOOR
FL	FLOWLINE
FS	FINISHED SURFACE
HP	HIGHPOINT
INV	INVERT
PL	PROPERTY LINE
ROW	RIGHT-OF-WAY
TC	TOP OF CURB
TG	TOP OF GRATE
TW	TOP OF WALL
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE
FH	FIRE HYDRANT
PP	POLE-POWER
SL	STREET LIGHT
SDMH	STORM DRAIN MAN HOLE

CONCEPTUAL OFFSITE IMPROVEMENT PLAN – AVON

30' 0' 15' 30'
SCALE: 1" = 30'

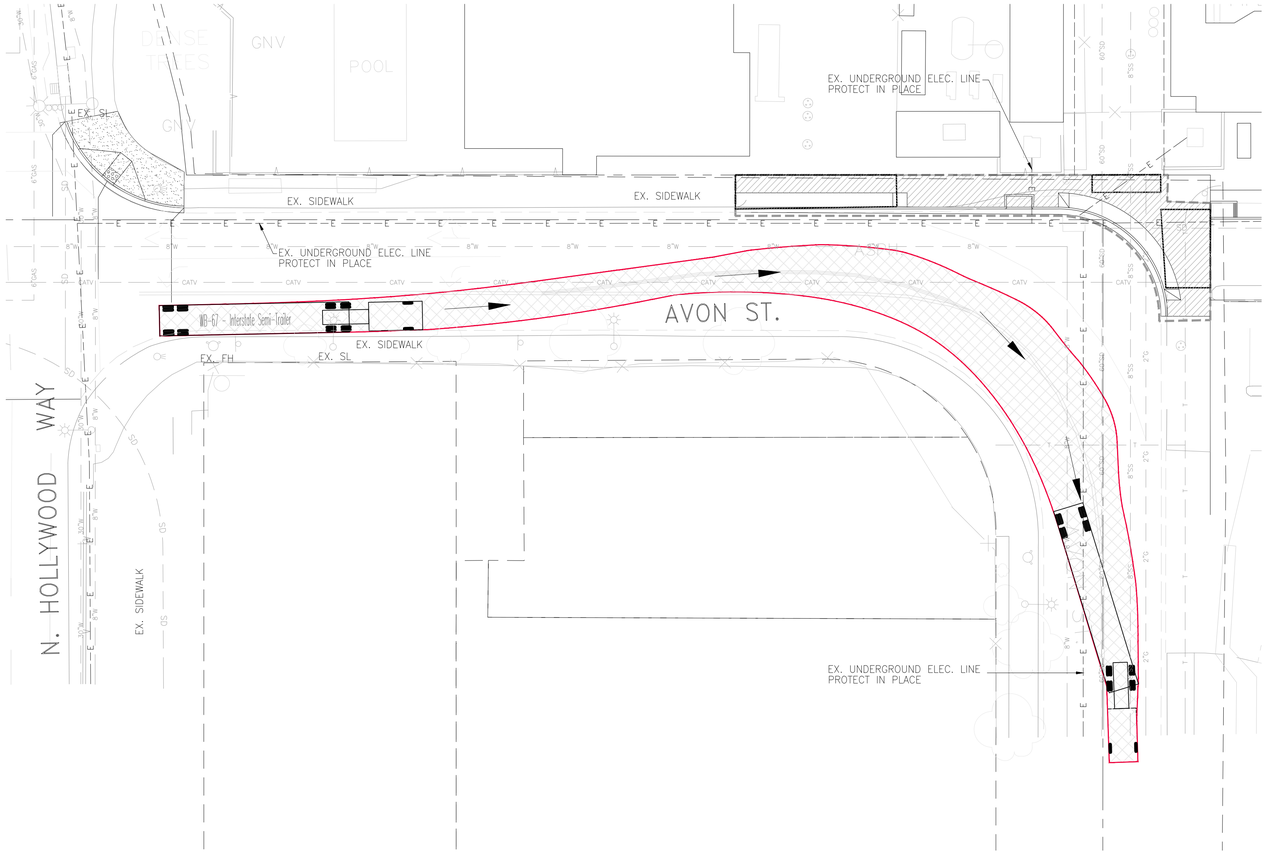
ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.
1 RESPONSE TO CITY COMMENTS 9/4/2023, UPDATE STREET IMPROVEMENT PLANS
2 RESPONSE TO CITY COMMENTS 03/06/2024, UPDATE STREET IMPROVEMENT PLANS
3 RESPONSE TO CITY COMMENTS 05/31/2024, UPDATE STREET IMPROVEMENT PLANS

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

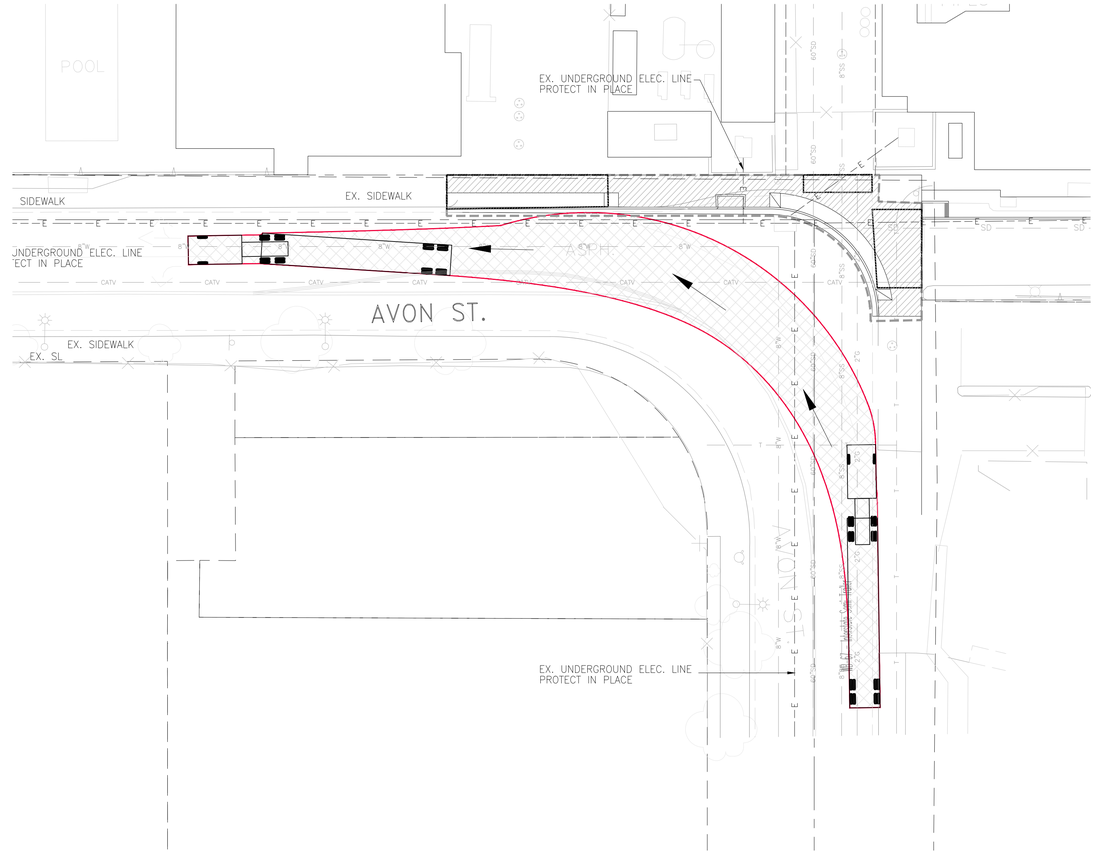
FUSCOE ENGINEERING full circle thinking

JOB NO. **AWH04**
DATE. **09/09/2024**
DRAWING NO. C7.1



TRUCK TURNING – AASHTO WB–67

FROM WEST AVON ST TO SOUTH AVON ST.



TRUCK TURNING – AASHTO WB–67

FROM SOUTH AVON ST TO WEST AVON ST.

N

30' 0' 15' 30'
SCALE: 1" = 30'

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.

1. RESPONSE TO CITY COMMENTS 9/4/2023, UPDATE STREET IMPROVEMENT PLANS
2. RESPONSE TO CITY COMMENTS 03/06/2024, UPDATE STREET IMPROVEMENT PLANS
3. RESPONSE TO CITY COMMENTS 05/31/2024, UPDATE STREET IMPROVEMENT PLANS

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

FUSCOE ENGINEERING
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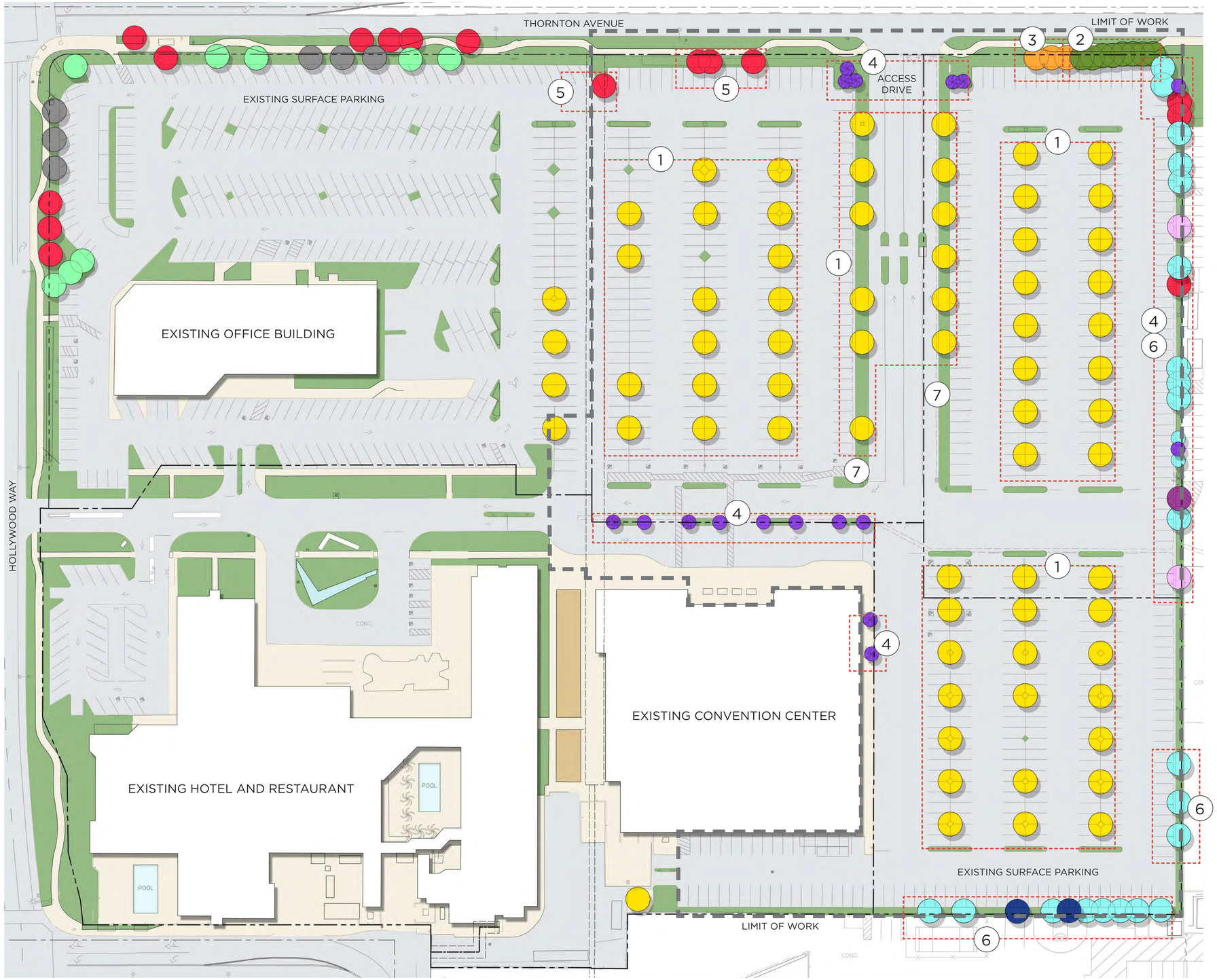
JOB NO. **AWH04**
DATE. **09/09/2024**
DRAWING NO. C7.2



EXISTING TREES

- BAMBUSA SPP. (BAMBOO)
- BRISBANE BOX (LOPHOSTEMON CONFERTUS)
- CAMPHORA CINNAMOMUM (CAMPHOR)
- CUPANIOPSIS ANACARDIOIDES (CARROTWOOD)
- FICUS CARICA (COMMON FIG)
- FICUS NITIDA (INDIAN LAUREL FIG)
- LIQUIDAMBAR STYRACIFLUA (LIQUIDAMBAR)
- PINUS CANARIENSIS (CANARY ISLAND PINE)
- ULMUS PARVIFLORA (CHINESE ELM)
- WASHINGTONIA ROBUSTA (MEXICAN FAN PALM)

LANDSCAPE TO BE REMOVED

1. ULMUS PARVIFOLIA/EVERGREEN ELM (65)
2. FICUS MICROCARPA/INDIAN LAUREL FIG (8)
3. CUPANIOPSIS ANACARDIOIDES/CAROTWOOD TREE (3)
4. WASHINGTONIA ROBUSTA/MEXICAN FAN PALM (17)
5. LIQUIDAMBAR STYRACIFLUA/SWEET GUM (4)
6. LOPHOSTEMON CONFERTUS/BRISBANE BOX & MISC. NON-NATIVE TREES (13)
7. TURF

N

0' 40' 80' 120'

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 FAX. 510.463.8395

BrightView Design Group

PROJECT INFO.

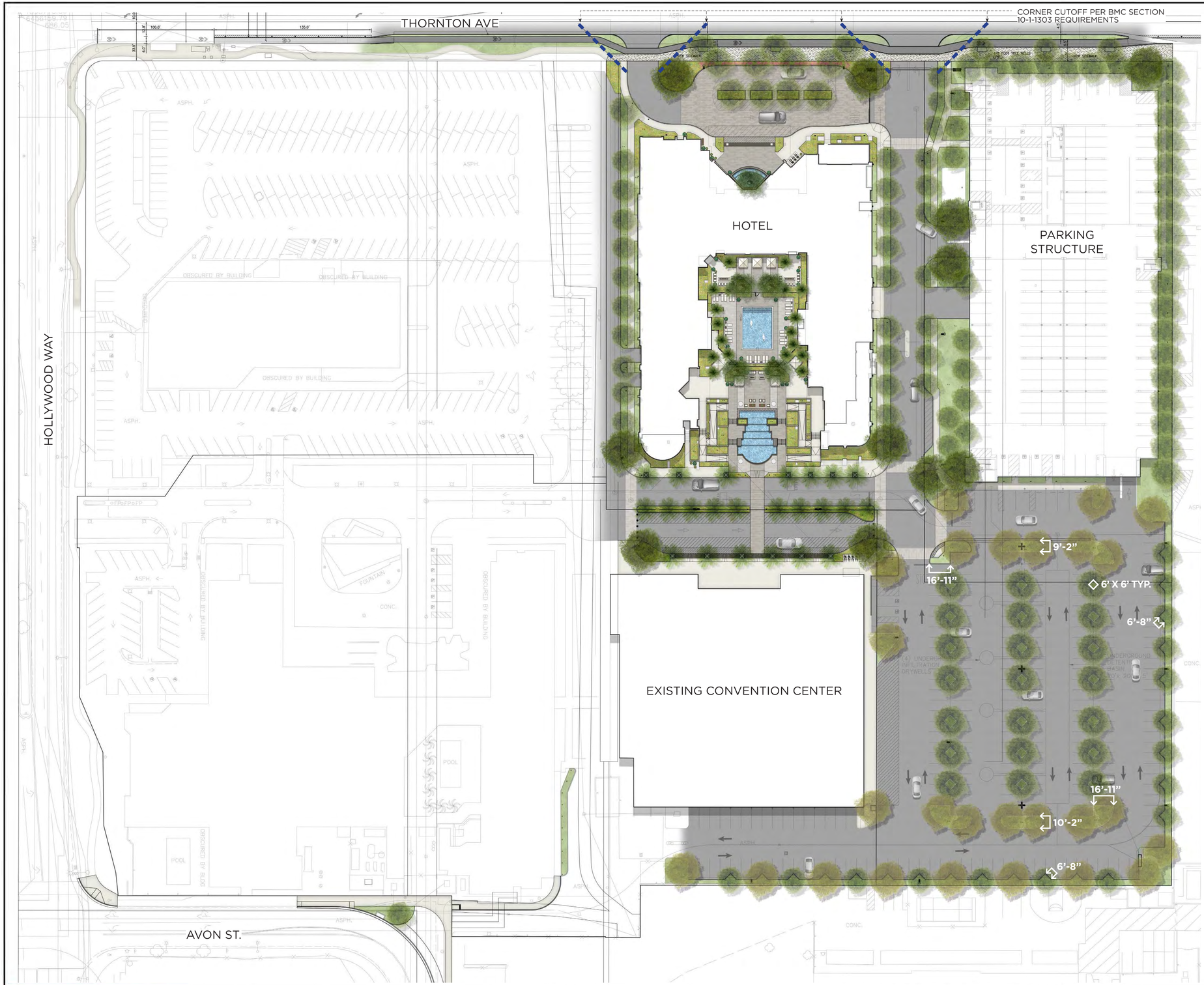
1 RESPONSE TO CITY COMMENTS 9/4/2023 VARIOUS SITE PLAN ADJUSTMENTS

2 REVISED LANDSCAPE LAYOUT FOR NEW HOTEL DROP OFF AREA

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

JOB NO. AWH04 1731090
DATE. 02/29/2024

L1.101
SCHEMATIC SITE LANDSCAPE CONTEXT PLAN



NEW LANDSCAPED AREA:	40,408 SF
NEW IRRIGATION AREA:	40,408 SF
TOTAL LOT AREA:	512,265 SF

SITE TABULATIONS:

TOTAL LOT AREA:	512,265 SF
EXISTING LANDSCAPE AREA:	27, 275 SF
NEW LANDSCAPE AREA:	40,408 SF
TOTAL LANDSCAPE AREA:	67,683 SF
LANDSCAPE % OF TOTAL LOT:	13%

LANDSCAPE NOTES:

1. ALL AREAS REQUIRING LANDSCAPE SHALL INCLUDE THE INSTALLATION. TURF AND SHRUB IRRIGATION SYSTEMS SHALL BE IRRIGATED SEPARATELY.
2. PLANTS SHALL BE GROUPED ACCORDING TO WATER USE FACTORS PER WUCOLS ZONES
3. 3" MINIMUM DEPTH OF SHREDDED MULCH IN ALL PLANTER AREAS.
4. PLANTERS WITHIN PARKING LOT MEETS MINIMUM DIMENSION REQUIREMENTS PER MUNICIPAL CODE.

N

0' 40' 80' 120'

ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 FAX. 510.463.8395

BrightView Design Group

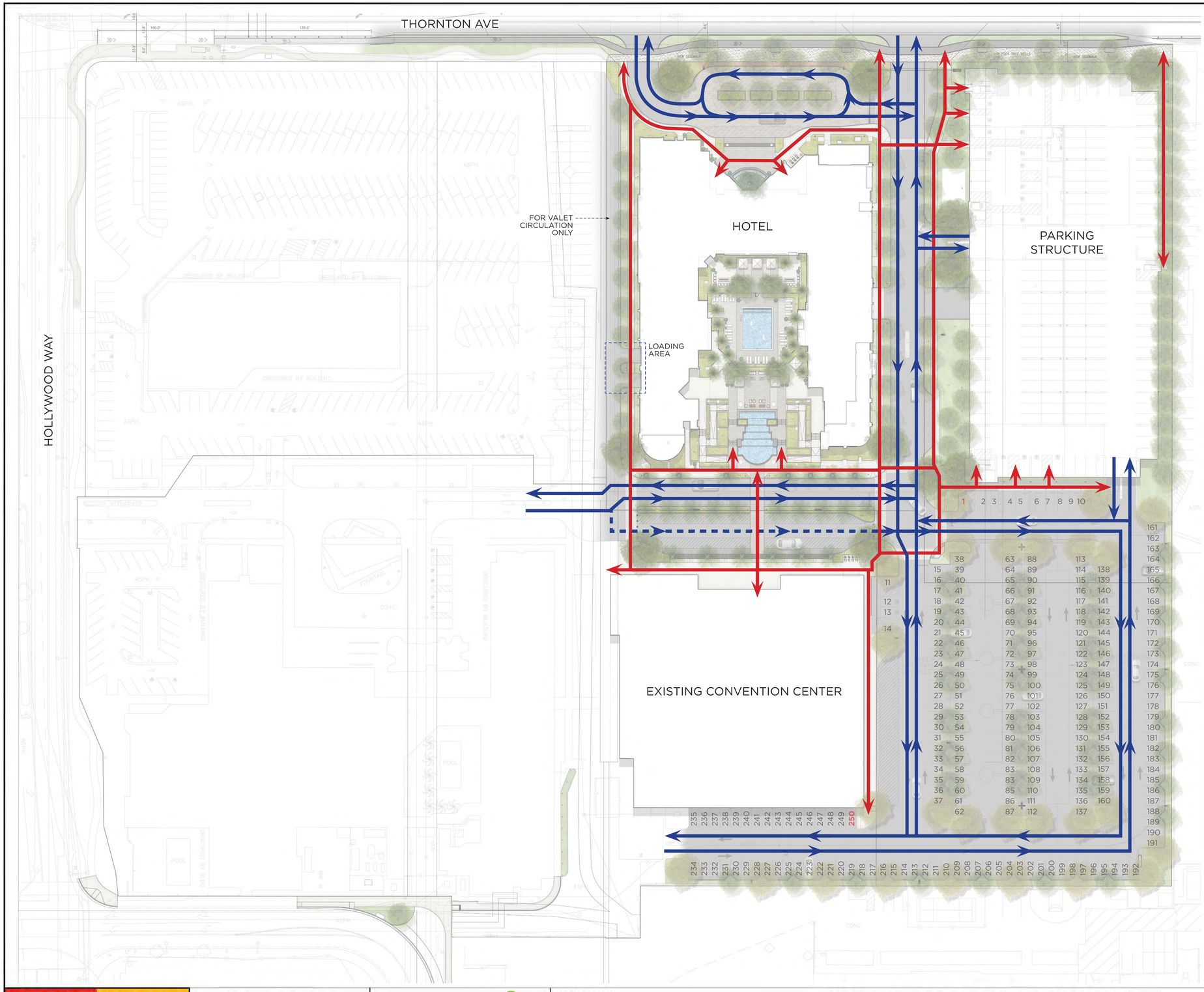
PROJECT INFO.

1. RESPONSE TO CITY COMMENTS 9/4/2025 VARIOUS SITE PLAN ADJUSTMENTS
2. REVISED LANDSCAPE LAYOUT FOR NEW HOTEL DROP OFF AREA

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

JOB NO. AWH04 1731090
DATE. 02/29/2024

L2.101
OVERALL SITE LANDSCAPE PLAN



LEGEND

- VEHICULAR CIRCULATION
- EVENT-ONLY VEHICULAR CIRCULATION
- PEDESTRIAN CIRCULATION

SURFACE PARKING: 250

LANDSCAPE NOTES:

1. ALL AREAS REQUIRING LANDSCAPE SHALL INCLUDE THE INSTALLATION. TURF AND SHRUB IRRIGATION SYSTEMS SHALL BE IRRIGATED SEPARATELY.
2. PLANTS SHALL BE GROUPED ACCORDING TO WATER USE FACTORS PER WUCOLS ZONES
3. 3" MINIMUM DEPTH OF SHREDDED MULCH IN ALL PLANTER AREAS.
4. PLANTERS WITHIN PARKING LOT MEETS MINIMUM DIMENSION REQUIREMENTS PER MUNICIPAL CODE.

N

0' 40' 80' 120'

ARCHITECTURAL DIMENSIONS
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BrightView Design Group

PROJECT INFO.

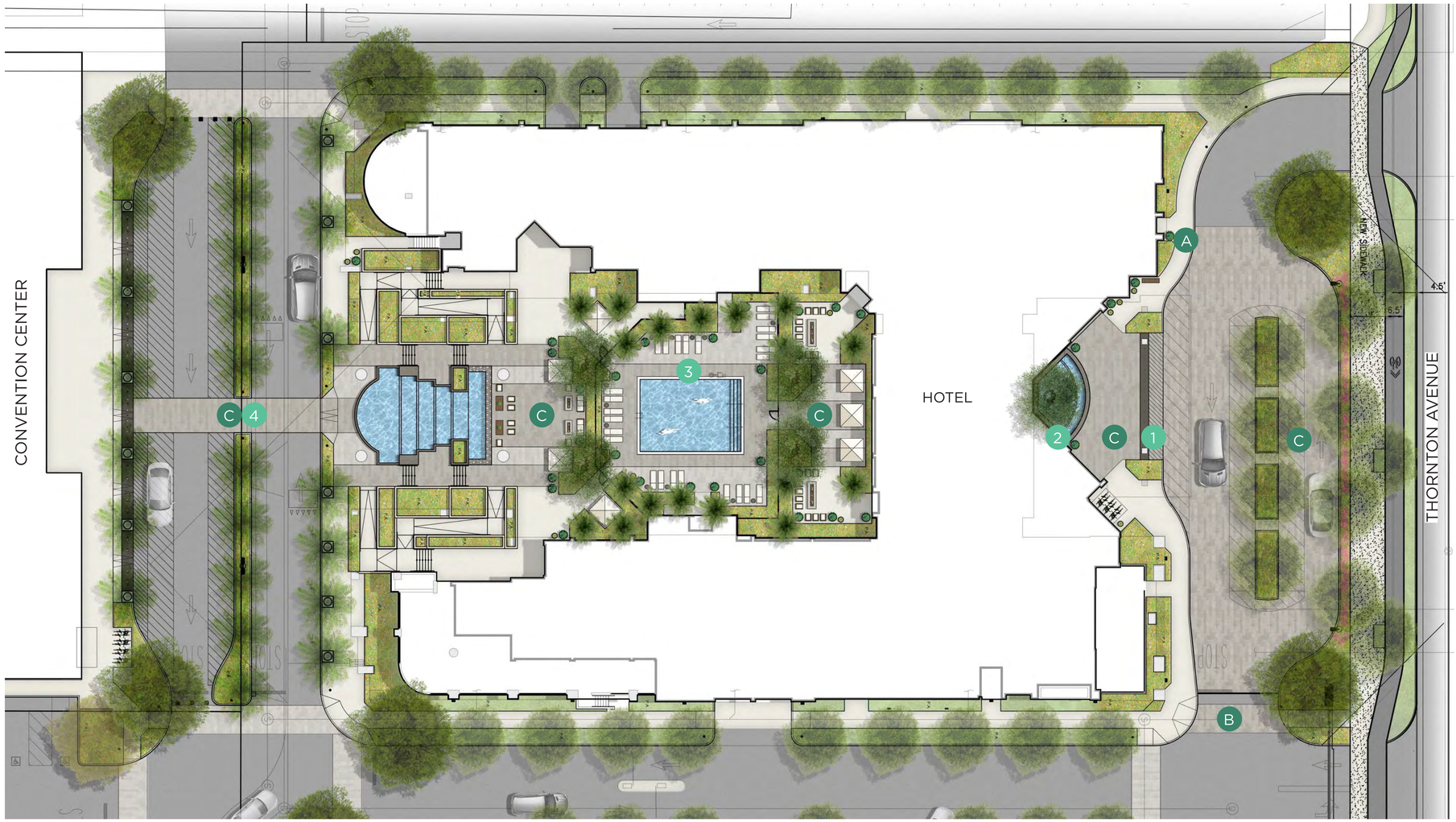
1 RESPONSE TO CITY COMMENTS 9/4/2023 VARIOUS SITE PLAN ADJUSTMENTS

2 REVISED LANDSCAPE LAYOUT FOR NEW HOTEL DROP OFF AREA

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

JOB NO. AWH04 1731090
DATE. 02/29/2024

L2.102 PARKING AND CIRCULATION PLAN



▼ PARKING STRUCTURE

N

0' 20' 40' 60'

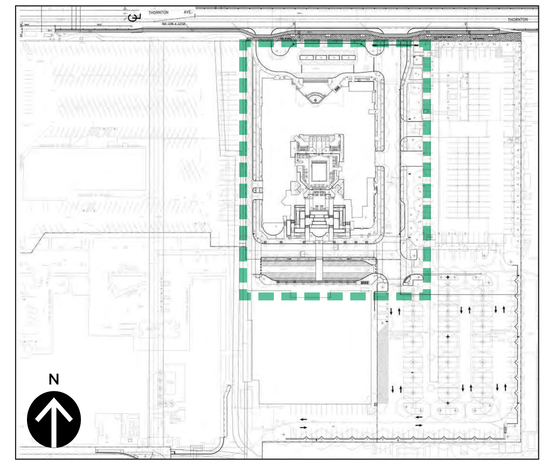
LEGEND

- 1 HOTEL DROP-OFF
- 2 WATER FEATURE
- 3 POOL DECK
- 4 WALK TOWARDS CONVENTION CENTER
- A ACCENT/NATURAL GRAY CONCRETE
- B CROSSWALK
- C ACCENT PAVING
- LANDSCAPE AREAS
- SITE HARDSCAPE AREAS
- VEHICULAR ACCESS PAVING PER CIVIL

LANDSCAPE NOTES:

1. ALL AREAS REQUIRING LANDSCAPE SHALL INCLUDE THE INSTALLATION. TURF AND SHRUB IRRIGATION SYSTEMS SHALL BE IRRIGATED SEPARATELY.
2. PLANTS SHALL BE GROUPED ACCORDING TO WATER USE FACTORS PER WUCOLS ZONES
3. 3" MINIMUM DEPTH OF SHREDDED MULCH IN ALL PLANTER AREAS.

KEY MAP



ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
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Walnut Creek, CA 94549
TEL. 510.463.8300 FAX. 510.463.8395

BrightView Design Group

PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2025 VARIOUS SITE PLAN ADJUSTMENTS

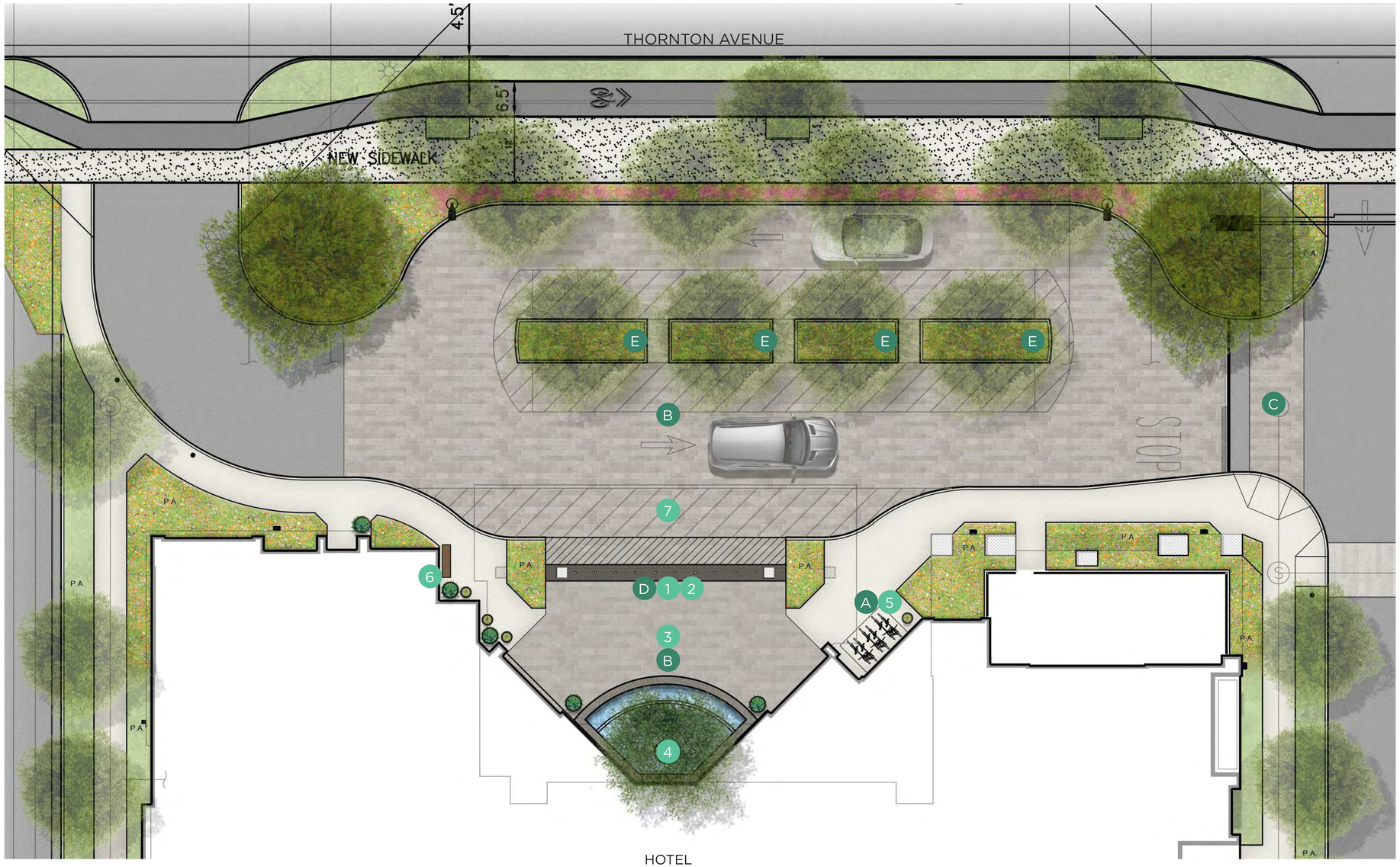
2 REVISED LANDSCAPE LAYOUT FOR NEW HOTEL DROP OFF AREA

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

JOB NO. **AWH04** 1731090

DATE. 02/29/2024

L3.101
SITE PLAN ENLARGEMENTS



HOTEL

N

0' 10' 20' 30'

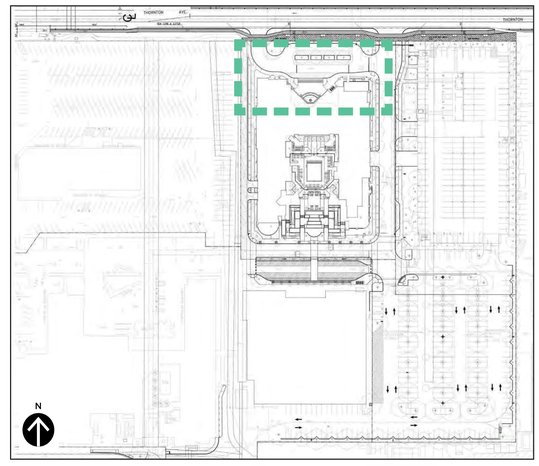
LEGEND

1 BOLLARDS
2 RAMP UP
3 ARRIVAL PLAZA
4 FLOATING TREE WATER FEATURE
5 BIKE RACKS (3)
6 BENCH SEATING
7 DROP-OFF
A ACCENT/NATURAL GRAY CONCRETE
B ACCENT PAVING
C CROSSWALK
D TRUNCATED DOME PAVERS
E 18" H. PLANTER
LANDSCAPE AREAS
SITE HARDSCAPE AREAS
VEHICULAR ACCESS PAVING PER CIVIL

LANDSCAPE NOTES:

1. ALL AREAS REQUIRING LANDSCAPE SHALL INCLUDE THE INSTALLATION. TURF AND SHRUB IRRIGATION SYSTEMS SHALL BE IRRIGATED SEPARATELY.
2. PLANTS SHALL BE GROUPED ACCORDING TO WATER USE FACTORS PER WUCOLS ZONES
3. 3" MINIMUM DEPTH OF SHREDDED MULCH IN ALL PLANTER AREAS.

KEY MAP



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Suite #230
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TEL. 510.463.8300 FAX. 510.463.8395

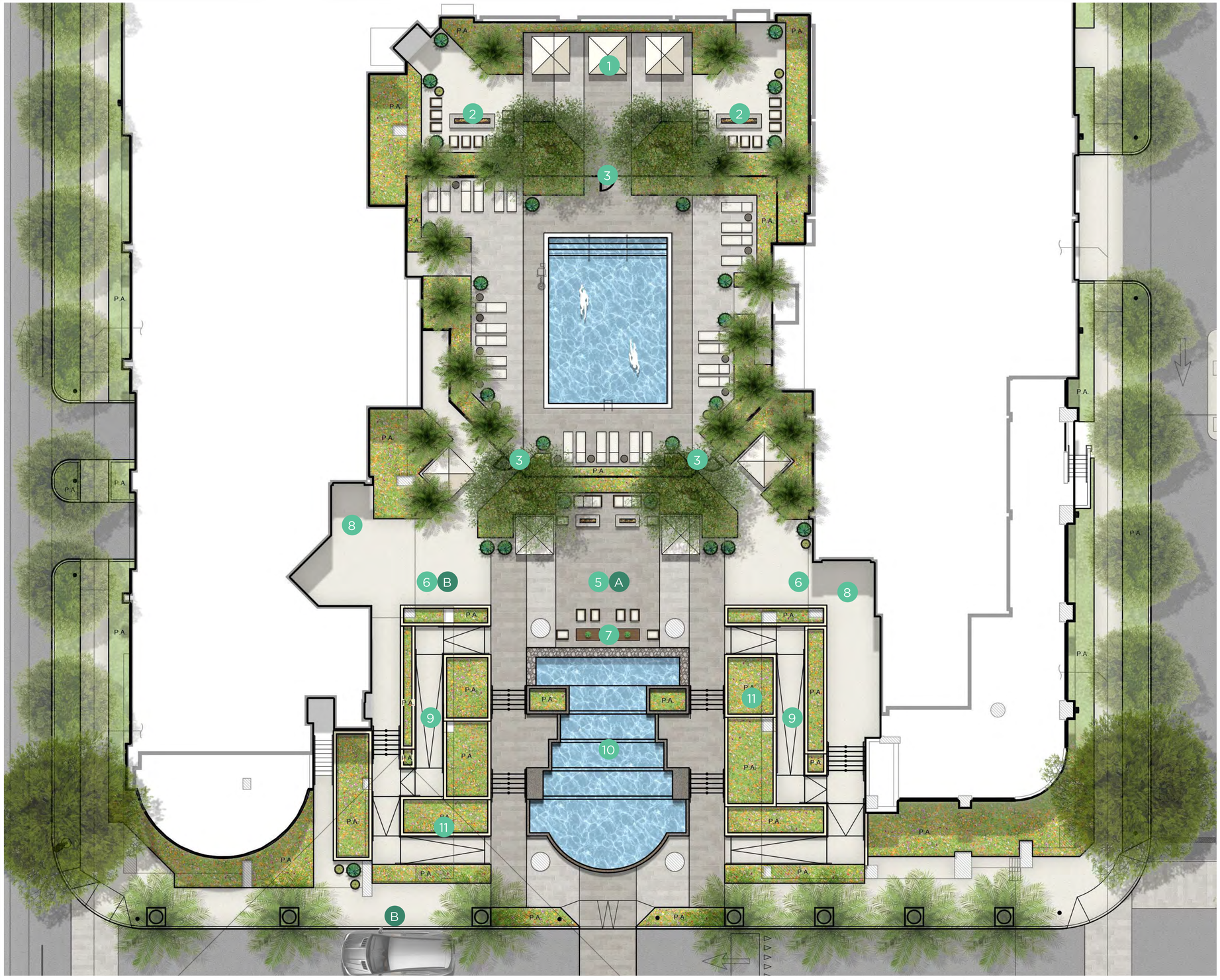
BrightView Design Group

PROJECT INFO.
1 RESPONSE TO CITY COMMENTS 9/4/2023 VARIOUS SITE PLAN ADJUSTMENTS
2 REVISED LANDSCAPE LAYOUT FOR NEW HOTEL DROP OFF AREA

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

JOB NO. AWH04 1731090
DATE. 02/29/2024

L3.102
SITE PLAN ENLARGEMENTS



LEGEND

1. UMBRELLA SEATING
2. FIRE PIT LOUNGE
3. POOL ENTRANCE
4. POOL SCREEN
5. ARRIVAL PLAZA
6. ENTRY PLAZA
7. POTENTIAL ART/LOUNGE
8. HOTEL ENTRANCE
9. ACCESS RAMP
10. WATER FEATURE
11. PLANTER WALLS

A. ACCENT PAVERS

B. ACCENT/NATURAL GRAY CONCRETE

LANDSCAPE AREAS

SITE HARDSCAPE AREAS

VEHICULAR ACCESS PAVING PER CIVIL

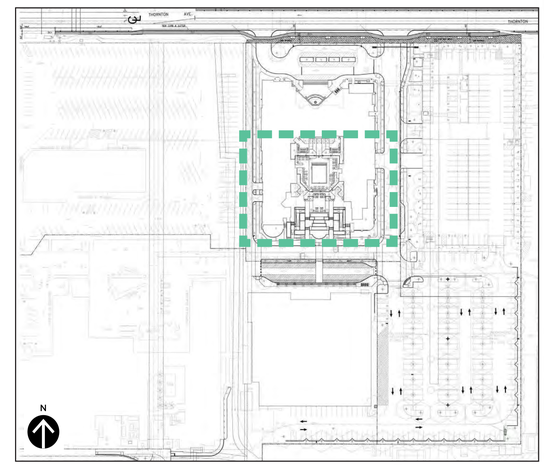
LANDSCAPE NOTES:

1. ALL AREAS REQUIRING LANDSCAPE SHALL INCLUDE THE INSTALLATION. TURF AND SHRUB IRRIGATION SYSTEMS SHALL BE IRRIGATED SEPARATELY.
2. PLANTS SHALL BE GROUPED ACCORDING TO WATER USE FACTORS PER WUCOLS ZONES
3. 3" MINIMUM DEPTH OF SHREDDED MULCH IN ALL PLANTER AREAS.

N

0' 10' 20' 30'

KEY MAP



ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
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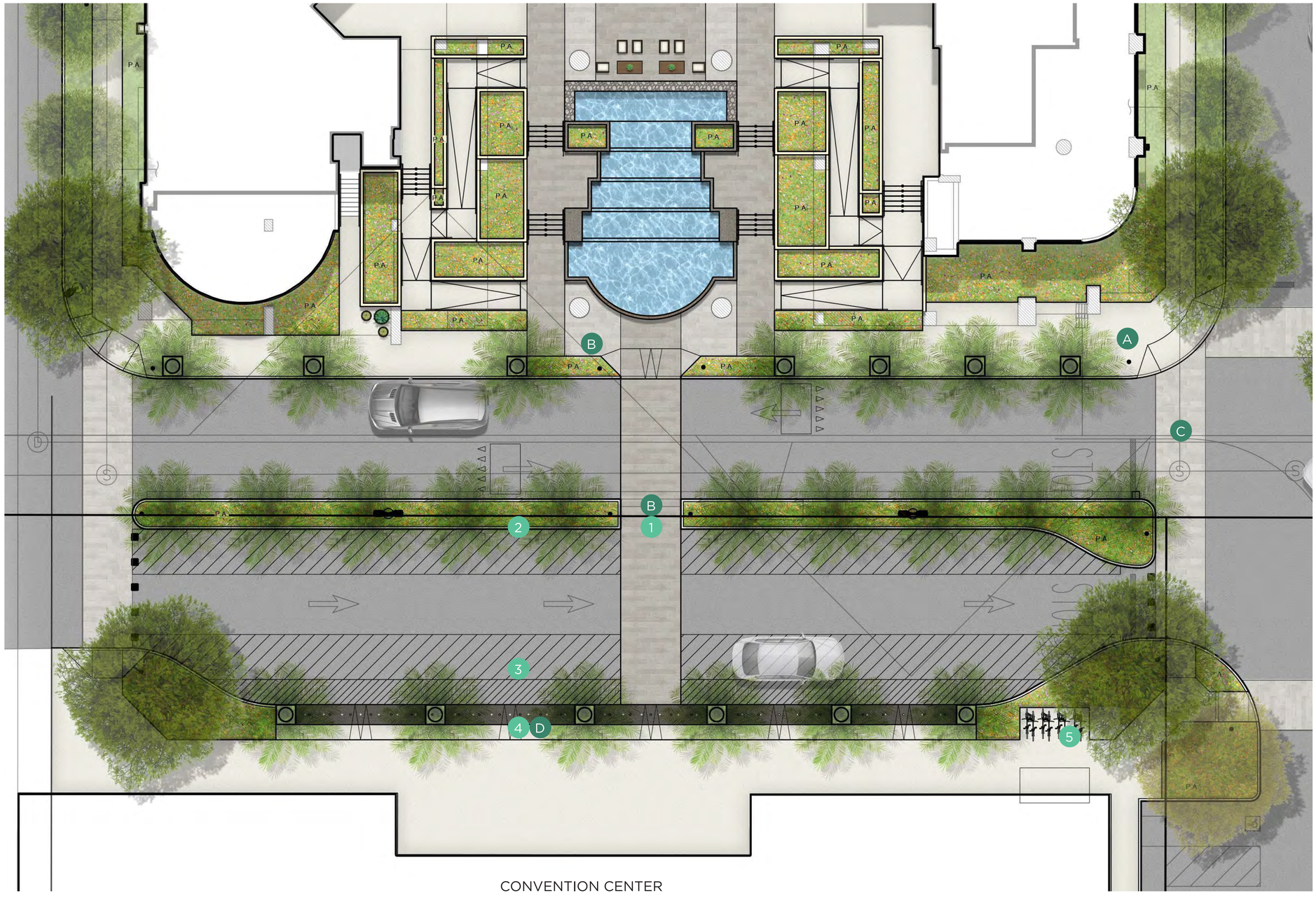
L3.103
SITE PLAN ENLARGEMENTS



LEGEND

- 1 CROSSWALK
- 2 MEDIAN PLANTING
- 3 LOADING/UNLOADING
- 4 BOLLARDS
- 5 BIKE RACKS (6)
- A ACCENT/NATURAL GRAY CONCRETE
- B ACCENT PAVERS
- C CROSSWALK PAVERS
- D TRUNCATED DOME PAVERS

LANDSCAPE AREAS

SITE HARDSCAPE AREAS

VEHICULAR ACCESS PAVING PER CIVIL

LANDSCAPE NOTES:

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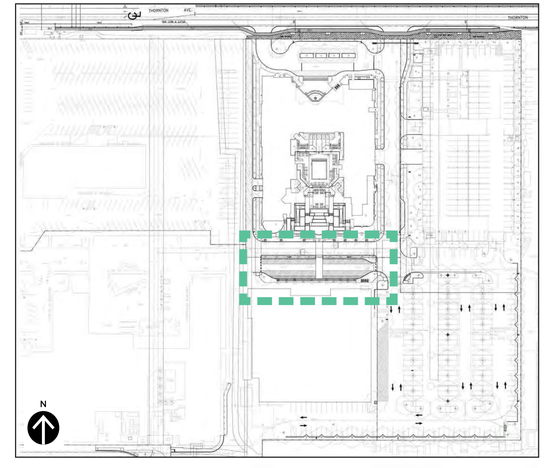

N

0' 10' 20' 30'

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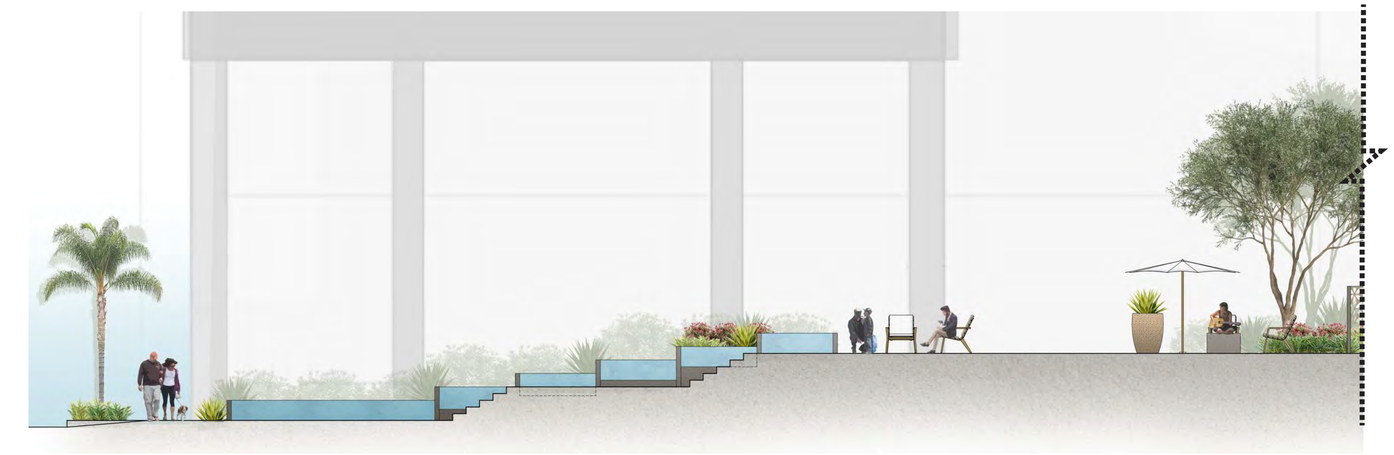
DATE. 02/29/2024

L3.104
SITE PLAN ENLARGEMENTS



COURTYARD SECTION

SCALE: 1/8” = 1’-0”





COURTYARD SECTION - ENLARGEMENT

SCALE: 3/16” = 1’-0”

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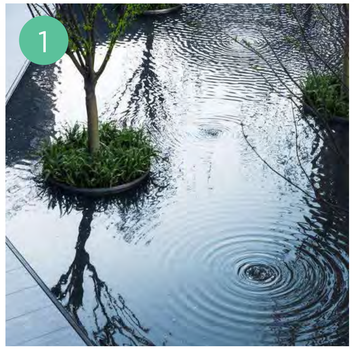
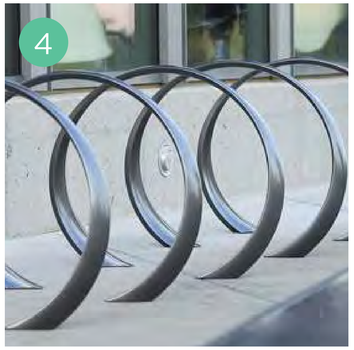
DATE. 02/29/2024

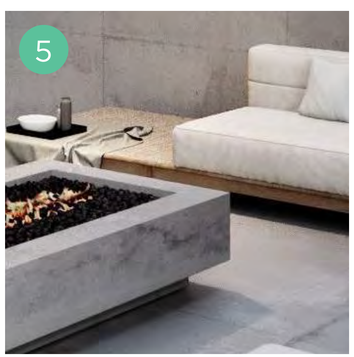
L3.105
SECTION

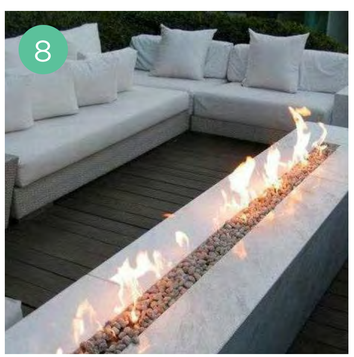




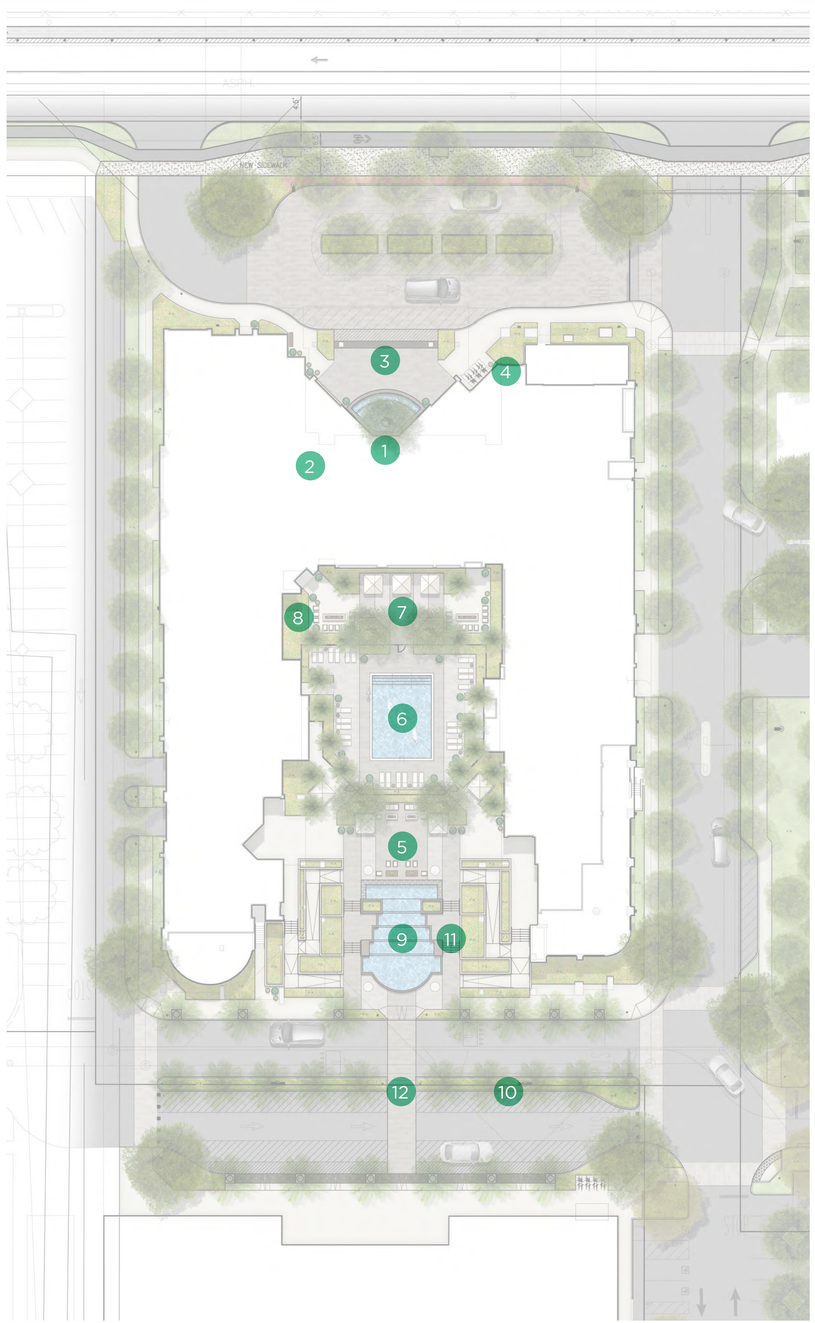








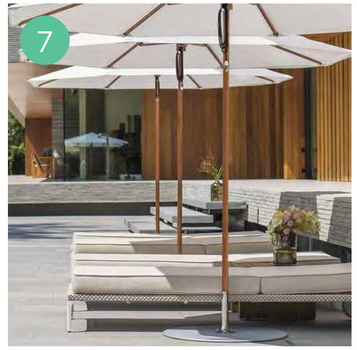




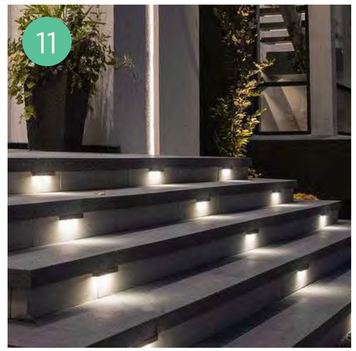
N

0’ 30’ 60’ 90’











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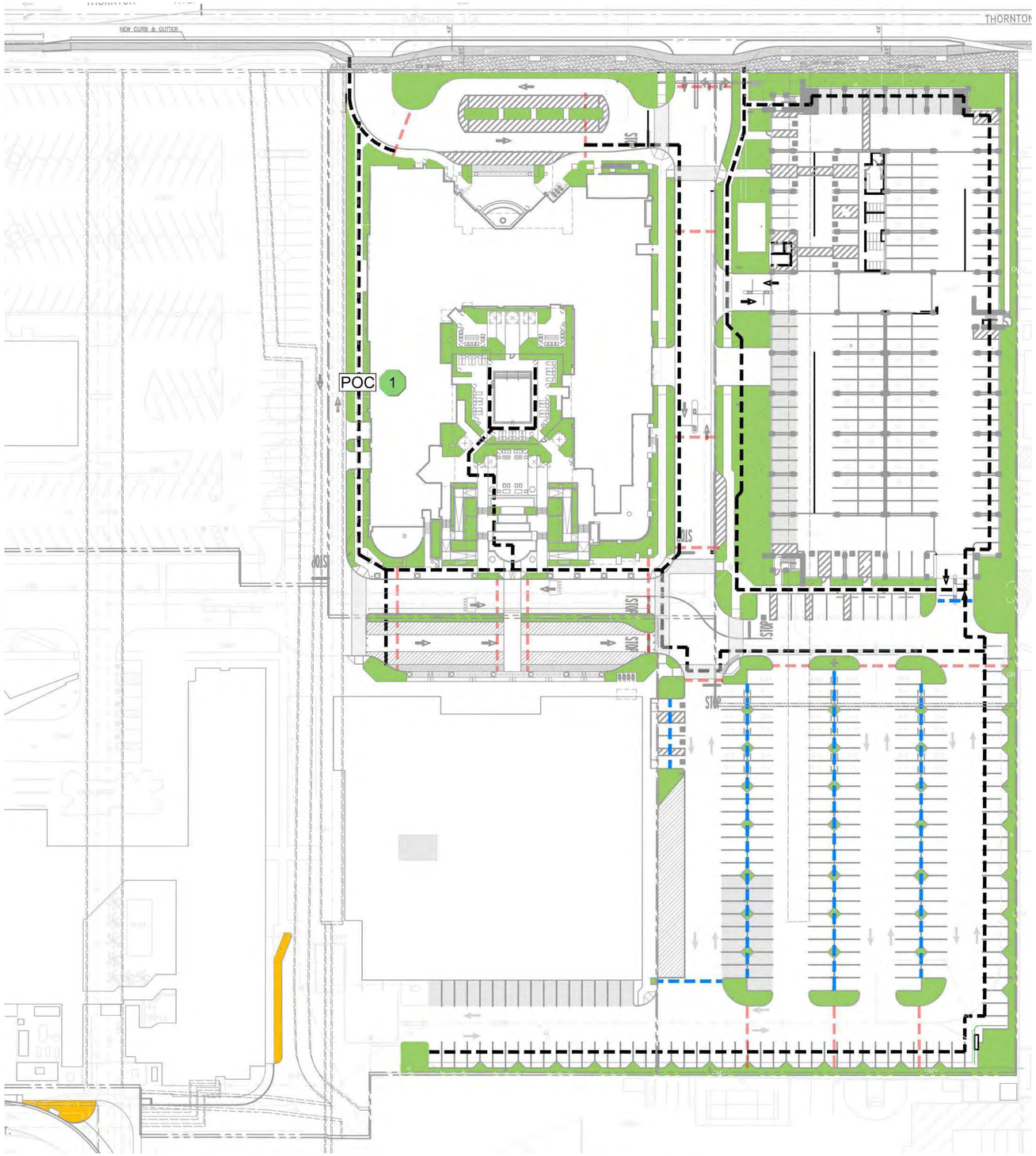
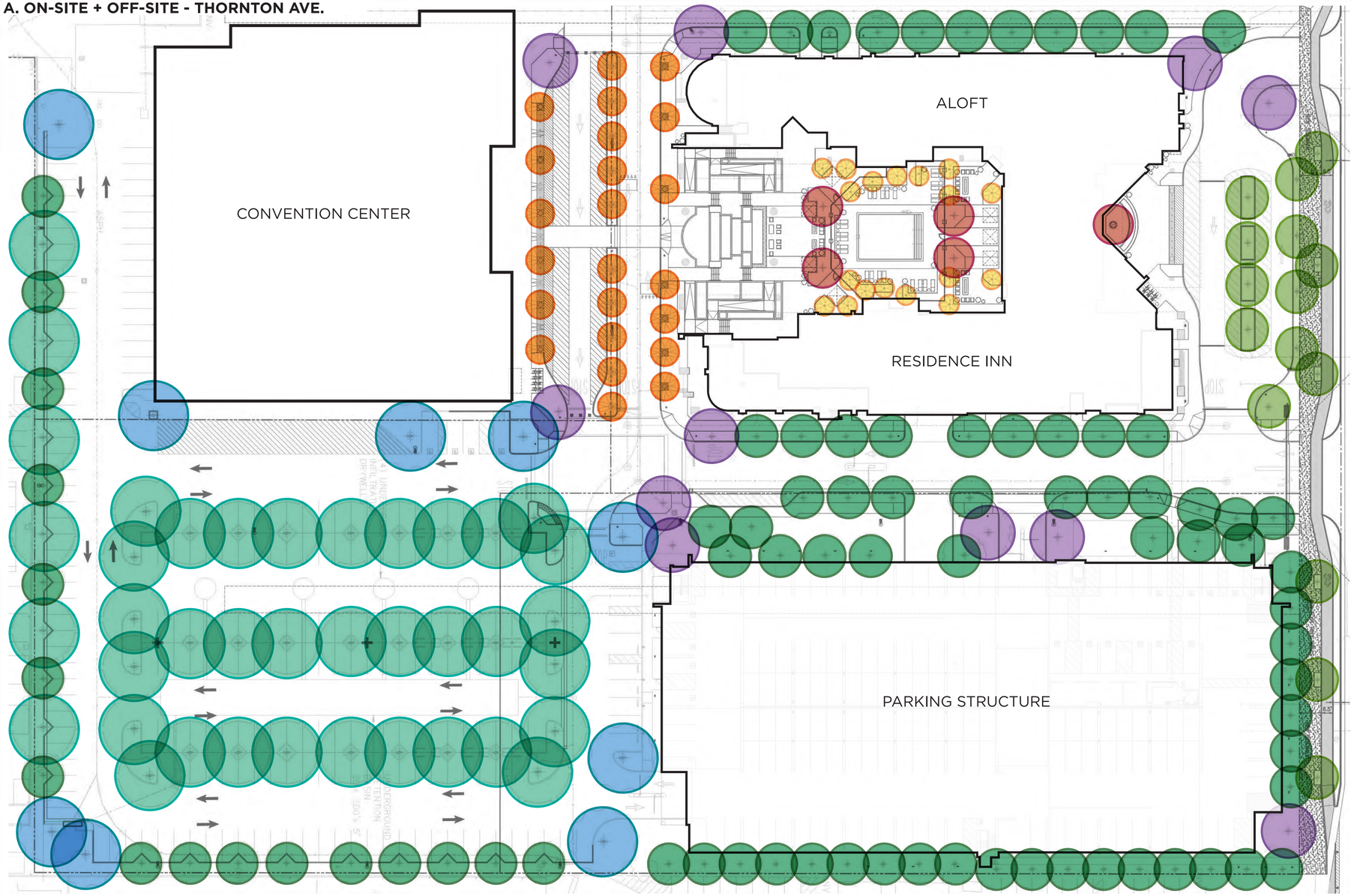
L3.106 REFERENCE IMAGERY


NEW CURB & GUTTER
THORNTON
POC
1
STUB
STUB
STUB

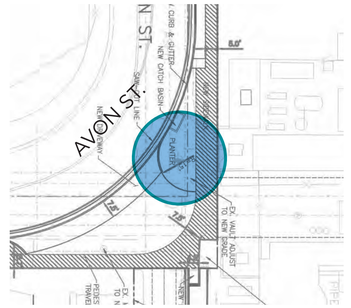
A. ON-SITE + OFF-SITE - THORNTON AVE.



TREE LEGEND

SYMBOL	TREE SPECIES	SIZE	WUCOLS
	ARCHONTOPHOENIX CUNNINGHAMIANA KING PALM	36" BOX	MEDIUM
	KOELREUTERIA PANICULATA GOLDEN RAIN TREE	48" BOX	LOW
	LOPHOSTEMON CONFERTUS BRISBANE BOX	48" BOX	MEDIUM
	OLEA EUROPAEA 'SWAN HILL' SWAN HILL FRUITLESS OLIVE	48" BOX	LOW
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	48" BOX	MEDIUM
	QUERCUS AGRIFOLIA COAST LIVE OAK	48" BOX	LOW
	SYAGRUS ROMANZOFFIANA QUEEN PALM	36" BOX	MEDIUM
	ULMUS PARVIFOLIA LACEBARK ELM	48" BOX	MEDIUM

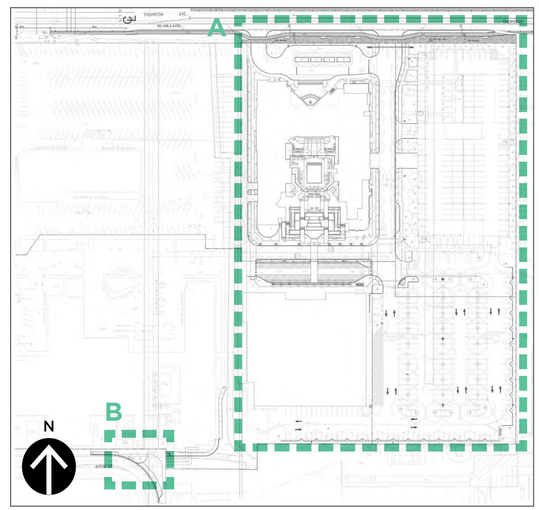
B. OFF-SITE - AVON ST.

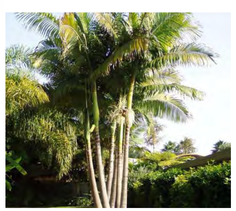


N

0' 30' 60' 90'

KEY MAP





ARCHONTOPHOENIX CUNNINGHAMIANA
KING PALM



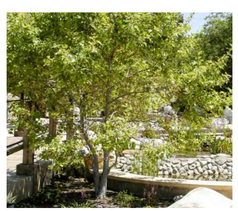
KOELREUTERIA PANICULATA
GOLDEN RAIN TREE



LOPHOSTEMON CONFERTUS
BRISBANE BOX



OLEA EUROPAEA 'SWAN HILL'
SWAN HILL FRUITLESS OLIVE



PLATANUS RACEMOSA
CALIFORNIA SYCAMORE



QUERCUS AGRIFOLIA
COAST LIVE OAK



SYAGRUS ROMANZOFFIANA
QUEEN PALM



ULMUS PARVIFOLIA
LACEBARK ELM

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L6.101
SCHEMATIC TREE PLAN



BOUGAINVILLEA 'ORANGE KING'
ORANGE KING BOUGAINVILLEA



CAREX DIVULSA
EUROPEAN GREY SEDGE



SALVIA GREGGII
AUTUMN SAGE



FRANGULA CALIFORNICA
COFFEEBERRY



LOMANDRA 'PLATINUM BEAUTY'
PLATINUM BEAUTY LOMANDRA



ELAEAGNUS X EBBINGEI
EBBING'S SILVERBERRY



CISTUS X PULVERULENTUS 'SUNSET'
SUNSET ROCKROSE



CRASSULA ARBORESCENS SUBP. UNDULATIFOLIA
RIPPLE JADE



ALOE ARBORESCENS
TORCH ALOE



MUHLENBERGIA CAPILLARIS 'REGAL MIST'
PINK MUHLY



CISTANTHE GRANDIFLORA
ROCK PURSLANE



AGAVE ATTENUATA
FOXTAIL AGAVE



WESTRINGIA 'BLUE GEM'
BLUE GEM COAST ROSEMARY



ECHEVERIA SPP.
ECHVERIA VARIETIES



SALVIA LEUCANTHA
MEXICAN BUSH SAGE



SESLERIA AUTUMNALIS
AUTUMN MOOR GRASS



DIETIES BICOLOR
FORTNIGHT LILY

SHRUB PALETTE

CITY OF BURBANK
USDA ZONE 10A

SHRUBS	SIZE	WUCOLS
AGAVE ATTENUATA FOXTAIL AGAVE	5 GAL.	LOW
ALOE ARBORESCENS TORCH ALOE	5 GAL.	LOW
ALOE ARBORESCENS 'LUTEA' GOLDEN TORCH ALOE	5 GAL.	LOW
ALOE BARBADENSIS ALOE VERA	5 GAL.	LOW
ARISTIDA PURPUREA PURPLE THREE-AWN	5 GAL.	LOW
BOUGAINVILLEA 'ORANGE KING' ORANGE BOUGAINVILLEA	15 GAL.	MEDIUM
CAREX DIVULSA EUROPEAN GREY SEDGE	5 GAL.	MEDIUM
CISTUS X PULVERENTUS 'SUNSET' SUNSET ROCKROSE	5 GAL.	LOW
CISTANTHE 'GOLLOM' GOLLOM JADE	1 GAL.	LOW
CISTANTHE GRANDIFLORA ROCK PURSLANE	1 GAL.	LOW
CRASSULA ARBORESCENS 'RIPPLE' RIPPLE JADE	1 GAL.	LOW
CRASSULA MULTICAVA FAIRY DUSTER	1 GAL.	LOW
DIANELLA CAERULEA 'CASSA BLUE' BLUE FLAX LILY	5 GAL.	LOW
DIETIES BICOLOR FORTNIGHT LILY	5 GAL.	MEDIUM
ECHEVERIA SPP. ECHEVERIA	1 GAL.	LOW
ELAEAGNUS X EBBINGEI EBBING'S SILVERBERRY	15 GAL.	MEDIUM
FESTUCA MAIREI ATLAS FESCUE	5 GAL.	L/M
FRANGULA CALIFORNICA COFFEEBERRY	15 GAL.	L/VL
HETEROMELES ARBUTIFOLIA TOYON	15 GAL.	LOW
KALANCHOE BEHARENSIS VELVET ELEPHANT EAR	24" BOX	LOW
LANTANA MONTEVIDENSIS TRAILING LANTANA	5 GAL.	LOW
LANTANA MONTEVIDENSIS 'ALBA' WHITE TRAILING LANTANA	5 GAL.	LOW
LOMANDRA 'PLATINUM BEAUTY' PLATINUM BEAUTY LOMANDRA	5 GAL.	LOW
MUHLENBERGIA CAPILLARIS 'REGAL MIST' PINK MUHLY	5 GAL.	LOW
NANDINA 'GULFSTREAM' DWARF HEAVENLY BAMBOO	5 GAL.	LOW
PACHIRA AQUATICA MONEY PLANT	5 GAL.	MEDIUM
SALVIA GREGGI AUTUMN SAGE	5 GAL.	LOW
SALVIA LEUCANTHA MEXICAN BUSH SAGE	5 GAL.	LOW
SANSEVIERA SPP. SNAKE PLANT	5 GAL.	LOW
SANSEVIERA 'MOONSHINE' MOONSHINE SNAKE PLANT	5 GAL.	LOW
SCHEFFLERA ARBORICOLA UMBRELLA PLANT	5 GAL.	MEDIUM
SESLERIA AUTUMNALIS AUTUMN MOOR GRASS	5 GAL.	LOW
WESTRINGIA 'BLUE GEM' BLUE GEM COAST ROSEMARY	15 GAL.	LOW

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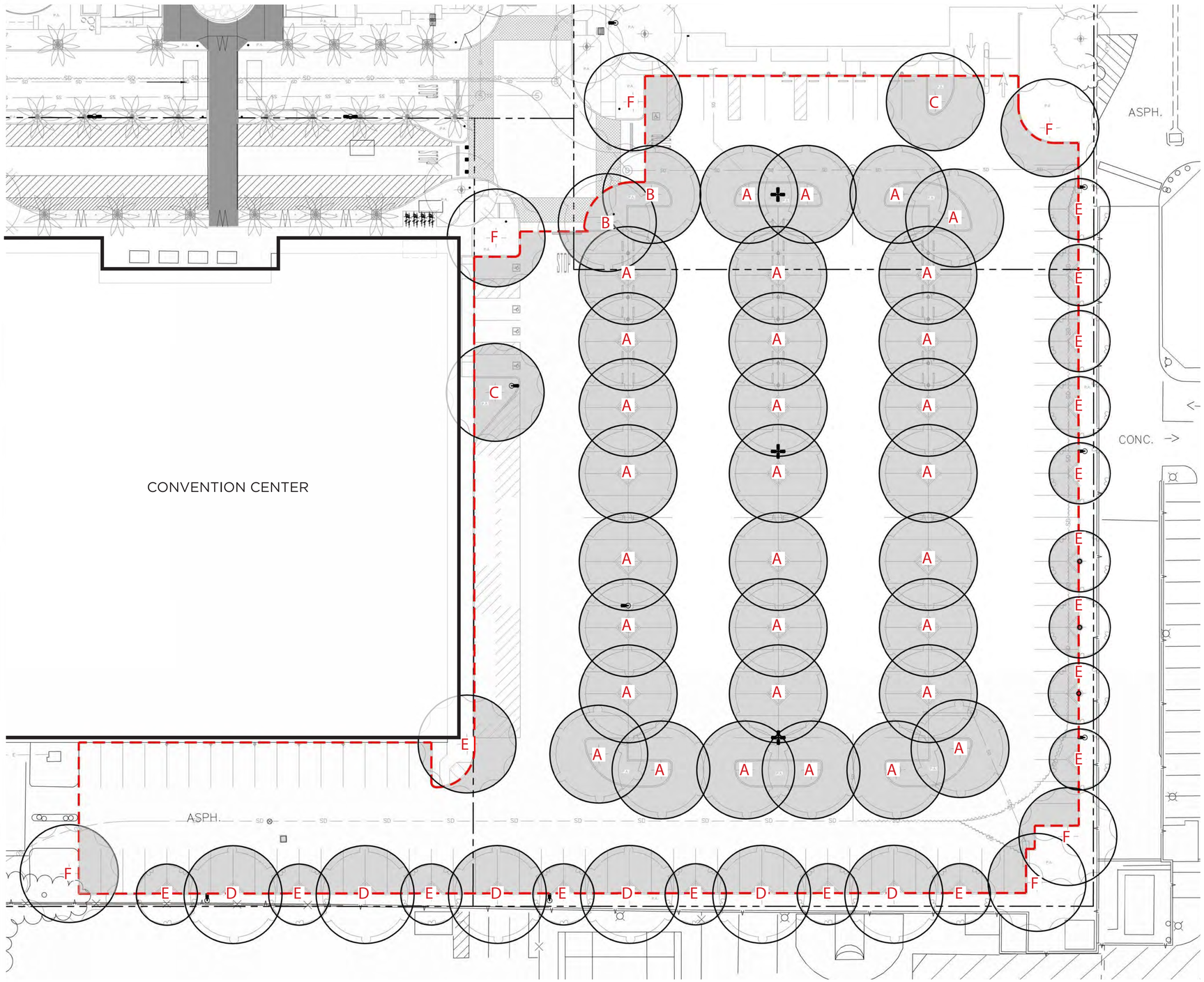
L6.102
SHRUB PALETTE



SURFACE PARKING CALCULATIONS

Symbol/Type	*Plant Name*	*Count*	*% Shade*
A	*Ulmus parviflora* Laceback Elm	31	100%
B	*Ulmus parviflora* Laceback Elm	2	75%
C	*Ulmus parviflora* Laceback Elm	6	50%
D	*Platanus racemosa* California Sycamore	2	75%
E	*Platanus racemosa* California Sycamore	1	50%
F	*Platanus racemosa* California Sycamore	6	25%
G	*Lophosthemon confertus* Brisbane Box	16	50%

TOTAL SHADED TREE AREA PROVIDED: 45,012 SF

(TOTAL UNSHADED PARKING AREA: 41,753 SF)

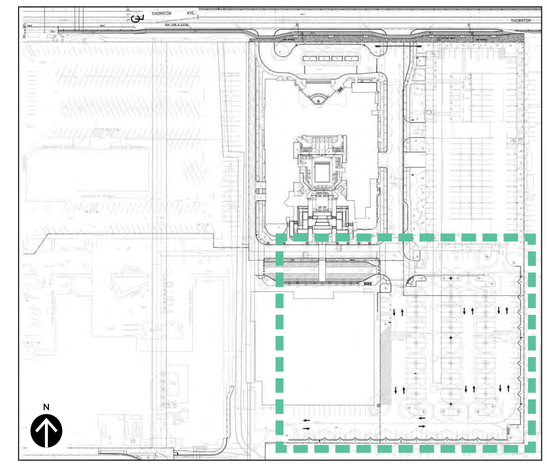
TOTAL PARKING SPACE AREA: 86,765 SF

TOTAL SHADE TREE AREA REQUIRED: **52%**

N

0' 20' 40' 60'

KEY MAP



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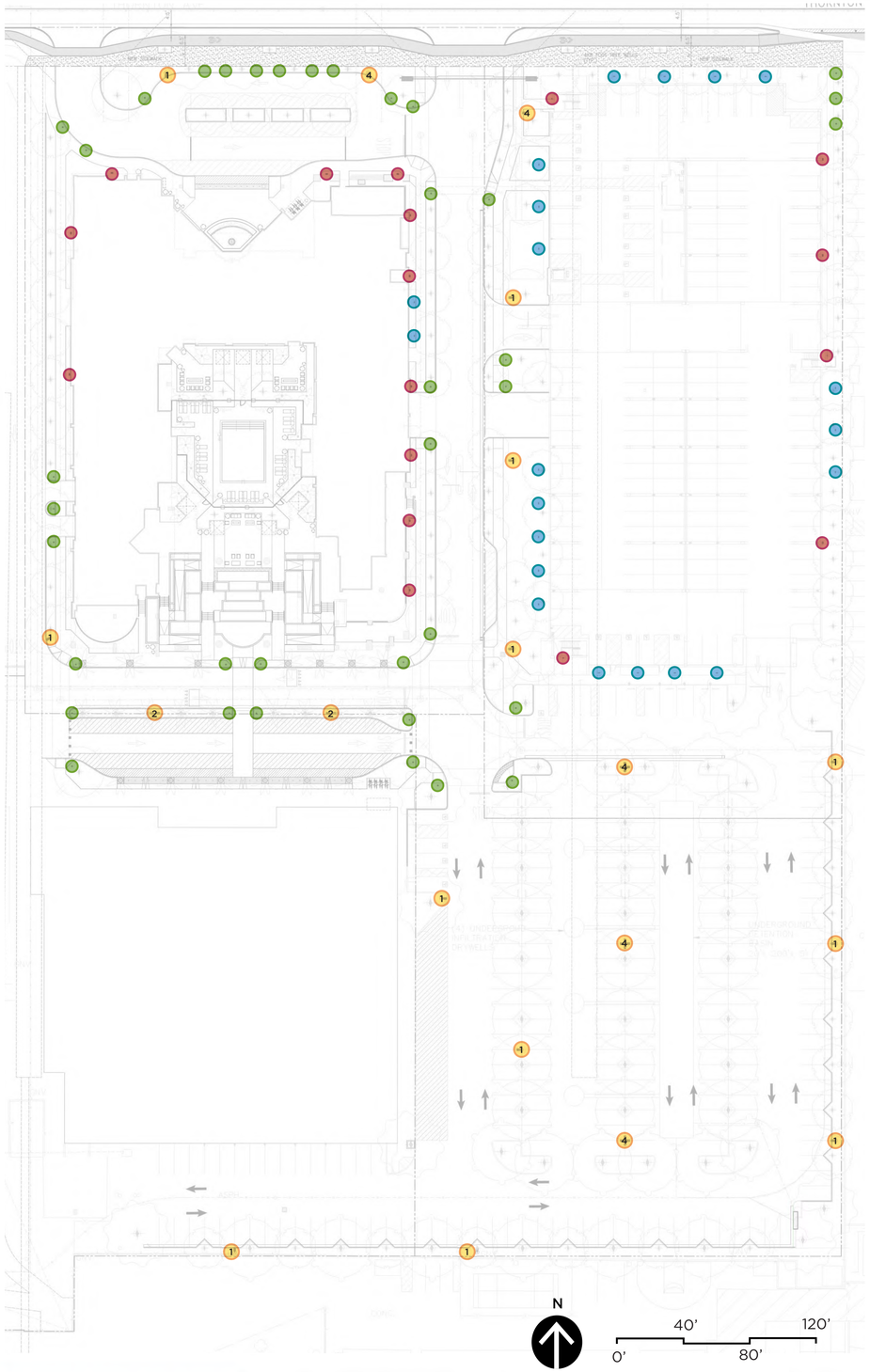
L7.101 SURFACE PARKING CALCULATIONS



LIGHTING FIXTURE LEGEND

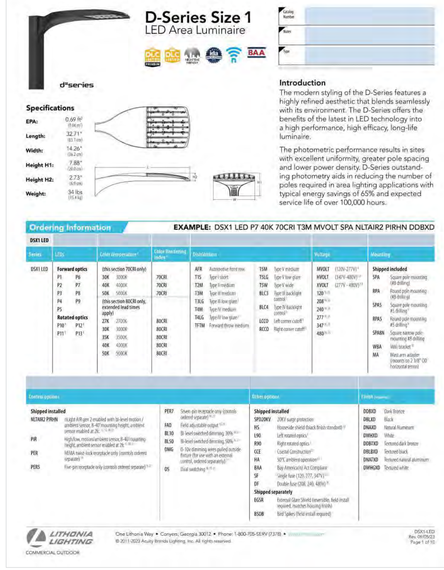
- (1) POLE-TOP (SINGLE)
- (2) POLE-TOP (TWIN)
- (4) POLE-TOP (4X)
- BOLLARD
- FLOOD LIGHT
- WALL LIGHT

LIGHTING NOTES:

1. LIGHTING SHALL CONFORM TO STANDARDS PRESCRIBED BY THE PUBLIC WORKS DIRECTOR AND SHALL BE INSTALLED IN ALL NIGHTTIME PARKING LOTS USED FOR PUBLIC PARKING OR FOR COMMERCIAL PURPOSES.
2. ALL LIGHTING SHALL BE ARRANGED TO PREVENT GLARE OR DIRECT ILLUMINATION ON ADJOINING PROPERTIES AND STREETS.

FIXTURE CUTSHEETS

POLE-TOP


D-Series Size 1
LED Area Luminaire
Introduction
The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.
The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.
Specifications
Ordering Information
EXAMPLE: DSX1 LED P7 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD
LITHONIA LIGHTING
COMMERCIAL OUTDOOR
One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378)
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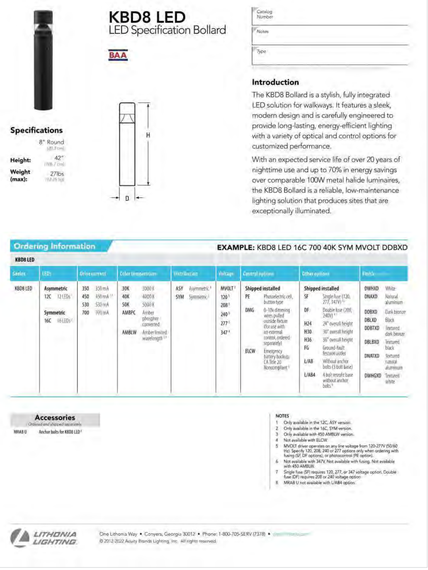
DSX1 LED
Rev. 09/05/23
Page 1 of 10

BOLLARD


KBD8 LED
LED Specification Bollard
Introduction
The KBD8 Bollard is a stylish, fully integrated LED solution for walkways. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.
With an expected service life of over 20 years of nighttime use and up to 70% in energy savings over comparable 100W metal halide luminaires, the KBD8 Bollard is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.
Specifications
Ordering Information
EXAMPLE: KBD8 LED 16C 700 40K SYM MVOLT DDBXD
Accessories
LITHONIA LIGHTING
COMMERCIAL OUTDOOR
One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378)
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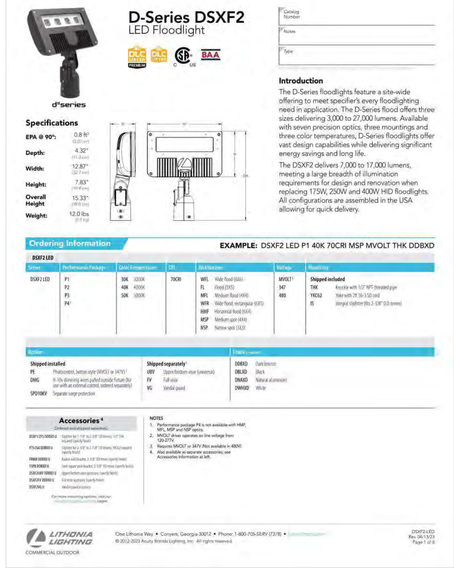
FLOOD LIGHT


D-Series DSXF2
LED Floodlight
Introduction
The D-Series floodlights feature a site-wide offering to meet specifier's every floodlighting need in application. The D-Series flood offers three sizes delivering 3,000 to 27,000 lumens. Available with seven precision optics, three mountings and three color temperatures, D-Series floodlights offer vast design capabilities while delivering significant energy savings and long life.
The DSXF2 delivers 7,000 to 17,000 lumens, meeting a large breadth of illumination requirements for design and renovation when replacing 175W, 250W and 400W HID floodlights. All configurations are assembled in the USA allowing for quick delivery.
Specifications
Ordering Information
EXAMPLE: DSXF2 LED P1 40K 70CRI MSP MVOLT THK DDBXD
LITHONIA LIGHTING
COMMERCIAL OUTDOOR
One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378)
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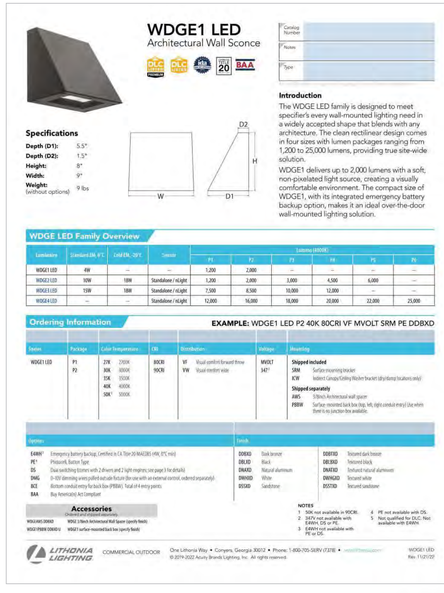
DSXF2 LED
Rev. 04/13/23
Page 1 of 8

WALL LIGHT


WDGE1 LED
Architectural Wall Sconce
Introduction
The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing true site-wide solution.
WDGE1 delivers up to 2,000 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. The compact size of WDGE1, with its integrated emergency battery backup option, makes it an ideal over-the-door wall-mounted lighting solution.
Specifications
WDGE LED Family Overview
Ordering Information
EXAMPLE: WDGE1 LED P2 40K 80CRI VF MVOLT SRM PE DDBXD
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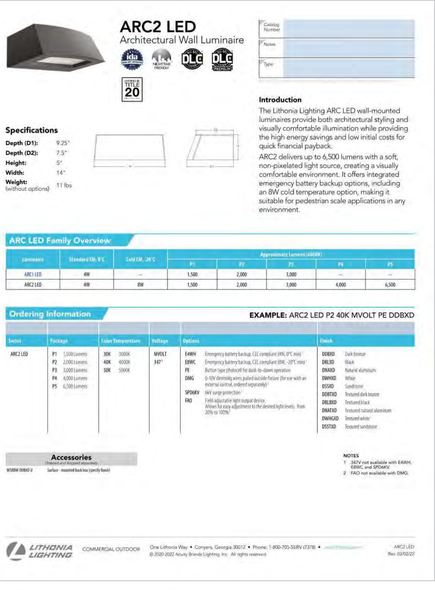
WDGE1 LED
Rev. 11/21/22


ARC2 LED
Architectural Wall Luminaire
Introduction
The Lithonia Lighting ARC LED wall-mounted luminaires provide both architectural styling and visually comfortable illumination while providing the high energy savings and low initial costs for quick financial payback.
ARC2 delivers up to 6,500 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. It offers integrated emergency battery backup options, including an 8W cold temperature option, making it suitable for pedestrian scale applications in any environment.
Specifications
ARC LED Family Overview
Ordering Information
EXAMPLE: ARC2 LED P2 40K MVOLT PE DDBXD
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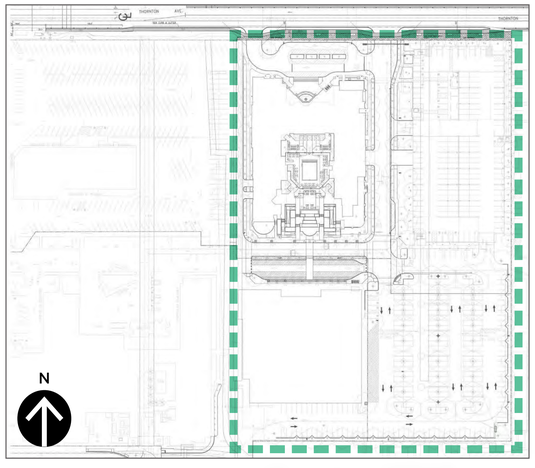
ARC2 LED
Rev. 03/30/22

KEY MAP



ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 FAX. 510.463.8395
BrightView Design Group

PROJECT INFO.
1 RESPONSE TO CITY COMMENTS 9/4/2023 VARIOUS SITE PLAN ADJUSTMENTS
2 REVISED LANDSCAPE LAYOUT FOR NEW HOTEL DROP OFF AREA

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

JOB NO. AWH04 1731090
DATE. 02/29/2024

L8.101
CONCEPTUAL LIGHTING PLAN

CITY OF BURBANK DUAL BRAND HOTEL PROJECT PLANNED DEVELOPMENT ZONE
MINOR AVIATION CASE RPPL2025004581
CONSISTENCY ANALYSIS

Policy	Discussion	Finding
General Policies		
G-1 Require new uses to adhere to the Land Use Compatibility Chart.	The parcel is not located within the Community Noise Exposure area.	N/A
G-2 Encourage the recycling of incompatible land uses to uses which are compatible with the airport, pursuant to the Land Use Compatibility Table.	The parcel is not located within the Community Noise Exposure area.	N/A
G-3 Consider requiring dedication of an aviation easement to the jurisdiction owning the airport as a condition of approval on any project within the designated planning boundaries.	The City of Burbank is already reviewing this iteration and future iterations of the project as part of the PD Zone standards.	N/A
G-4 Prohibit any uses which will negatively affect safe air navigation.	The Draft Environmental Impact Report (DEIR) notes the need to file a Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA) before construction permits are issued as the Project Site is located within a zone that requires it. This would apply to all proposed projects within the rezoned parcel.	Consistent
G-5 Airport proprietors should achieve airport/community land use compatibility by adhering to the guidelines of the California Noise Standards.	No airport proprietor is involved in the project.	N/A
Noise Policies		
N-1 Use the Community Noise Equivalent Level (CNEL) method for measuring noise impacts near airports in determining suitability for various types of land uses.	The parcel is not located within the Community Noise Exposure area.	N/A
N-2 Require sound insulation to insure a maximum interior 45 db CNEL in new residential, educational, and health-related uses in areas subject to exterior noise levels of 65 CNEL or greater.	The parcel is not located within the Community Noise Exposure area.	N/A
N-3 Utilize the Table Listing Land Use Compatibility for Airport Noise Environments in evaluating projects within the planning boundaries.	The parcel is not located within the Community Noise Exposure area.	N/A
N-4 Encourage local agencies to adopt procedures to ensure that prospective property	The parcel is not located within the Community Noise Exposure area.	N/A

Policy	Discussion	Finding
owners in aircraft noise exposure areas above a current or anticipated 60 db CNEL are informed of these noise levels and of any land use restrictions associated with high noise exposure.		
Safety Policies		
S-1 Establish "runway protection zones" contiguous to the ends of each runway. These runway protection zones shall be identical to the FAA's runway protection zone (formally called clear zone).	The parcel is not located within a runway protection zone.	N/A
S-2 Prohibit above ground storage of more than 100 gallons of flammable liquids or toxic materials on any one net acre in a designated runway protection zone. It is recommended that these materials be stored underground.	The parcel is not located within a runway protection zone.	N/A
S-3 Prohibit, within a runway protection zone, any use which would direct a steady light of red, white, green or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a final approach toward landing at an airport.	The parcel is not located within a runway protection zone.	N/A
S-4 Prohibit, within a runway protection zone, the erection or growth of objects which rise above an approach surface unless supported by evidence that it does not create a safety hazard and is approved by the FAA.	The parcel is not located within a runway protection zone.	N/A
S-5 Prohibit uses which would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation.	The PD Zone proposes an extension to existing uses (hotels) which have not affected safe air navigation.	Consistent
S-6 Prohibit uses which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.	The PD Zone proposes an extension to existing uses (hotels) which have not been detrimental to the operation of aircraft and/or aircraft instrumentation.	Consistent
S-7 Comply with the height restriction standards	The DEIR notes the need to file a Notice of Proposed	Consistent

CITY OF BURBANK DUAL BRAND HOTEL PROJECT PLANNED DEVELOPMENT ZONE
MINOR AVIATION CASE RPPL2025004581
CONSISTENCY ANALYSIS

Policy	Discussion	Finding
and procedures set forth in FAR Part 77.	Construction or Alteration with the FAA before construction permits are issued as the Project Site is located within a zone that requires it. This would apply to all proposed projects within the rezoned parcel.	

RESOLUTION NO. 3493

A RESOLUTION OF THE PLANNING COMMISSION RECOMMENDING THAT THE CITY COUNCIL APPROVE THE 2500 NORTH HOLLYWOOD WAY DUAL BRAND HOTEL PROJECT (PROJECT NO. 16-0003953) BY (1) ADOPTING A RESOLUTION CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT (FEIR) FOR THE PROJECT, ADOPTING A MITIGATION MONITORING REPORTING PROGRAM (MMRP) WITH A STATEMENT OF OVERRIDING CONSIDERATIONS (SOC) AND ADOPTING FINDINGS OF FACT PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA); AND (2) ADOPTING AN ORDINANCE APPROVING A PLANNED DEVELOPMENT, DEVELOPMENT AGREEMENT, AND DEVELOPMENT REVIEW TOR THE PROJECT, BASED ON THE FINDINGS OF FACT AND SUBJECT TO THE PROJECT CONDITIONS OF APPROVAL

(PROJECT NO. 16-0003953; PLANNED DEVELOPMENT, DEVELOPMENT AGREEMENT, AND DEVELOPMENT REVIEW)

THE PLANNING COMMISSION OF THE CITY OF BURBANK FINDS:

A. The Planning Commission of the City of Burbank at its regular meeting of October 12, 2026, held a public hearing on Project No. 16-0003953, a request by AWH Burbank Hotel II, LLC for approval of a Planned Development, Development Agreement, and Development Review to allow construction of a new dual-brand hotel and associated parking structure at 2500 North Hollywood Way.

B. The approximately 11.76-acre Project Site is designated Regional Commercial by the Burbank2035 General Plan and is currently zoned Planned Development (PD 89-1). The Project proposes to replace PD 89-1 with Planned Development (PD 26-1) and would retain the existing 488-room Marriott Hotel and approximately 39,000-square-foot convention center. The Project would redevelop a portion of the existing surface parking area with a new seven-story, 420-room dual-brand Aloft and Residence Inn Hotel, a detached four-story parking garage containing 766 valet-operated parking spaces, and related site, access, landscaping, pedestrian, and public improvements. The Project would provide a total of 1,051 on-site parking spaces, consisting of 766 spaces within the proposed parking garage and 285 surface parking spaces.

C. Said hearing was properly noticed in accordance with applicable State law and Burbank Municipal Code Section 10-1-19127(G).

D. The Planning Commission considered the report and recommendations of the City Planner and the evidence presented at such hearing.

E. A Draft Environmental Impact Report (Draft EIR) was prepared for the Project in accordance with the California Environmental Quality Act (CEQA) and circulated for a 45-day public review and comment period from December 16, 2024, through January 29, 2025. A Final Environmental Impact Report (Final EIR), dated October 2026, was subsequently prepared and includes responses to comments received on the Draft EIR and a Mitigation Monitoring and Reporting Program (MMRP). The Final EIR identifies significant and

unavoidable environmental impacts associated with greenhouse gas emissions, construction noise, and utilities and service systems.

F. The Planning Commission has reviewed and considered the Draft EIR and Final EIR and recommends that, prior to approving the Project, the City Council certify the Final EIR, adopt the required Statement of Overriding Considerations, adopt the MMRP, and the Findings of Fact pursuant to CEQA .

G. The Planning Commission finds that the Project is consistent with the applicable goals, policies, and performance criteria of the Burbank2035 General Plan, including the purpose and intent of the Regional Commercial land use designation. The Project would further develop an established hotel and convention center site identified by the General Plan as a Regional Commercial destination; promote infill development through the redevelopment of an underutilized portion of an existing surface parking area; support the City's hospitality, employment, and visitor-serving economy; and provide transportation, pedestrian, bicycle, infrastructure, landscaping, and other site and public improvements that support the accessibility and continued function of the Project Site and surrounding area. The Project would also be adequately served by the existing transportation system and planned improvements, and would not conflict with the applicable Mobility Element performance criteria. Based on these considerations, the Planning Commission further finds that the findings required for approval of the Planned Development, Development Agreement, and Development Review can be made as set forth below.

H. The documents and other materials that constitute the record of proceedings upon which the Planning Commission's recommendations regarding Project No. 16-0003953 and the Final EIR are based are maintained by the Planning Division of the City of Burbank. The City Planner is the custodian of the record.

THE PLANNING COMMISSION OF THE CITY OF BURBANK RESOLVES:

Section 1. The findings above are true and correct, and incorporated herein.

Section 2. The Planning Commission recommends that the City Council adopt a resolution certifying the Final EIR for Project No. 16-0003953 (Exhibit A to Attachment 1), by adopting a Mitigation Monitoring Reporting Program (MMRP) with a Statement of Overriding Considerations (SOC) and Adopting Findings of Fact Pursuant to the California Environmental Quality Act (CEQA).

Section 3. The Planning Commission recommends that the City Council adopt an ordinance approving Project No. 16-0003953 (Exhibit B to Attachment 1), a Planned Development, Development Agreement, and Development Review for the Project 2500 North Hollywood Way Dual Brand Hotel Project, as described above and in the staff report dated October 12, 2026, based on the findings set forth below and subject to the Project Conditions of Approval.

Section 4. The Planning Commission's recommendation to approve the Project is based on its determination that the findings required for approval of the Planned Development, Development Agreement, and Development Review can be made, as follows:

FINDINGS FOR A PLANNED DEVELOPMENT:

Pursuant to BMC Sections 10-1-19127 and 10-1-19124, the following findings and design criteria apply to the proposed Planned Development:

1. *The Planned Development is consistent with the General Plan and applicable community plans.*

   This finding can be made. The Project is consistent with several goals and policies of the Burbank2035 General Plan, including Land Use Goal 1, Policy 1.1 (Quality of Life); Land Use Goal 2, Policies 2.2 and 2.3 (Sustainability); Land Use Goal 6, Policy 6.1 (Economic Vitality and Diversity); and Land Use Goal 11, Policies 11.1 through 11.4 (Regional Commercial Land Use). The Project Site is designated Regional Commercial, which is intended to accommodate larger-scale commercial and employment destinations that serve both the local community and the broader region, including hotel, convention, dining, entertainment, and other visitor-serving uses, while promoting high-quality development and access by multiple modes of transportation. The Project would advance these objectives by further developing an established hotel and convention center site, redeveloping an underutilized portion of the site, generating new employment, visitor spending, and transient occupancy tax revenue, and providing public infrastructure and transportation improvements. Enhanced sidewalks, pedestrian lighting, bicycle facilities, a pedestrian paseo, Metrolink shuttle service, and transportation demand management measures would also support the General Plan's emphasis on accessibility, sustainable infill development, economic vitality, and the continued success of Regional Commercial centers.

2. *The design criteria identified in BMC Section 10-1-19124 are satisfied.*

   This finding can be made. BMC Section 10-1-19124 establishes nine design criteria for Planned Developments. The Project satisfies these criteria as follows:

   A. Comprehensive Design. The proposed Planned Development provides a comprehensive regulatory and development framework for the entire 11.76-acre Project Site, including the existing Marriott Hotel and convention center, the proposed dual-brand hotel and parking garage, landscaping, circulation, parking, permitted uses, and future development standards. The Project is also substantially consistent with the Regional Commercial General Plan designation.

   B. Open Areas, Circulation, Parking, and Pedestrian Amenities. The Project provides coordinated internal circulation, 1,051 on-site parking spaces, landscaped areas, bicycle facilities, pedestrian lighting, and pedestrian connections throughout the Project Site. The Project also includes a lighted pedestrian paseo providing a connection between Thornton Avenue and Avon Street. These improvements integrate the proposed hotel and garage with the existing hotel and convention center, while providing enhanced bike and pedestrian improvements within the adjacent public right-of-way to the benefit of the surrounding community.

   C. Compatibility with Adjoining Land Uses. The Project Site is already developed with hotel and convention uses and is surrounded predominantly by commercial, office,

transportation, and airport-related uses. The proposed hotel would provide an additional visitor-serving use on the property. Project design features and Conditions of Approval addressing building placement, circulation, landscaping, lighting, construction, enhanced bike and pedestrian infrastructure within the adjacent public right-of-way and operation further support compatibility with surrounding uses.

D. Private Circulation. Internal drive aisles, hotel drop-off and valet areas, pedestrian pathways, bicycle facilities, loading areas, and access points have been designed to provide for the safe and efficient movement of vehicles, pedestrians, and bicyclists throughout the Project Site.

E. Public Street System. The Project includes improvements along Thornton Avenue, Avon Street, and surrounding streets to improve pedestrian, bicycle, and vehicular circulation. These improvements include sidewalks, bicycle facilities, pedestrian lighting, and other public right-of-way improvements. Conditions of Approval also require final review and approval of off-site improvement, signing, striping, and circulation plans.

F. Residential Common and Recreational Facilities. This criterion is not applicable because no residential uses are proposed as part of the Project.

G. Architectural Design and Appearance. The proposed hotel and parking structure have been designed as coordinated components of the overall Project Site. The proposed Planned Development also requires a comprehensive Master Sign Program and establishes development standards addressing building setbacks, height, landscaping, and other design features to maintain a coordinated appearance throughout the site.

H. Variety of Uses and Facilities. The Project Site would continue to provide hotel and convention uses and would add a second dual-brand hotel with associated guest amenities. Together, these uses provide a range of visitor-serving and commercial facilities that complement the existing convention center and nearby airport and transit facilities.

I. Energy Conservation. The Project incorporates energy-conservation and sustainability measures, including energy-efficient systems and photovoltaic generation with battery storage equipment.

FINDING FOR A DEVELOPMENT AGREEMENT:

Pursuant to BMC Section 10-1-19110, the proposed Development Agreement must be consistent with the Burbank2035 General Plan and any applicable specific plans:

1. *The proposed Development Agreement is consistent with the Burbank2035 General Plan and any applicable specific plans.*

   This finding can be made. There is no applicable specific plan governing the Project Site; therefore, pursuant to BMC Section 10-1-19110, the Development Agreement is evaluated for consistency with the Burbank2035 General Plan. As discussed above, the

Project is consistent with the Regional Commercial land use designation and advances the General Plan's economic development and mobility objectives by providing additional visitor-serving commercial development, employment opportunities, transportation improvements, and other community benefits.

The Development Agreement would establish the framework for implementation of the Project over a ten-year term, including the respective rights and responsibilities of the City and Developer, and would incorporate the Project's Conditions of Approval and environmental mitigation requirements. It would also secure a range of community benefits, including monetary contributions for public safety, transit, Metrolink maintenance, and neighborhood protection; ongoing maintenance of specified public right-of-way improvements; transportation demand management measures; sustainability requirements; and off-site pedestrian, bicycle, and utility improvements. Collectively, these provisions support orderly development of the Project Site while providing tangible benefits to the City and community. Therefore, staff finds that the proposed Development Agreement is consistent with the Burbank2035 General Plan and satisfies the requirements of BMC Section 10-1-19110.

FINDING FOR DEVELOPMENT REVIEW:

Pursuant to BMC Section 10-1-1912(A), a Development Review application may be approved when the review authority finds that the application and Project are consistent with all applicable provisions of the Burbank Municipal Code:

1. *The Project is consistent with all applicable provisions of the Burbank Municipal Code.*

   This finding can be made. The Project has been reviewed for compliance with the proposed Planned Development zoning regulations and other applicable provisions of the BMC. The Project's proposed use, FAR, building height, setbacks, parking, loading, circulation, landscaping, and other development features are consistent with the standards established by the proposed Planned Development, as conditioned.

   The proposed hotel would be integrated into the existing hotel and convention center site through coordinated internal drive aisles, a new hotel entrance and porte-cochere along Thornton Avenue, pedestrian connections, and a lighted paseo extending between Thornton Avenue and Avon Street. The detached parking garage would consolidate a substantial portion of the required parking while retaining surface and event parking. The Project would provide 1,051 on-site parking spaces, exceeding the 1,021 spaces identified as necessary under the Project's Parking Utilization and Demand Analysis.

   The Project plans also include landscaping, pedestrian lighting, bicycle facilities, valet circulation, loading areas, and associated on- and off-site circulation improvements. The Conditions of Approval require further review and approval of construction, grading, utility, off-site improvement, traffic-control, and parking-management plans prior to issuance of applicable permits. Based on the Project plans and Conditions of Approval, staff finds that the Project can comply with all applicable provisions of the BMC and that the finding required by BMC Section 10-1-1912(A) can be made.

Section 5. The Planning Commission authorizes any change deemed necessary by the City Attorney to the proposed Ordinance to address any editorial changes deemed necessary to maintain consistency with the applicable State laws and City regulations and procedures.

PASSED AND ADOPTED this 12 day of October, 2026.

CITY PLANNING COMMISSION

Samantha Wick
Chair

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF BURBANK

I, Fred Ramirez, Secretary of the Planning Commission of the City of Burbank, certify that this Resolution was adopted by the City Planning Commission at its regular meeting held on the 12 day of Oct, 2026 by the following vote:

AYES: Wick. Safarian. Van Gorder. Bennett. Mendez

NOS:

ABSENT:

ABSTAINED:

Fred Ramirez, Secretary

EXHIBIT A TO ATTACHMENT 1

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BURBANK CERTIFYING A FINAL ENVIRONMENTAL IMPACT REPORT (FEIR) FOR THE 2500 NORTH HOLLYWOOD WAY DUAL-BRAND HOTEL PROJECT, ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, FINDINGS OF FACT, AND THE MITIGATION MONITORING AND REPORTING PROGRAM WITH PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA).

(PROJECT NO. 16-0003953, PLANNED DEVELOPMENT, DEVELOPMENT AGREEMENT, AND DEVELOPMENT REVIEW)

THE COUNCIL OF THE CITY OF BURBANK FINDS:

A. AWH Burbank Hotel II, LLC ("Applicant") submitted applications for a Planned Development rezone, Development Agreement, and Development Review for Project No. 16-0003953, located on an approximately 11.76-acre site at 2500 North Hollywood Way that is currently zoned Planned Development No. 89-1 (PD 89-1) and designated Regional Commercial by the Burbank2035 General Plan (the "Project"). The entitlement application includes the following:

(1) **Planned Development**. The Applicant requests approval of a Planned Development to rezone the approximately 11.76-acre Project Site from Planned Development No. 89-1 (PD 89-1) to Planned Development No. 26-1 (PD 26-1). Pursuant to BMC Sections 10-1-19118 through 10-1-19134, the Planned Development would establish site-specific land uses, development standards, and regulations governing the existing Marriott Hotel and convention center, the proposed 420-room dual-brand Aloft and Residence Inn hotel, detached parking garage, and related site improvements.

(2) **Development Agreement**. The Applicant requests approval of a ten-year Development Agreement between the City and Applicant pursuant to BMC Sections 10-1-1997 et seq., attached hereto as Exhibit A and incorporated herein by this reference. The Development Agreement establishes the applicable development regulations, vesting provisions, Project obligations, Conditions of Approval, and public and community benefits governing implementation of the Project during the term of the Agreement.

(3) **Development Review**. The Applicant requests approval of a Development Review pursuant to BMC Sections 10-1-1909 through 10-1-1912 for the proposed 420-room dual-brand hotel, detached four-story parking garage, and associated site and public improvements. The Development Review is required to review the Project's site plan, building design, circulation, parking, landscaping, and related improvements for consistency with the applicable provisions of the BMC, including the development standards established by PD 26-1.

A. City staff determined that the 2500 North Hollywood Way Dual-Brand Hotel Project, Project No. 16-0003953 ("Project"), is a project requiring review pursuant to the California Environmental Quality Act ("CEQA") (Public Resources Code §§ 21000 *et seq.*) and the CEQA Guidelines (14 California Code of Regulations §§ 15000 *et seq.*), and an Environmental Impact Report ("EIR") was prepared to evaluate the potential significant environmental effects of the Project.

B. The City has evaluated potential environmental effects of the Project through the preparation and circulation of an EIR and consideration of all comments and responses as noted in Attachment __ to the _____, 2026, Staff Report to the City Council, and incorporated herein by reference.

C. Pursuant to CEQA Guidelines Section 15082, the City circulated a Notice of Preparation ("NOP") on November 1, 2019, notifying public agencies and other interested parties that an EIR would be prepared for the Project. The City held a joint Community Meeting and EIR Scoping Meeting on November 20, 2019, to receive public input regarding the scope and content of the EIR. Following subsequent modifications to the Project, the City circulated a Recirculated NOP on March 6, 2024, which superseded the original NOP and provided an updated Project description. The City held a joint Informational Meeting and EIR Public Scoping Meeting on March 20, 2024, during the Recirculated NOP public comment period to provide information regarding the updated Project and receive additional input regarding the scope and content of the Draft EIR.

D. The City released a Notice of Availability ("NOA") for the Project Draft EIR on December 16, 2024, commencing a 45-day public review and comment period that ended on January 29, 2025.

E. The Planning Commission held a duly noticed public meeting to receive public input on the Draft EIR within the 45-day public review period on January 13, 2025.

F. A Final EIR consisting of the Project Draft EIR dated October 2026; written comments received during the Draft EIR public review periods; written responses to those comments; a Mitigation Monitoring and Reporting Program ("MMRP"); and appendices, (collectively, the "Final EIR"), has been prepared for the Project. The Final EIR was posted on the City's website on or about October 1, 2026, at least ten (10) days prior to the City Council's consideration of the Final EIR and the Project in accordance with CEQA and the CEQA Guidelines.

G. On October 12, 2026, the Commission held a duly noticed public hearing on the Project. The Commission considered all evidence presented, both written and oral, and at such hearing adopted Resolution No. _____recommending that the City Council of the City of Burbank ("Council") approve the Project, including but not limited to certification of the Final EIR and adoption of the proposed Statement of Overriding Considerations and Findings of Fact as presented in Exhibit B to this Resolution.

H. On _____, 2026, the City Council at its regular meeting, held a public hearing on the Project, to consider certification of the Final EIR and approval of the Project as required by the State law.

I. Said hearing was properly noticed in accordance with the provisions of the Burbank Municipal Code, which establishes procedures that meet or exceed the public noticing requirements for adoption of such updates as set forth in Government Code Sections 65090, 65355, and 65453.

J. The City Council concurred with the City staff's assessment that the Project requires an EIR to assess the impacts of the Project pursuant to Section 15081 of the CEQA Guidelines.

K. The City Council considered the report and recommendations of the City Planner, the action and recommendations of the Planning Commission, the Final EIR, the MMRP and the Statement of Overriding Considerations with Findings of Fact, as well as the evidence presented at such hearing.

L. The City Council, in certifying the Final EIR for this Project, of which these findings are a part, does so through the exercise of its independent judgment and review after finding substantial evidence, considering the record as a whole, to support the certification of the Final EIR.

M. The City Council, has made its decision to certify the Final EIR in consideration of the entire administrative record for the Project, including all written and oral testimony, correspondence, reports, comments, responses to comments, analyses, staff reports, and other evidence presented to the City at or prior to the close of the noticed public hearing, including letters, reports, comments, analyses, etc. that the Planning Commission, after review and comment by its staff, critically reviewed, corrected, and augmented where necessary, as set forth in the record and procedural findings on this Project.

THE COUNCIL OF THE CITY OF BURBANK RESOLVES:

SECTION 1: FINDINGS. The City Council incorporates the findings set forth above as if restated herein in their entirety.

SECTION 2: CITY COUNCIL INDEPENDENT JUDGMENT AND REVIEW. The City Council further certifies that the Final EIR was presented to the Council, which reviewed and considered the information contained in the Final EIR prior to deciding whether to approve the proposed Project. The Final EIR has been thoroughly reviewed and analyzed by the City's Staff and the City Council, which is the final decision-making body on the Project. The Project-related documents circulated for public review reflect the City Council's own independent judgment and the Final EIR as certified by this Resolution also reflects the independent judgment of the City Council.

SECTION 3: CEQA – CERTIFICATION OF FINAL ENVIRONMENTAL IMPACT REPORT. Based on the findings set forth above and on the entire administrative record for the Project, the City Council hereby certifies that: (1) the Final EIR as presented to the City Council and set forth in Attachment ____ to the Staff Report has been completed in compliance with CEQA and the State CEQA Guidelines; (2) the Final EIR was presented to the City Council, and the City Council reviewed and considered the information contained in the Final EIR prior to approving the Project; and (3) the Final EIR reflects the City Council's independent judgment and analysis.

SECTION 4: CEQA FINDINGS. The City Council hereby makes and adopts the findings required by California Public Resources Code Section 21081 and CEQA Guidelines Section 15091 that are set forth in Section II of that document entitled "CEQA Findings of Fact and Statement of Overriding Considerations" attached hereto as Exhibit A and incorporated herein by this reference and that the findings are supported by substantial evidence in the administrative record.

SECTION 5: MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) ADOPTED. The City Council hereby adopts the MMRP set forth in the Final EIR and attached hereto as Exhibit B and incorporated herein by this reference. The City Council finds that the MMRP has been prepared in accordance with CEQA and the CEQA Guidelines and directs the Community Development Director or his/her designee to oversee the implementation of the MMRP.

SECTION 6: STATEMENT OF OVERRIDING CONSIDERATIONS. The City Council hereby adopts the Statement of Overriding Considerations ("SOC") attached hereto as Exhibit A and incorporated herein by this reference, and makes the findings stated therein in accordance with applicable law. The City Council finds that the SOC and Findings of Fact are supported by substantial evidence and have been prepared in accordance with CEQA and the CEQA Guidelines. As more fully stated in the SOC, the City Council finds that the specific economic, employment, transportation, infrastructure, sustainability, and other benefits of the proposed Project identified in the SOC outweigh the Project's significant and unavoidable environmental effects and therefore finds those effects acceptable pursuant to Public Resources Code section 21081(b) and CEQA Guidelines section 15093(a).

SECTION 7: FILING OF NOTICE OF DETERMINATION. The City Council hereby directs the Community Development Director or their designee to file a Notice of Determination within five (5) working days after approval of the Project with the Los Angeles County Clerk and electronically with the Governor's Office of Land Use and Climate Innovation, as required by CEQA and the CEQA Guidelines.

SECTION 8: RECIRCULATION NOT REQUIRED. The City Council finds, based upon the entire administrative record, that the comments received on the Draft EIR, the responses to those comments, and other information added to the record after circulation of the Draft EIR, do not constitute significant new information requiring further recirculation pursuant to CEQA Guidelines section 15088.5. No new significant environmental impact has been identified, no substantial increase in the severity of a

previously identified significant environmental impact has been identified, and no feasible project alternative or mitigation measure considerably different from those previously analyzed has been identified that the City has declined to adopt.

SECTION 9: AVAILABILITY OF PROJECT APPROVALS AND ENVIRONMENTAL IMPACT REPORT. The Community Development Director or their designee shall make the Project-related documents that constitute the record of the proceedings upon which its decision is based available at City Hall, 275 E. Olive Avenue and the Community Services Building, 150 N. Third Street in the City of Burbank, California, and in other locations the Director deems appropriate to facilitate public access to these documents.

PASSED AND ADOPTED this ____ day of _____, 2026

_____
Tamala Takahashi
Mayor

Approved as to Form:
Office of the City Attorney

Attest:

By: _____
City Clerk

_____
Kane Thuyen
Senior Assistant City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF BURBANK)

I, Kimberley Clark, City Clerk of the City of Burbank, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Council of the City of Burbank at its regular meeting held on this ___ ***of*** _____, 2026 by the following vote:

AYES:

NOES:

ABSENT:

_____
City Clerk

EXHIBIT A

CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE 2500 NORTH HOLLYWOOD WAY DUAL-BRAND HOTEL PROJECT

State Clearinghouse No. No. 201911003

CEQA FINDINGS OF FACT

The California Environmental Quality Act (Public Resources Code (PRC) Section 21000 et seq.) (CEQA) requires that public agencies shall not approve or carry out a project for which an environmental impact report (EIR) has been certified that identifies one or more significant adverse environmental effects of a project unless the public agency makes one or more written Findings for each of those significant effects, accompanied by a brief explanation of the rationale for each Finding (State CEQA Guidelines [California Code of Regulations (CCR), Title 14, Sections 15000 et seq.] Section 15091). This document presents the CEQA Findings of Fact made by the City of Burbank, in its capacity as the CEQA lead agency, regarding the 2500 N. Hollywood Way – Dual Brand Hotel Project (Project), evaluated in the Draft Environmental Impact Report ("Draft EIR") and Final Environmental Impact Report ("Final EIR") for the Project.

SECTION I.
INTRODUCTION

PRC Section 21002 states that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available, which would substantially lessen the significant environmental effects of such projects[.]" PRC Section 21002 further states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects."

Pursuant to PRC Section 21081, a public agency may only approve or carry out a project for which an EIR has been completed that identifies any significant environmental effects if the agency makes one or more of the following written finding(s) for each of those significant effects accompanied by a brief explanation of the rationale for each finding:

1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

As indicated above, PRC Section 21002 requires an agency to "avoid or substantially lessen" significant adverse environmental impacts. Thus, mitigation measures that "substantially lessen" significant environmental impacts, even if not completely avoided, satisfy PRC Section 21002's mandate. (*Laurel Hills Homeowners Assn. v. City Council* (1978) 83 Cal.App.3d 515, 521 ["CEQA does not mandate the choice

of the environmentally best feasible project if through the imposition of feasible mitigation measures alone the appropriate public agency has reduced environmental damage from a project to an acceptable level"]; *Las Virgenes Homeowners Fed., Inc. v. County of Los Angeles* (1986) 177 Cal. App. 3d 300, 309 ["[t]here is no requirement that adverse impacts of a project be avoided completely or reduced to a level of insignificance . . . if such would render the project unfeasible"].)

While CEQA requires that lead agencies adopt feasible mitigation measures or alternatives to substantially lessen or avoid significant environmental impacts, an agency need not adopt infeasible mitigation measures or alternatives. (PRC Section 21002.1(c) [if "economic, social, or other conditions make it infeasible to mitigate one or more significant effects on the environment of a project, the project may nonetheless be carried out or approved at the discretion of a public agency"]; see also State CEQA Guidelines, § 15126.6(a) [an "EIR is not required to consider alternatives which are infeasible"].) CEQA defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." (PRC Section 21061.1.) The State CEQA Guidelines add "legal" considerations as another indicia of feasibility. (State CEQA Guidelines, § 15364.) Project objectives also inform the determination of "feasibility." (*Jones v. U.C. Regents* (2010) 183 Cal. App. 4th 818, 828-829.) "'[F]easibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.) "Broader considerations of policy thus come into play when the decision making body is considering actual feasibility[.]" (*Cal. Native Plant Soc'y v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1000 ("*Native Plant*"); see also PRC Section 21081(a)(3) ["economic, legal, social, technological, or other considerations" may justify rejecting mitigation and alternatives as infeasible] (emphasis added).)

Environmental impacts that are less than significant do not require the imposition of mitigation measures. (*Leonoff v. Monterey County Board of Supervisors* (1990) 222 Cal.App.3d 1337, 1347.)

The California Supreme Court has stated, "[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 576.) In addition, perfection in a project or a project's environmental alternatives is not required; rather, the requirement is that sufficient information be produced "to permit a reasonable choice of alternatives so far as environmental aspects are concerned." Outside agencies (including courts) are not to "impose unreasonable extremes or to interject [themselves] within the area of discretion as to the choice of the action to be taken." (*Residents Ad Hoc Stadium Com. v. Board of Trustees* (1979) 89 Cal.App.3d 274, 287.)

SECTION II.
FINDINGS ON IMPACTS DETERMINED TO BE LESS THAN SIGNIFICANT OR NO IMPACT

Consistent with *CEQA Guidelines* Sections 15162.2 and 15128, the EIR focused its analysis on potentially significant impacts and limited discussion of other impacts for which it can be seen with certainty there is no potential for significant adverse environmental effects. *CEQA Guidelines* Section 15091 does not require specific findings to address environmental effects that an EIR identifies as "no impact" or as a "less than significant impact."

A. AESTHETICS AND SCENIC RESOURCES

The Project would not have a substantial adverse effect on a scenic vista.

The Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

The Project site is in an urbanized area and would not conflict with applicable zoning and other regulations governing scenic quality.

The Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

B. AGRICULTURE AND FORESTRY RESOURCES

The Project would not 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.

The Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.

The Project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).

The Project would not result in the loss of forest land or conversion of forest land to non-forest use.

The Project would not 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.

C. AIR QUALITY

The Project would not conflict with or obstruct implementation of the applicable air quality plan.

The Project would not 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.

The Project would not expose sensitive receptors to substantial pollutant concentrations.

The Project would not result in other emissions such as those leading to odors adversely affecting a substantial number of people.

The Project, combined with other related projects, would not conflict with or obstruct implementation of the applicable air quality plan.

The Project, combined with other related projects, would not result in cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under the applicable federal or state ambient air quality standard.

The Project, combined with other related projects, would not result in other emissions such as those leading to odors adversely affecting a substantial number of people.

D. BIOLOGICAL RESOURCES

The Project would not have a substantial adverse effect, either directly or through habitat modifications, or 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 Wildlife or U.S. Fish and Wildlife Services.

The Project would not 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 Wildlife or U.S. Fish and Wildlife Service.

The Project would not 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.

The Project would not 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.

The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

E. CULTURAL RESOURCES

The Project would not cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.

The Project, combined with other related projects, would not cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.

The Project, combined with other related project, would not cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5.

The Project, combined with other related projects, would not disturb any human remains, including those interred outside dedicated cemeteries.

F. ENERGY

The Project would not result in potentially significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

The Project would not conflict with or obstruct a state of local plan for renewable energy or energy efficiency.

The Project, combined with other related projects, would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

The Project, combined with other related projects, would not conflict with or obstruct a state of local plan for renewable energy or energy efficiency.

G. GEOLOGY AND SOILS

The Project would not 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.

The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.

The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

The Project would not result in substantial soil erosion or the loss of topsoil.

The Project would not 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 and/or 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.

The Project would not 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.

The Project, combined with other related projects, would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

The Project, combined with other related projects, would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.

The Project, combined with other related projects, would not result in substantial soil erosion or the loss of topsoil.

The Project, combined with other related projects, would not 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 and/or 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.

The Project, combined with other related projects, would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

H. HAZARDS AND HAZARDOUS MATERIALS

The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

The Project would not result in a safety hazard for people residing or working in the project area due to the site's location 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.

The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

The Project, combined with other related projects, would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

The Project, combined with other related projects, would not 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.

The Project, combined with other related projects, would not result in a safety hazard for people residing or working in the project area due to the site's location 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.

The Project, combined with other related projects, would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

I. HYDROLOGY AND WATER QUALITY

The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

The Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; 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; or impede or redirect flood flows.

The Project site is not located within a flood hazard, tsunami, or seiche zones and would not risk release of pollutants due to project inundation.

The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

The Project, combined with other related projects, would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

The Project, combined with other related projects, would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; 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; or impede or redirect flood flows.

The Project, combined with other related projects, would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

J. LAND USE AND PLANNING

The Project would not physically divide an established community.

The Project would not 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.

The Project, combined with other related projects, would not 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.

K. MINERAL RESOURCES

The Project would not 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.

The project would not 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.

L. NOISE

The Project would not expose people residing or working in the Project area to excessive noise levels due to the Project's location 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.

The Project, combined with other related projects, would not expose people residing or working in the Project area to excessive noise levels due to the Project's location 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.

M. POPULATION AND HOUSING

The Project would not 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 road or other infrastructure.

The Project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; and displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

N. PUBLIC SERVICES

The Project would not 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 fire protection.

The Project would not 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 police protection.

The Project would not 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 schools.

The Project would not 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 parks.

The Project would not 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 other public facilities.

The Project, combined with other related projects, would not 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 fire protection.

The Project, combined with other related projects, would not 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 police protection.

O. RECREATION

The Project would not 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.

The Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

P. TRANSPORTATION

The Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

The Project would not conflict or be inconsistent with CEQA Guidelines sections 15064.3, subdivision (b).

The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

The Project would not result in inadequate emergency access.

The Project, combined with other related projects, would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

The Project, combined with other related projects, would not conflict or be inconsistent with CEQA Guidelines sections 15064.3, subdivision (b).

The Project, combined with other related projects, would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Q. TRIBAL CULTURAL RESOURCES

The Project, combined with other related projects, would not cause a substantial adverse change int the significance of a tribal cultural resources, 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 America tribe, and that is: (i) 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 (ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code section 5024.1.

R. UTILITIES AND SERVICE SYSTEMS

The Project would not 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.

The Project would comply with federal, state, and local statutes and regulations related to solid waste.

The Project, combined with other related projects, would not 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.

The Project, combined with other related projects, would comply with federal, state, and local statutes and regulations related to solid waste.

S. WILDFIRE

The Project site is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones, and would not substantially impair an adopted emergency response plan or emergency evacuation plan.

The Project site is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones, and would not expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby.

The Project site is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones, and would not 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.

The Project site is not located in or near State responsibility areas or lands

classified as very high fire hazard severity zones, and would not 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.

SECTION III.
FINDINGS ON IMPACTS MITIGATED TO LESS THAN SIGNIFICANT

Finding. The City Council hereby finds that mitigation measures have been identified in the EIR and these findings that will avoid or substantially lessen the following potentially significant environmental impacts to a less than significant level. The potentially significant impacts and the mitigation measures that will reduce them to a less than significant level are as follows:

A. CULTURAL RESOURCES

1. Archaeological Resources

Threshold: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR. These changes are identified in the form of the mitigation measures below. The City of Burbank hereby finds that implementation of the mitigation measures is feasible, and the measures are, therefore, adopted.

Explanation: According to the Cultural Resources Assessment, there is a moderate potential of encountering historic period archaeological remains dating to the early-20th century within the Project site due the native and undisturbed soils that occur within the Project site and surrounding area. Thus, development within the Project site has the potential to encounter archaeological resources, resulting in a potentially significant impact.

Offsite pedestrian and bicycle improvements are not likely to involve ground disturbance at depths having the potential to encounter archaeological remains. Although the proposed sewer improvements from the intersection of Wyoming Avenue and North Ontario Street to the intersection of West Burbank Boulevard and North Frederick Street would involve the design and construction of 1,580 feet of sewer main infrastructure improvements that would require ground disturbance at greater depths, the offsite improvements would connect and extend services to the Project site within existing rights-of-way and would occur within an area that has previously experienced ground disturbance activities. However, due to the

proximity of the offsite improvement areas to the Project site, and the Cultural Resources Assessment's finding of moderate potential to encounter historic period archaeological remains within the Project site, there is also the potential for historic period archaeological remains to be encountered within the offsite improvement areas if construction activities extend into depths greater than artificial fill. This would result in a potentially significant impact.

To avoid and mitigate potential impacts associated with the potential discovery of archaeological resources during construction activities within the Project site and offsite improvement areas, Mitigation Measures CUL-1 and CUL-2 would require a monitor to be retained to conduct onsite monitoring during ground-disturbing activities within the Project site and the offsite sewer improvement area. If an archaeological or tribal cultural resource is inadvertently discovered during ground disturbing activities, an archaeologist, in coordination with a Native American Monitor, would be required to evaluate the find and implement protocols in accordance with the provisions of PRC Section 21083.2 and State CEQA Guidelines Sections 15064.5 and 15126.4. Compliance with Mitigation Measures CUL-1 and CUL-2 would reduce potential impacts to archaeological resources to a less than significant level.

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 monitor(s) shall meet the Secretary of the Interior's Professional Qualification Standards for archaeology, 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 and offsite sewer improvement area. A copy of the executed contract shall be submitted to the City of Burbank Community Development Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Archaeological Monitor shall complete monitoring logs daily, providing descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The onsite 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: If an archaeological or Native American resource is 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 and Native American Monitor(s) to determine if any discovered potential resource meets the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique resources (Public Resources Code 21083.2(g)). The City of Burbank Community Development Department shall be immediately notified. If the resource is determined to be potential a tribal cultural resource, the Applicant shall retain the services of a Native American Monitor to work in consultation with the Archaeological Monitor to delineate the resource. Work on areas outside of the buffered area may continue during the assessment period. The Applicant shall, in good faith, consult with the Tribe(s) on the disposition and treatment of any tribal cultural resource encountered during all ground disturbing activities. If the find is considered a "tribal cultural 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 Sections 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 resource is 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.

2. Human Remains

Threshold: Would the Project disturb any human remains, including those interred outside of formal cemeteries?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant

environmental effect as identified in the Final EIR. These changes are identified in the form of the mitigation measures below. The City of Burbank hereby finds that implementation of the mitigation measures is feasible, and the measures are, therefore, adopted.

Explanation: Although no conditions exist that suggest human remains are likely to be found within or adjacent to the Project site or offsite improvement areas, future development could result in the inadvertent discovery of human remains and potential impacts to these resources. Health and Safety Code Sections 7050.5 to 7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by Mitigation Measure CUL-3, and as required by State law, the requirements and procedures set forth in PRC Section 5097.98 would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission (NAHC) and consultation with the individual identified by the NAHC to be the "most likely descendant (MLD)." The MLD would make recommendations to landowners for the disposition of any Native American human remains and grave goods found. Recommendations would be made for the treatment and disposition of the remains. Thus, compliance with Health and Safety Code Sections 7050.5 to 7055, PRC Section 5097.98, and Mitigation Measure CUL-3 would ensure that, in the event human remains are discovered, the remains would be handled in accordance with applicable laws, and impacts would be less than significant.

Mitigation Measures:

CUL-3: In the event that human remains are discovered during onsite construction activities, the Archaeological Monitor 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 and Safety Code Section 7050.5. The City of Burbank Community Development Department shall also be immediately notified. 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 State CEQA Guidelines Section 15064.5(e).

B. GEOLOGY AND SOILS

1. Paleontological Resources

Threshold: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR. These changes are identified in the form of the mitigation measures below. The City of Burbank hereby finds that implementation of the mitigation measures is feasible, and the measures are, therefore, adopted.

Explanation: According to the Geotechnical Assessment, excavations on the order of five to 20 feet in depth would be required for the foundation elements and anticipated elevator pit enclosures for the proposed Hotel and Garage. Should fossil resources be present in the Project site's subsurface, ground-disturbing activities associated with excavations could directly or indirectly destroy a unique paleontological resource. This would be a potentially significant impact.

Offsite pedestrian and bicycle improvements and the offsite infrastructure improvements that would involve connecting to and extending services to the Project site within existing rights-of-way would not involve disturbance of soils at depths of high paleontological sensitivity (i.e., greater than 10 feet). Although the proposed sewer improvements from the intersection of Wyoming Avenue and North Ontario Street to the intersection of West Burbank Boulevard and North Frederick Street would involve replacement of an existing pipe that would require ground disturbance at greater depths, the offsite improvements would connect and extend services to the Project site within existing rights-of-way and would occur within an area having previously experienced ground disturbance activities. The potential to encounter fossil resources is considered unlikely due to this past disturbance. Thus, the potential for activities associated with the offsite improvements to directly or indirectly destroy a unique paleontological resource would be less than significant.

To avoid and mitigate potential impacts to unique paleontological resources during Project construction activities, Mitigation Measure GEO-1, requiring a qualified vertebrate paleontologist to develop a Worker Awareness and Environment Program (WEAP) Training for construction personnel, Mitigation Measure GEO-2 requiring the paleontologist to monitor ground-disturbing activities in previously undisturbed sediments that exceed 10 feet in depth, and Mitigation Measure GEO-3 detailing the appropriate steps in the event of fossil

discovery, would be required. Compliance with Mitigation Measures GEO-1, GEO-2, and GEO-3 would reduce potential impacts to paleontological resources to a less than significant level.

Mitigation Measures:

GEO-1: Prior to commencement of ground-disturbing activities a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall develop Worker Awareness and Environmental Program (WEAP) Training for construction personnel. This training shall be presented to construction personnel and include what fossil remains may be found within the Project area and policies and procedures that must be followed in case of a discovery. Verification of the WEAP Training shall be provided to the Burbank Community Development Department.

GEO-2: Paleontological resources monitoring by a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall be required during ground disturbances (including grading, trenching, foundation work, and other excavations) in previously undisturbed sediments that exceed 10 feet in depth. The duration and timing of the monitoring shall be determined by the qualified paleontologist and the location and extent of the proposed ground disturbance. If the qualified paleontologist determines that fulltime monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, the qualified paleontologist may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring shall not be required in artificial fill or for activities that do not reach 10 feet in depth.

GEO-3: In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. The qualified paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources:

- Salvage of Fossils. The qualified paleontologist (or paleontological monitor) shall recover significant fossils following standard field procedures for collecting paleontological resources, as described by the Society of Vertebrate Paleontology standards. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case

the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.

- Preparation and Curation of Recovered Fossils. Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the University of California Museum of Paleontology), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the qualified paleontologist.

C. GREENHOUSE GAS EMISSIONS

1. Emission Reduction Plans

Threshold: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR. These changes are identified in the form of the mitigation measures below. The City of Burbank hereby finds that implementation of the mitigation measures is feasible, and the measures are, therefore, adopted.

Explanation: Several plans and policies have been adopted to reduce GHG emissions in the Southern California region. The following discussion analyzes the Project's consistency with the Greenhouse Gas Reduction Plan (GGRP), 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and 2022 Scoping Plan. Some Statewide GHG emissions regulations, including SB 32 and Executive Order S-3-05, are not analyzed because these regulations are focused on Statewide GHG emissions reduction targets and are not applicable to individual development projects. In addition, the 2022 Scoping Plan includes all the actions that need to be taken to achieve the targets established in SB 32 and Executive Order S-3-05. Therefore, projects that are consistent with 2022 Scoping Plan could demonstrate consistency with SB 32 and Executive Order S-3-05 and contribution of their fair share of GHG emissions reductions. The GGRP was adopted to guide the City in reducing GHG emissions consistent with the targets set out by AB 32. Additionally, the GGRP fulfills the requirements of CEQA Guidelines Section 15183.5, and consistency with the GGRP allows

for the CEQA analysis to be streamlined by presuming that a project's GHG emissions would not be significant. As discussed above, the Project's GHG emissions would exceed the GGRP significance threshold of 3.12 metric tons of carbon dioxide (CO_2) equivalent ($MTCO_2e$) per service population, and impacts would remain significant even with the incorporation of Mitigation Measure GHG-1.

Burbank2035 Greenhouse Reduction Plan

The GGRP identifies GHG emissions 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. The proposed Project would be consistent with the City of Burbank's GGRP, and impacts would be less than significant in this regard.

2020-2045 RTP/SCS

The latest 2024-2050 RTP/SCS was adopted on April 4, 2024. However, the California Air Resources Board (CARB) concluded that the technical methodology the Southern California Association of Governments (SCAG) used to quantify the GHG emissions reductions for the 2024-2050 RTP/SCS does not operate accurately. SCAG resubmitted the SCS Submittal Package for CARB's review in June 2024. CARB will have 60 business days to evaluate it and make its determination. Review by CARB is limited to acceptance or rejection of SCAG's determination that its SCS would, if implemented, achieve the region's GHG emissions reduction target. If CARB rejects SCAG's determination of meeting the GHG emission target, SCAG will need to revise the SCS or adopt an alternative planning strategy demonstrating the ability to achieve the target. As such, until CARB makes the decision, the 2024-2050 RTP/SCS is not a fully adopted document and is potentially subject to further updates, especially from the GHG reduction perspective relative to the methods and assumptions of the calculation of Auto Operating Costs (AOC), induced travel, electric vehicle incentives, job center parking and parking deregulation, off-model strategy assumptions, and emissions factors. As CARB has not made the decision at the time of preparation of this document, the consistency analysis relies upon the 2020-2045 RTP/SCS. The Project is consistent with these five strategies found within the 2020-2045 RTP/SCS. The proposed Project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

2022 CARB Scoping Plan

The 2022 Scoping Plan identifies reduction measures necessary to achieve the goal of carbon neutrality by 2045 or earlier. Actions that

reduce GHG emissions are identified for each AB 32 inventory sector. The proposed Project is consistent with the applicable reduction actions/strategies in the 2022 CARB Scoping Plan.

Conclusion

The proposed Project is generally consistent with or would not conflict with strategies outlined in the GGRP, 2020-2045 RTP/SCS, and 2022 Scoping Plan. The proposed Project would exceed the GGRP Efficiency Threshold of 3.12 per service population. According to the GGRP, any projects that exceed this GHG efficiency threshold would result in a significant impact and would be required to mitigate the GHG emissions to a maximum extent feasible. The proposed Project would require the incorporation of Mitigation Measure GHG-1. Upon incorporation of Mitigation Measure GHG-1, the Project would mitigate the GHG emissions to the maximum extent feasible and, as such, would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions. As such, the impacts would be less than significant with the incorporation of Mitigation Measure GHG-1.

Mitigation Measures:

GHG-1 Prior to the issuance of building permits, the Project applicant shall provide documentation (e.g., building plans, site plans) to the City of Burbank Community Development Department to verify implementation of the design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements:

- The Project applicant shall prepare a Transportation Management Plan with the help of certified Traffic Engineer which includes voluntary and mandatory trip reduction measures such as discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation such as carpooling, taking transit, walking, and biking, implementing employee parking cash-outs, thereby reducing VMT and GHG emissions. The Transportation Management Plan shall grant all employees located within the Project site eligibility to participate. The Transportation Management Plan shall be reviewed and approved by the Transportation Planning Division.

- The Project applicant shall join the Burbank Transportation Management Organization (TMO), which helps provide services to employees that encourages the use of public transit, carpooling, vanpooling, walking, and biking.

- The Project applicant shall demonstrate to the Planning Division that new vehicles owned and operated by the Project operators that provide transport between the Hollywood Burbank Airport and the Project will be clean-fuel vehicles.

- No wood-burning or gas-powered fireplaces shall be installed in the proposed development.

- All major appliances provided/installed (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) shall be electric-powered EnergyStar-certified or of equivalent energy efficiency, where applicable.

D. HAZARDOUS AND HAZARDOUS MATERIALS

1. Accident or Upset

Threshold: Would the Project 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?

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

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR. These changes are identified in the form of the mitigation measures below. The City of Burbank hereby finds that implementation of the mitigation measures is feasible, and the measures are, therefore, adopted.

Explanation: *Construction*

Construction of the proposed Project would involve demolition/removal of surface parking, grading, and construction of new buildings. The existing Marriott Hotel would remain; modifications to the existing structures are not proposed as part of the Project. Potentially hazardous materials used during construction include substances, such as paints, sealants, lubricants, solvents, adhesives, cleaners, and diesel fuel. There is potential for these materials to spill or to create hazardous conditions. The materials used, however, would not be in such quantities or stored in such a manner as to pose a significant safety hazard, as their storage and use would be in accordance with all applicable regulations. These

activities would also be short-term and would cease upon completion of construction.

Nonetheless, to prevent hazardous conditions, existing local, State, and federal laws, are required to be enforced at the construction sites. For example, compliance with existing regulations would ensure construction workers and the general public are not exposed to any risks related to hazardous materials during demolition and construction activities. Cal/OSHA has regulations concerning the use of hazardous materials, including requirements for safety training, exposure warnings, availability of safety equipment, and preparation of emergency action/prevention plans. All spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable State and local regulations for the cleanup and disposal of that contaminant. All contaminated waste encountered would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility.

Based on the results of the Phase II Subsurface Investigation, there is evidence of elevated volatile organic compounds (VOCs) in soil-gas (specifically perchloroethylene [PCE] and trichloroethylene [TCE]) beneath the Project site that may present a vapor intrusion risk to the proposed Project. These VOCs are considered to be the result of a regional groundwater VOC plume as noted from the Phase I recognized environmental condition (REC) findings. Mitigation Measure HAZ-1 requires that an appropriate vapor intrusion mitigation system using a VOC-compatible vapor barrier be incorporated into the design of the proposed onsite structures where there may be a potential for vapor intrusion risk to occupants. The vapor barrier shall be pre-approved by the applicable regulatory oversight agency and provide for mitigation of soil vapor to levels that are protective of human health for the proposed use. Methods for monitoring the vapor barrier system to confirm that the vapor barrier system continues to be protective of human health shall also be required subject to approval by the regulatory agency with jurisdiction.

Excavation and related utility operations would potentially encounter hazardous materials, based on the results of the Phase II Subsurface Investigation, which determined there are potential VOC-impacted soils on the Project site. Impacts related to releases of hazardous substances would be potentially significant during the construction phase. Implementation of Mitigation Measure HAZ-2, which requires that the Applicant prepare and submit a soils management plan to address the proper characterization and handling of potential VOC-impacted soils and other contaminants of concern (reported to be

TCE, PCE, 1,4, dioxane, hexavalent chromium, and 1,2,3-tetrachloropropane [TCP]) that may be present prior to the issuance of a grading permit, would reduce potential significant impacts to less than significant levels. With implementation of Mitigation Measures HAZ-1 and HAZ-2, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving soil and groundwater contamination. With the incorporation of mitigation, impacts would be less than significant.

The Project site is located within the Area 1 site in the Burbank Operable Unit (BOU), and as such, it is on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Releases from a large number of facilities throughout eastern portions of Area 1 have resulted in a large plume of VOC-contaminated groundwater, which begins in the Area 1 site and extends southeast, down-gradient. Potential remedies for Area 1 are being addressed through federal, State, municipal, and potential responsible party (PRP) actions. The current site status of the BOU area includes the temporary remedy of extraction and treatment of groundwater. BWP receives groundwater from the site blended with treated groundwater to reduce nitrate levels and then distributes it to the public water supply system.

According to the Burbank Water and Power (BWP) 2020 Urban Water Management Plan (2020 UWMP), the BOU is a USEPA-led project to clean up groundwater impacted by historical industrial releases, primarily by Lockheed-Martin. The BOU project consisted of drilling eight extraction wells and constructing a state-of-the-art treatment plant using Best Available Technology (Air Stripping Towers and Granular Activated Carbon Filters) to remove and stabilize the VOC plumes within the aquifer. Completion of this project restored a major component to the City's water supply. The Consent Decree for the project was “entered” on March 25, 1992. Lockheed-Martin started construction on June 23, 1993, and the project began operation in January 1996. The eight wells and the VOC removal treatment plant were operated by Lockheed-Martin until March 2001, when the City of Burbank took over operation. Through compliance with applicable regulations and implementation of Mitigation Measures HAZ-1 and HAZ-2, impacts related to hazards to the public and the Project site being on a list of hazardous materials sites compiled through Government Code Section 65962.5 would be less than significant.

Operations

Operation of the proposed Project would involve the use of small amounts of hazardous materials, such as cleaners, paints, fertilizers,

and pesticides for cleaning and maintenance purposes. However, the proposed land uses are not associated with uses that use, generate, store, or transport large quantities of hazardous materials; such uses generally include manufacturing, industrial, medical (e.g., hospital), and other similar uses.

The use, storage, transport, and disposal of hazardous materials would be governed by existing regulations of several agencies, including DTSC, USEPA, USDOT, Cal/OSHA, and Los Angeles County CUPA. Compliance with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous materials would ensure all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts.

Although highly unlikely and not anticipated, should the Project require storage of hazardous substances exceeding regulatory thresholds, a Hazardous Materials Business Plan (HMBP) would be required, and hazardous materials permits would need to be obtained from the CUPA. These permits would include preventative requirements and best practices for the use of hazardous materials related to the Project. As required by CUPA, the HMBP would detail the location and quantities of hazardous materials stored onsite, accompanied by the appropriate Materials Safety Data Sheets. That information would be made available to emergency responders, such as firefighters and medical personnel, who would, in part, use such information to contain the hazardous materials and avoid the creation of a significant hazard. Therefore, substantial hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during long-term operation of the proposed Project would be less than significant.

Mitigation Measures:

HAZ-1: Prior to the issuance of building permits, the Applicant shall include on the building plans an appropriate vapor intrusion mitigation system using a volatile organic compound (VOC)-compatible vapor barrier that is incorporated into the design of new onsite structures, where there may be a potential for vapor intrusion risk to occupants. The elements of the vapor intrusion mitigation system shall include the design of an appropriate vapor barrier compatible with known VOCs, installation oversight to ensure compliance with VOC barrier manufacturers' warranty requirements, and subsequent post-installation VOC barrier integrity testing.

The Applicant shall incorporate all requirements in the design of the Project as set forth by the applicable regulatory oversight agency for

issuance of building permits, including the following measures: The proposed design of the vapor barrier shall be pre-approved by the applicable regulatory oversight agency (e.g., Department of Toxic Substances Control [DTSC], the Los Angeles Regional Water Quality Control Board [LARWQCB], or other appropriate local regulatory agency). The design of a physical vapor barrier beneath the structure(s) foundation shall prevent soil gas from seeping into breathing spaces inside the structure. The system shall include a passive or powered vapor mitigation system layer that draws soil gas out of the under-foundation base rock and directs that soil gas to a treatment system to prevent people from being exposed outdoors. Any contaminants found in shallow soil vapor shall be mitigated to levels that are protective of human health for the proposed commercial uses. Upon completion, the Project Applicant shall prepare a report documenting the testing results and installed vapor mitigation method and submit the report to the regulatory agency with jurisdiction.

An Operations, Maintenance, and Monitoring (OMM) Plan shall be prepared and implemented to maintain the vapor barrier system and confirm that the vapor barrier system continues to be protective of human health. The OMM Plan shall include details of methods for monitoring the vapor barrier system, provide monitoring frequencies and maintenance procedures for the system components and provide for post construction indoor air quality monitoring. The OMM Plan shall be approved by the regulatory agency with jurisdiction.

HAZ-2: Prior to the issuance of a grading permit, the Applicant shall submit a Soils Management Plan (SMP) to the City of Burbank Community Development Department Building & Safety Division that addresses the proper characterization and handling of potential VOC-impacted soils, and other contaminants of concern that may be present. The SMP shall require that, as grading, excavation, and trenching are performed, exposed soil shall be monitored for stained or discolored soil, wet or saturated soils, or odors. If impacted soil is encountered, the soil shall be analyzed to identify and characterize the impact and determine if soil remediation is required. Soil samples shall be analyzed by an appropriate State-certified laboratory using appropriate methods based on the parameters to be analyzed. When a new area of contamination is identified, it shall be characterized to assess its lateral and vertical extent. The likely excavation of impacted soil shall be followed by segregated stockpiling or direct-loading, waste profiling, and offsite disposal or recycling, which shall be performed in accordance with applicable federal, State, and local regulations.

E. NOISE

1. Vibration

Threshold: Would the Project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR. These changes are identified in the form of the mitigation measures below. The City of Burbank hereby finds that implementation of the mitigation measures is feasible, and the measures are, therefore, adopted.

Explanation: Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of some heavy-duty 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 (in/sec) 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 level of groundborne vibration would be generated during the building construction phase due to the potential operation of an impact pile driver. The nearest offsite structure (an office building to the east of the Project site) is located approximately 60 feet from proposed construction activities. At this distance, the maximum vibration velocities from impact pile drivers would be approximately 0.408 in/sec PPV, which would exceed the FTA significance threshold of 0.3 in/sec PPV. Therefore, groundborne

vibration generated from impact pile driver operations would be considered potentially significant.

As groundborne vibration generated from impact pile driver operations would exceed applicable thresholds, the Project would be required to implement Mitigation Measure NOI-2. Mitigation Measure NOI-2 would require the use of sonic pile drivers as an alternative to impact pile drivers. As shown in Table 5.9-8, the maximum vibration velocities from sonic pile drivers would be approximately 0.197 in/sec PPV at the nearest offsite building. Therefore, with implementation of Mitigation Measure NOI-2, groundborne vibration levels would not exceed the FTA's significance threshold of 0.3 in/sec PPV, and impacts would be less than significant.

Mitigation Measures:

NOI-2: The following measure shall be incorporated on all grading and building plans and specifications subject to approval of the City's Building and Safety Division prior to issuance of a grading permit:

- Sonic pile drivers shall be used as an alternative to impact pile drivers to reduce groundborne vibration levels. Impact pile driver operations shall be prohibited.

2. Cumulative Vibration

Threshold: Would the Project, combined with other related projects, result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR. These changes are identified in the form of the mitigation measures below. The City of Burbank hereby finds that implementation of the mitigation measures is feasible, and the measures are, therefore, adopted.

Explanation: Construction activities associated with the proposed Project and related projects may overlap. Despite the potential for overlap, groundborne vibration generated at the Project site during construction would not be in exceedance of the FTA threshold of 0.30 in/sec PPV for engineered concrete and masonry buildings, following implementation of Mitigation Measure NOI-2, which requires the use of sonic pile drivers to reduce groundborne vibration levels. In addition, there would be no vibration impacts associated with operations at the Project site. The closest related projects are the Media Studios North project, immediately southwest of the Project site, and the 3031 Thornton Avenue project, north of the Project site.

Although construction of the related projects could occur at the same time as the proposed Project, cumulatively significant construction vibration would generally only occur when construction activities on the sites occur near one another in a way that concentrates the vibration. The farther construction activities occur from one another on each respective project site, the quicker the vibration dissipates by the time it reaches a sensitive receptor. Additionally, because heavy construction equipment moves around a project site and would only occur for limited durations, average vibration levels at the nearest structures would diminish with increasing distance between the structures and construction activities. As such, cumulative construction vibration impacts would not occur. Both the proposed Project and related projects would be required to comply with the BMC limitations on allowable hours of construction and mitigate their respective construction vibration impacts, as required. Therefore, the Project's less than significant effects after mitigation associated with the generation of excessive groundborne vibration or groundborne noise levels would not be considered cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measure NOI-2

F. TRIBAL CULTURAL RESOURCES

1. Tribal Cultural Resources

Threshold: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: (i) 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 (ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1(c)?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR. These changes are identified in the form of the mitigation measures below. The City of Burbank hereby finds that implementation of the mitigation measures is feasible, and the measures are, therefore, adopted.

Explanation: The records search indicates that 15 cultural resources studies were conducted within a 0.5-mile radius of the Project site. Of these studies, none were of the Project site and three were located adjacent to the Project site. The results of the Cultural Resources Assessment identified no prehistoric or historic-period cultural resources within or adjacent to the Project site. Results of the site visit revealed that the ground surface is obscured by the existing Marriott Hotel, convention center, and paved surface parking lots. According to the Cultural Resources Assessment, there is a moderate potential of encountering historic period archaeological resources dating to the early-20th century within the Project site due the native and undisturbed soils that occur with the Project site and surrounding area.

As part of the AB 52 process, letters were sent by the City of Burbank inviting tribes to consult on the Project. The Gabrieleño Band of Mission Indians-Kizh Nation and the Fernandeño Tataviam Band of Mission Indians responded requesting consultation, stating that the Project site is situated within each of the tribes' ancestorial territory. As part of the consultation process, both tribes were provided access to the Cultural Resources Assessment and the Geotechnical Assessment, Geotechnical Assessment Addendum, and Geotechnical Investigation, Preliminary Geotechnical Assessment prepared for the Project. The City held separate meetings with both the Gabrieleño Band of Mission Indians-Kizh Nation and the Fernandeño Tataviam Band of Mission Indians to discuss the Project in greater detail. Both tribes indicated that based on the presence of significant tribal resources near the Project site, precautions were necessary when conducting ground disturbing activities on native/undisturbed soil levels. The tribes requested the inclusion of mitigation measures to address the potential for tribal cultural resources (TCRs) to be encountered within the Project site as a result of ground disturbing activities.

Based on the records search, literature review, field survey results, and tribal consultation results, there is the potential for unknown TCRs to be discovered onsite during site disturbance activities, resulting in the potential for a significant impact to TCRs. Mitigation Measures CUL-1 and CUL-2 in Section 5.2, Cultural Resources, of the Draft EIR, have been identified and reviewed by the Gabrieleño Band of Mission Indians-Kizh Nation and the Fernandeño Tataviam Band of Mission Indians in order to reduce potential impacts to TCRs in the event of discovery. Implementation of Mitigation Measures CUL-1 and CUL-2 would require a monitor qualified in the identification of archaeological and Native American resources during construction related ground-disturbing activities within the Project site and offsite sewer improvement area. The Project

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. If archaeological or Native American resources are inadvertently discovered during ground disturbing activities, the find would be evaluated by the Archaeological and Native American Monitor(s) and implement protocols in accordance with the provisions of PRC Section 21083.2 and State CEQA Guidelines Sections 15064.5 and 15126.4; refer also to Section 5.2, Cultural Resources, of the Draft EIR. Compliance with Mitigation Measures CUL-1 and CUL-2 would reduce potential impacts to TCRs to a less than significant level.

Mitigation Measures: Refer to Mitigation Measures CUL-1 and CUL-2.

SECTION IV.
FINDINGS ON SIGNIFICANT UNAVOIDABLE IMPACTS

Finding. The City Council hereby finds that, despite the incorporation of mitigation measures identified in the EIR and in these findings, the following environmental impacts cannot be fully mitigated to a less than significant level and a Statement of Overriding Considerations is, therefore, included in Section VI:

A. GREENHOUSE GAS EMISSIONS

1. Emissions Generation

Threshold: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure below. The City of Burbank hereby finds that implementation of the mitigation measure is feasible, and the measure is, therefore, adopted. However, since most of the Project-related emissions come from mobile sources, which primarily depend on the prerogative of future employees and visitors regarding their preferred methods of transportation and fuel efficiency and emission standards are regulated at the State level, the City of Burbank finds that there are no other mitigation measures that are feasible to reduce GHG emissions below the significance threshold, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other

considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section V of these Findings (Public Resources Code Sections 21081(a)(1) and (3); CEQA Guidelines Sections 15091(a)(1) and (3)). As described in the Statement of Overriding Considerations (Section VI below), the City has determined that this significant and unavoidable impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed Project outweigh its significant effects on the environment.

Explanation: *Project-Related Sources of Greenhouse Gas Emissions*

Per the GGRP, the City has adopted a GHG efficiency threshold of 3.12 $MTCO_2e$ per service population as the significance threshold for assessing impacts related to GHG emissions. The methodology for evaluating the Project's impacts related to GHG emissions focuses on the GHG efficiency threshold. Based on occupancy data for the period of June 2023 to June 2024 provided by Marriott Hotel, the average occupancy rate is 1.4 persons per reservation. This data is specific to the Los Angeles Marriott Burbank Airport Hotel. As such, the proposed 420 rooms would have an occupancy rate of approximately 588 persons. With the 85 proposed employees, the proposed Project would have a service population of 673 individuals.

The analysis also calculates the amount of GHG emissions that would be attributable to the Project using recommended emissions calculations models, as described below. The primary purpose of quantifying the Project's GHG emissions is to compare the Project's GHG efficiency ratio with the GGRP's GHG efficiency threshold. The estimated emissions inventory is also used to determine if there would be a reduction in the Project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions.

The proposed Project would result in direct and indirect emissions of CO_2, nitrous oxide (N_2O), and methane (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, mobile sources, and refrigerants, while indirect sources include emissions from energy consumption, water demand, and solid waste generation. Construction emissions would be required to comply with applicable regulations (i.e., SCAQMD Rule 402, Rule 403, etc.). Project design features include photovoltaic panels for on-site renewable energy production (11

percent of the total annual consumption), exceeding the most current Title 24 standards by 10 percent, installing energy efficient lighting, installing energy efficient appliances, low flow water fixtures, water efficient landscaping, and all-electric landscaping equipment. The Project's unmitigated GHG emission per service population is 6.94 $MTCO_2e$. As the proposed Project would exceed the GGRP efficiency threshold of 3.12 $MTCO_2e$ per service population even with incorporation of Project design features, the Project would be required to implement Mitigation Measure GHG-1. Mitigation Measure GHG-1 would require the incorporation of Tier 2 requirements of the 2022 CALGreen Code. Per the CALGreen Code, Tier 2 requirements are typically voluntary tiers that add additional requirements beyond the mandatory measures. Mitigation Measure GHG-1 includes the following features: preparation of a Transportation Management Plan, joining the Burbank Transportation Management Organization, owning a clean-fuel vehicle fleet, and no wood-burning or gas-powered fireplaces.

Direct Project-Related Source of Greenhouse Gas Emissions

Construction Emissions. Construction GHG emissions are amortized (i.e., total construction emissions divided by the lifetime of the Project, assumed to be 30 years), then added to the operational emissions. Construction of the proposed Project would result in a total of 60.59 $MTCO_2e$ (amortized over 30 years).

Area Sources. Area source emissions would be generated due to an increased demand for fuel associated with the development of the proposed Project. The primary use of fuel that produces area source emissions by the Project would be for landscaping. The proposed Project without Project design features would directly result in 9.57 $MTCO_2e$ per year. However, the Project would utilize all-electric landscaping equipment (e.g., lawnmowers, hedge trimmers, leaf blowers). As such, with incorporation of Project design features, the Project would not result in GHG emissions from area source emissions.

Mobile Source Emissions. The proposed Project would generate 4,315 daily trips. As previously stated, the trip generation provided by Fehr & Peers considers trips without passengers (valet, ridesharing, etc.). As such, the Project would result in approximately 4,044.00 $MTCO_2e$ per year of mobile source generated GHG emissions. However, as discussed, the proposed Project would incorporate Mitigation Measure GHG-1 which includes the following features: preparation of a Transportation Management Plan, joining the Burbank Transportation Management Organization, and owning a clean-fuel vehicle fleet. These features would help reduce GHG emissions relating to mobile sources. Specifically, the Transportation

Management Plan and the Burbank Transportation Management Organization would provide incentives to employees, such as employee carpooling programs, reduced public transit fares, and ridesharing opportunities. Additionally, the clean-fuel vehicle fleet would reduce GHG emissions from vehicles used by employees for work. However, as discussed above, the GHG reduction potential of these features are not quantifiable in CalEEMod. Even though these features are not quantifiable in CalEEMod, the incorporation of Mitigation Measure GHG-1 would reduce GHG emissions for mobile sources below 4,044.00 $MTCO_2e$ per year. However, this reduction would likely not reduce emissions to a less than significant impact.

Refrigerants. Refrigerants are substances used in equipment for air conditioning and refrigeration. Most of the refrigerants used today are hydrofluorocarbons (HFCs) or blends thereof, which can have high GWP values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains), and an operational refrigerant leak rate, and each refrigerant has a Global Warming Potential (GWP) that is specific to that refrigerant. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime, and then derives average annual emissions from the lifetime estimate. The proposed Project includes land uses that would have air conditioning and refrigeration onsite. The Project would directly result in a 67.90 $MTCO_2e$ per year from refrigerants.

Indirect Project-Related Sources of Greenhouse Gases

Energy Consumption. Electricity would be provided to the Project site via BWP. The proposed Project's energy consumption without Project design features would result in approximately 475.00 $MTCO_2e$ per year of GHG emissions. The analysis considers the incorporation of various design features such as exceeding the most recent Title 24 Building Energy Efficiency Standards by 10 percent, generating approximately 11 percent of the total annual energy consumption from onsite photovoltaic panels, installing high efficiency lighting, and requiring energy efficient appliances. The Project would indirectly result in 407.00 $MTCO_2e$ per year of GHG emissions due to energy consumption with Project design features.

Water Demand. The proposed Project would consume approximately 11.6 million gallons of water per year. The proposed Project's water consumption without Project design features would result in approximately 22.80 $MTCO_2e$ per year of GHG emissions. However, it should be noted that the Project would include Project design features such as installing low-flow fixtures, designing water efficient landscaping, and including water efficient irrigation. Emissions from indirect energy consumption due to extraction,

treatment, and transmission of water supply would result in 20.20 $MTCO_2e$ per year with incorporation of Project design features.

Solid Waste. Solid waste disposal at landfills associated with operations of the proposed Project would result in 71.80 $MTCO_2e$ per year.

Total Project-Related Sources of Greenhouse Gases

Project-related GHG emissions from direct and indirect sources without Project design features would total 4,751.66 $MTCO_2e$ per year. However, the Project would incorporate various design features (i.e., energy efficient appliances, onsite renewable energy generation, water efficient irrigation, etc.) that would reduce GHG emissions. As such, incorporation of these design features would reduce GHG emissions to approximately 4,671.49 $MTCO_2e$ per year.

Conclusion

The proposed Project with incorporation of Project design features would result in approximately 4,671.49 $MTCO_2e$ per year. Based on a service population of 673 individuals (588 per occupancy data and 85 employees), the proposed Project would have a GHG efficiency ratio of 6.94 $MTCO_2e$ per service population. This would exceed the GGRP efficiency threshold of 3.12 $MTCO_2e$ per service population. As previously discussed, any projects that exceed this GHG efficiency threshold would result in a significant impact and would be required to mitigate the GHG emissions to a maximum extent feasible.

The primary source of Project-related emissions would be from mobile-source emissions generated by the Project-related vehicle trips, followed by energy sector emissions and solid waste sector emissions. Most of the Project-related emissions come from mobile sources, which primarily depend on the prerogative of future employees and visitors regarding their preferred methods of transportation. In addition, fuel efficiency and emission standards are regulated at the State level, and these regulations are becoming more stringent over the years to reduce mobile source emissions. The proposed Project has development standards and design features that contribute to reducing GHG emissions. Design features include the following: all electric landscaping equipment, exceeding the most recent Title 24 standards, onsite renewable energy generation, energy efficient appliances, high efficiency lighting, drought tolerant landscaping, low flow fixtures, and water efficient irrigation. These design features would minimize GHG emissions during operation. However, it should be noted that even with the implementation of these design features, the Project's GHG

emissions would be slightly reduced but would continue to exceed the GHG efficiency threshold of 3.12 $MTCO_2e$ per service population as outlined by the GGRP. As previously discussed, any projects that exceed this GHG efficiency threshold would result in a significant impact and would be required to mitigate the GHG emissions to a maximum extent feasible.

Therefore, to reduce the GHG emissions to maximum extent, this analysis has used the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity: Designed for Local Governments, Communities, and Project Developers (Handbook), prepared by California Air Pollution Control Officers Association (CAPCOA), dated December 2021. CAPCOA is a non-profit association of the Air Pollution Control Officers from all 35 local air quality agencies (including SCAQMD) throughout California. This Handbook was given an Award of Excellence for Best Practices by the California American Planning Association and is integrated into CalEEMod to quantify GHG emission reduction from feasible measures. The Handbook provides methods to quantify GHG emission reductions from a specified list of measures, primarily focused on project-level actions. The Handbook also includes a method to assess potential benefits of different climate vulnerability reduction measures, as well as measures that can be implemented to improve health and equity, again at the project level. CAPCOA included a wide range of measures in the Handbook that are frequently used to reduce GHG emissions.

The Project would incorporate a majority of the applicable CAPCOA GHG reduction measures as a part of the Project's description. However, the Project would be required to implement Mitigation Measure GHG-1, which requires the Project applicant to implement additional features in the Project that would reduce GHG emissions, including preparing a Transportation Management Plan, which includes voluntary and mandatory trip reduction measures, such as discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation, including, but not limited to, carpooling, taking transit, walking, and biking, implementing employee parking cash-outs and purchasing carbon offsets, thereby reducing VMT and GHG emissions to the maximum extent feasible. Pursuant to Mitigation Measure GHG-1, the Project applicant would also be required to join the Burbank Transportation Management Organization (TMO), which is a private-sector, non-profit organization that gathers employers, developers, building owners, and employees to develop policies, programs, and services to reduce transportation use and improve air quality. The Burbank TMO would require the Applicant to become a paying member to fund

services that reduce single-occupancy automotive travel and encourages participating members to use public transit, carpooling, vanpooling, walking, and biking to work.

Additionally, the Burbank TMO would also keep participating members updated about transit, bike, and carpool resources within the City; relevant construction and closures that may impact commutes; and transit route/fare changes. The Burbank TMO collects surveys from participating employees, utilization data, and commute trip lengths, which would help the City develop better future transportation plans and programs. As discussed above, these GHG reducing features that address mobile source emissions are not quantifiable in CalEEMod. However, even with the implementation of GHG reducing design features and Mitigation Measure GHG-1, Project-related GHG impacts would still exceed the City's GGRP thresholds and result in a significant and unavoidable impact.

The proposed Project would result in a GHG efficiency ratio of 6.94 $MTCO_2e$ per service population even after the incorporation of design features that would reduce GHG emissions. As previously discussed, incorporation of Mitigation Measure GHG-1 is not quantifiable within CalEEMod. Nevertheless, incorporation of Mitigation Measure GHG-1 would reduce GHG emissions below 6.94 $MTCO_2e$ per service population but would still result in emissions that exceed the applicable threshold. Thus, the Project's GHG emissions would still exceed the GGRP's GHG efficiency threshold of 3.12 MTCO2e per service population, and impacts in this regard would be significant and unavoidable.

Mitigation Measures:

GHG-1: Prior to the issuance of building permits, the Project applicant shall provide documentation (e.g., building plans, site plans) to the City of Burbank Community Development Department to verify implementation of the design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements:

- The Project applicant shall prepare a Transportation Management Plan with the help of certified Traffic Engineer which includes voluntary and mandatory trip reduction measures such as discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation such as carpooling, taking transit, walking, and biking, implementing employee parking cash-outs, thereby reducing VMT and GHG emissions. The Transportation Management Plan shall grant all employees located within the Project site eligibility to participate. The

Transportation Management Plan shall be reviewed and approved by the Transportation Planning Division.

- The Project applicant shall join the Burbank Transportation Management Organization (TMO), which helps provide services to employees that encourages the use of public transit, carpooling, vanpooling, walking, and biking.

- The Project applicant shall demonstrate to the Planning Division that new vehicles owned and operated by the Project operators that provide transport between the Hollywood Burbank Airport and the Project will be clean-fuel vehicles.

- No wood-burning or gas-powered fireplaces shall be installed in the proposed development.

- All major appliances provided/installed (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) shall be electric-powered EnergyStar-certified or of equivalent energy efficiency, where applicable.

2. Cumulative Emissions Generation and Reduction Plans

Threshold: Would the Project, combined with other related projects, generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Would the project, combined with other related projects, conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure referenced below. The City of Burbank hereby finds that implementation of the mitigation measure is feasible, and the measure is, therefore, adopted. However, since most of the Project-related emissions come from mobile sources, which primarily depend on the prerogative of future employees and visitors regarding their preferred methods of transportation and fuel efficiency and emission standards are regulated at the State level, the City of Burbank finds that there are no other mitigation measures that are feasible to reduce GHG emissions below the significance threshold, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of

employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section V of these Findings (Public Resources Code Sections 21081(a)(1) and (3); CEQA Guidelines Sections 15091(a)(1) and (3)). As described in the Statement of Overriding Considerations (Section VI below), the City has determined that this significant and unavoidable impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed Project outweigh its significant effects on the environment.

Explanation: Project-related GHG emissions are not confined to a particular air basin; instead, GHG emissions are dispersed worldwide. No single project is large enough to result in a measurable increase in global concentrations of GHG emissions. The California Natural Resources Agency has also clarified that the CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and, therefore, GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses (see CEQA Guidelines Section 15064(h)(3)). A project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the area of the project.

As discussed in Impact Statement GHG-1, the proposed Project would exceed the City's GGRP GHG efficiency threshold of 3.12 MTCO2e per service population and would require the implementation of Mitigation Measure GHG-1. Mitigation Measure GHG-1 would require the Project applicant to implement features in the Project that would reduce GHG emissions, including preparing a Transportation Management Plan, joining the Burbank TMO, owning a clean-fuel vehicle fleet for the proposed Project, installing energy efficient appliances, and exceeding Title 24 by 10 percent. As the Project would exceed the City's GGRP GHG efficiency threshold, impacts would be significant. Any projects that exceed this GHG efficiency threshold would result in a significant impact and would be required to mitigate the GHG emissions to a maximum extent feasible. As such, the proposed Project would incorporate Mitigation Measure GHG-1. However, even with the implementation of GHG reducing design features and Mitigation Measure GHG-1, Project-related GHG impacts would still exceed the City's GGRP GHG efficiency thresholds and result in a significant and unavoidable impact. As such, the Project's incremental effects to GHG emissions would be cumulatively considerable, and cumulative GHG impacts would be significant and unavoidable.

Mitigation Measures: Refer to Mitigation Measure GHG-1.

B. NOISE

1. Noise Levels

Threshold: Would the Project result in 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?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure below. The City of Burbank hereby finds that implementation of the mitigation measure is feasible, and the measure is, therefore, adopted. However, since the 15 to 25 dBA attenuation provided by mufflers required by Mitigation Measure NOI-1 relies heavily on the speed of a vehicle, engine noise, and load on a vehicle, the maximum 25 dBA reduction would not be maintained throughout the construction period, therefore, the City of Burbank finds that there are no other mitigation measures that are feasible to reduce construction noise below the significance threshold, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section V of these Findings (Public Resources Code Sections 21081(a)(1) and (3); CEQA Guidelines Sections 15091(a)(1) and (3)). As described in the Statement of Overriding Considerations (Section VI below), the City has determined that this significant and unavoidable impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed Project outweigh its significant effects on the environment.

Explanation: *Short-Term Construction Noise*

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction would include demolition, grading, paving, building construction, application of architectural coatings, and linear construction (offsite improvements and sewer improvements). Ground-borne noise and other types of construction-related noise impacts typically occur during the initial grading phase, which has the potential to create the highest levels of noise. Construction equipment produces maximum noise levels when

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 partial 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.

Construction noise at the nearest receptors surrounding the Project site could be exposed to temporary and intermittent noise levels ranging from 56.5 to 71.1 dBA L_{eq} when construction activities occur near the Project site boundary and would have the potential to exceed the significance threshold of 63.7 dBA L_{eq}. Additionally, construction activities would occur across the entire Project site, and, therefore, the estimated noise levels were also calculated from the center of the Project site. Therefore, construction noise would be approximately 51.5 to 66.1 dBA L_{eq} from the center of the Project site at 640 feet and would still exceed the significance threshold of 63.7 dBA L_{eq}. Therefore, impacts would be significant.

The BMC and Burbank2035 have established allowable hours of construction (7:00 a.m. to 7:00 p.m. on weekdays, 8:00 a.m. to 5:00 p.m. on Saturdays, and exclude Sundays and holidays). Thus, pursuant to the BMC and Burbank2035, construction activities would be conducted during allowable daytime hours. These permitted hours of construction are required in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. Thus, impacts would be less than significant. As discussed above, construction of the proposed Project would exceed the 63.7 dBA L_{eq} threshold and as such, a significant impact would occur. To ensure that noise generated during construction of the Project would be lessened to the maximum extent possible, the Project would be required to implement Mitigation Measure NOI-1, which would incorporate BMPs during construction and ensure nuisances do not occur. Implementation of Mitigation Measure NOI-1 would further minimize impacts from construction noise as it requires construction equipment to be equipped with properly operating and maintained mufflers. Nevertheless, even with incorporation of Mitigation Measure NOI-1, construction-noise impacts would remain significant. As such, impacts in this regard would be significant and unavoidable.

Sewer Main Infrastructure and Off-Site Infrastructure Improvements

As a condition of Project approval, the Project would be responsible for the design and construction of 1,580 feet of sewer main infrastructure improvements from the intersection of Wyoming Avenue and Ontario Street to the intersection of Burbank Boulevard and Frederick Street. Sewer main improvements would occur as close as 45 feet to the neighboring single-family residential units along Wyoming Avenue. Construction noise from the sewer main improvements could expose sensitive receptors to a maximum of 87.4 dBA L_{eq} (refer to Appendix H, Noise Data), which exceeds the significance threshold of 63.7 dBA L_{eq}.

However, it should be noted that sewer improvements would occur offsite as part of the Project's condition of approval and would not be concentrated at a single point but occur over 1,580 linear feet. Specifically, construction of the sewer main improvement would not have a fixed location, and construction would move as portions of the sewer main are replaced. Additionally, construction would not be concentrated at one location for an extended period of time. Furthermore, certain construction equipment would only be used during certain periods of construction (i.e., excavators would only be used during the excavation of the old sewer main and backfill) and would be powered down when not in use. As such, the actual noise levels from construction equipment used for the sewer main improvement would be less than the conservative noise levels of 87.4 dBA L_{eq}. Construction-related noise from the sewer main improvement would still exceed the 63.7 dBA L_{eq} significance threshold.

As part of the proposed Project, various off-site improvements would occur along North Avon Street and Thornton Avenue. Off-site improvements include the electrical connections, relocation of existing curbs, construction of Class IV bikeways, improvement of curbs, gutters, and driveways, and installation of ADA-compliant sidewalks. However, it should be noted that these improvements would occur along Thornton Avenue along the property's northeastern boundary and North Avon Street that connects to North Hollywood Way and Empire Avenue. Unlike the sewer main improvements, these off-site improvements would not occur close to existing sensitive receptors except for the electrical improvements, which would connect to existing BWP facilities at the Thornton Avenue and Ontario Street intersection. The closest residential uses are multi-family residential units located on Ontario Street, approximately 60 feet south of the Thornton Avenue and Ontario Street intersection. These off-site improvements would occur nearer to the Project site boundary and would be in areas where residences are not located nearby. Specifically, the closest residences to the proposed off-site improvements along Thornton Avenue and North

Avon Street are approximately 1,000 feet to the east. As such, construction noise from off-site improvements would be less than noise levels from sewer main improvements due to the farther distance from sensitive receptors. While the off-site improvements are located 1,000 feet from sensitive receptors, as a conservative analysis, construction noise levels would be representative of off-site improvements within the vicinity of the Project site. Additionally, off-site improvements would occur concurrently with the construction of the proposed Project. Thus, noise impacts from off-site improvements would also be significant.

The Project would be required to implement Mitigation Measure NOI-1, which would incorporate BMPs during construction and ensure nuisances do not occur. Implementation of Mitigation Measure NOI-1 would further minimize impacts from construction noise as it requires construction equipment to be equipped with properly operating and maintained mufflers which can reduce noise by up to 15 to 25 dBA. However, the 15 to 25 dBA attenuation provided by mufflers relies heavily on the speed of a vehicle, engine noise, and load on a vehicle. The maximum 25 dBA reduction would not be maintained throughout the construction period. As such, construction-related noise from the sewer main improvement would still have the potential to exceed the 63.7 dBA L_{eq} significance threshold even with incorporation of Mitigation Measure NOI-1. Therefore, construction noise impacts would be significant and unavoidable in this regard.

Construction Trip Noise Impacts

Construction activities would also cause increased noise along access routes to and from the Project site due to movement of construction workers, vendors, as well as haul trucks, which would generate a maximum of 198 one-way construction worker trips (99 round trips) and 77 vendor trips per day (approximately 39 round trips).

Per Applicant provided information, earthwork during the grading period would require 20 hauling roundtrips per day (or 40 one-way trips) over a period of 35 days for a total of 1,400 one-way trips (40 one-way trips per day times 35 days). However, the grading period modeled in CalEEMod would only last a period of 20 days. As such, modeling in CalEEMod provides a more conservative modeling of 70 one-way hauling trips (35 round trips) per day during the modeled grading period for a total of 1,400 one-way trips (70 one-way hauling trips times 20 days).

According to the California Department of Transportation (Caltrans), a doubling of traffic (100 percent increase) on a roadway would result

in a perceptible increase in traffic noise levels (3 dBA). Accordingly, a significant impact would occur if a doubling of traffic occurs with the implementation of the proposed Project. Existing ADTs in the Project vicinity range from 5,048 to 40,476 trips. The combined total of the Project's maximum construction trips described above (approximately 173 trips) would be nominal and not double existing traffic volumes; thus, any increase in traffic noise levels would be imperceptible. Mobile traffic noise from construction trips would also be temporary and would cease upon Project completion. Therefore, short-term haul truck noise impacts from construction traffic would be less than significant.

Operational Noise Impacts: Offsite Mobile Noise

Future development generated by the proposed Project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. A doubling of traffic volumes would result in a 3-dB increase in traffic noise levels, which is barely detectable by the human ear. Accordingly, a significant impact would occur if a doubling of traffic occurs with implementation of the proposed Project. The proposed Project would generate 4,315 daily trips.

Existing ADTs in the Project vicinity range from 1,528 to 33,439 trips. However, it should be noted that the Project's trip generation would be distributed amongst surrounding roadways. Based on the Project's ADTs and trip distribution, the Project's operational trip generation would not double existing traffic volumes. Thus, any increase in traffic noise along local roadways would be imperceptible (i.e., less than 3-dB increase in traffic noise levels). Impacts would be less than significant in this regard.

Operational Noise Impacts: Stationary Noise

Stationary noise sources associated with the proposed Project would include mechanical equipment, slow moving trucks, parking activities, and outdoor gathering areas. These noise sources are typically intermittent and short in duration and would be comparable to existing sources of noise experienced in the site vicinity. The 2022 California Energy Code Section 120.2, Required Controls for Space-Conditioning Systems, outlines nonresidential and hotel/motel requirements for conditioning and heating. Pursuant to the 2022 California Energy Code Section 120.2(e), all space-conditioning system would be installed with controls that would automatically shut off the system during periods of nonuse. Such controls require an automatic time switch control device, an occupancy sensor, and a four-hour timer that can be manually operated. As such, heating, ventilation, and air conditioning (HVAC) units in hotel uses would

only be operational when hotel rooms are occupied and would automatically shut off after a certain duration. Slow moving trucks movement would only occur during deliveries and trash collection activities, which happens occasionally. Noise from parking activities and outdoor gathering areas are dependent on hotel guests and would not be a constant noise source.

Operational Noise Impacts: Mechanical Equipment Noise

HVAC units would be installed on the roof of the proposed Hotel building. The proposed Project would also install an electric emergency generator; however, electrical generators would not produce substantial noise levels compared to traditional diesel generators. Traditional diesel generators generate noise due to the combustion process of fossil fuels, noise from the cooling fans, and loose-fitting parts that would generate noise from vibration. At 23 feet, noise generated from traditional generators would be approximately 93 dBA. The nearest sensitive receptors are the single-family residential uses located approximately 380 feet to the east of the proposed Hotel building. At this distance, noise from traditional generators would be approximately 69 dBA. However, the proposed Project would utilize an electrical generator which would not generate as much noise as a traditional generator because it does not have an internal combustion engine. Additionally, the generator would be enclosed and would be shielded from sensitive receptors. Therefore, noise generated from the electrical generator would be significantly less than traditional generators and would have noise shielding which would further reduce noise.

Typically, mechanical equipment (i.e., HVAC) would generate noise that is 55 dBA at 50 feet from the source. Based upon the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source. The nearest sensitive receptors are the single-family residential uses located approximately 380 feet to the east of the proposed Hotel building. At this distance, potential noise from HVAC units would be approximately 33 dBA. Therefore, HVAC noise levels would not be audible above existing ambient noise levels (61.2 dBA) near the single-family residential units to the east and would not increase the existing ambient noise levels by 3 dBA. It should be noted that intervening structures, such as the proposed Garage and adjacent buildings within the Media Studios Campus, would preclude direct line-of-sight of mechanical equipment from the closest sensitive receptors, further reducing noise levels. Additionally, noise levels from mechanical equipment would be consistent 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 5 dBA. Therefore, the nearest residents would not be directly exposed to substantial noise from onsite mechanical equipment. Impacts in this regard would be less than significant.

Operational Noise Impacts: Slow-Moving Trucks

The proposed Project may involve occasional deliveries and trash/recycling pickups from slow-moving trucks. Typically, a medium 2-axle truck for deliveries can generate a maximum noise level of 75 dBA at 50 feet. These are levels generated by a truck that is operated by an experienced “reasonable” driver with typically applied accelerations. Noise associated with deliveries and trash/recycling pickups would be consistent with the existing noise environment, as these activities already occur at the Project site and in the surrounding area. Additionally, slow-moving truck noise would be intermittent, short in duration, and would not generate excessive noise levels over an extended period of time. Intervening structures such as the proposed Garage and adjacent buildings within the Media Studios Campus would preclude direct line-of-sight of slow-moving trucks from the closest sensitive receptors, further reducing noise levels. Impacts resulting from truck delivery activities would be less than significant.

Operational Noise Impacts: Parking Noise

The proposed Project would construct a detached parking structure (Garage) on a portion of the site currently used for surface parking. In addition to the Garage, the existing SE Lot, including the area behind the convention center, would be regraded, repaved, restriped, and landscaped for a more efficient parking layout. However, this portion of the site is currently used for parking to serve the existing Marriott Hotel under existing conditions. Traffic associated with parking lots and garages 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 nearby noise-sensitive receptors.

Parking activities can result in noise levels up to 61 dBA at 50 feet. It is noted that noise associated with parking activities 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 activities would be far lower than those identified. The proposed Garage would have intermittent noise due to the movement of vehicles. The nearest sensitive receptors to the proposed Garage would be located approximately 360 feet to the

east of the Project site. At this distance, noise levels from parking activities would range from 36 to 44 dBA. Therefore, noise associated with parking activities would not exceed the City's noise standards or the California Land Use Compatibility Standards. Additionally, parking activity noise would be partially masked by background noise from traffic along Ontario Street (61.2 dBA) and would not increase the existing ambient noise levels by 3 dBA. Further, parking lot noise currently exists within the surface parking lot onsite, and at the surface parking lot to the east of the Project site. Additionally, adjacent buildings within the Media Studios Campus would preclude direct line-of-sight of parking activities from the closest sensitive receptors, further reducing noise levels. Thus, the Project would not introduce a new source of noise when compared to existing conditions. Impacts would be less than significant in this regard.

Operational Noise Impacts: Outdoor Gathering Area Noise

Within the proposed Project boundaries, crowds have the potential to gather at the event terrace and two covered patios. The proposed Project would include a pool; however, it would be located within the Hotel interior and would not generate exterior noise. The nearest sensitive receptors to the potential outdoor gathering areas are the residential uses located approximately 380 feet to the east of the proposed Hotel building. At this distance, crowd noise at the nearest sensitive receptors would be approximately 21 dBA (based on the Inverse Square Law). Thus, crowd noise generated at the Project's outdoor gathering areas would not exceed the City's noise standards. Additionally, crowd noise from the proposed Project would be lower than existing ambient noise levels near the Project site (61.2 dBA) and would not increase the existing ambient noise levels by 3 dBA. As such, Project operational noise associated with outdoor gathering areas would not introduce an intrusive noise source when compared to existing conditions. Thus, impacts would be less than significant in this regard.

Conclusion

Temporary construction-related impacts would exceed the significance threshold of 63.7 dBA L_{eq}. To ensure that noise generated during construction of the Project would be lessened to the maximum extent possible, implementation of Mitigation Measure NOI-1 would be required. However, even with incorporation of Mitigation measure NOI-1, construction-related impacts would still be significant and unavoidable.

As described above, long-term operational noise impacts would be less than significant, and no mitigation measures are required.

Mitigation Measures:

NOI-1: The Project Applicant and/or Contractor shall implement the following noise-attenuating measures during construction of the proposed Project:

- Construction contracts shall specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.

- A sign, legible at 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 reviewed and approved by the City's Building Official and City Traffic Engineer and 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.

2. Cumulative Noise Standards

Threshold: Would the Project, combined with other related projects, result in the 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?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure below. The City of Burbank hereby finds that implementation of the mitigation measure is feasible, and the measure is, therefore, adopted. However, since the 15 to 25 dBA attenuation provided by mufflers required by Mitigation Measure NOI-1 relies heavily on the speed of a vehicle, engine noise, and load on a vehicle, the maximum 25 dBA reduction would not be maintained throughout the construction period, therefore, the City of Burbank finds that there are no other mitigation measures that are feasible to reduce construction noise below the significance threshold, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section V of these Findings (Public Resources Code Sections 21081(a)(1) and (3); CEQA Guidelines Sections 15091(a)(1) and (3)). As described in the Statement of Overriding Considerations (Section VI below), the City has determined that this significant and unavoidable impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed Project outweigh its significant effects on the environment.

Explanation: *Construction*

Construction activities associated with the proposed Project and related projects may overlap, resulting in construction noise in the area. However, cumulative construction noise impacts would affect only the areas immediately adjacent to the construction site. The closest related projects are the Media Studios North Original Remaining Entitlement (Media Studios North) project, immediately

southwest of the Project site, and the 3031 Thornton Avenue project, north of the Project site (refer to Draft EIR Section 4.0). Construction of these related projects could occur at the same time as the proposed Project. The City of Burbank has discretionary authority over the Media Studios North and 3031 Thornton Avenue projects. It should be noted that plans for the Media Studios North project have not been submitted for the City's review and the 3031 Thornton Avenue project is undergoing review. Nevertheless, if development of these sites were to occur, construction noise impacts associated with these projects would be reduced through compliance with the City's standards and ordinances, and any necessary mitigation measures would be identified through the City's development review process. As discussed above, the proposed Project would result in a significant and unavoidable impact regarding short-term construction noise even with incorporation of Mitigation Measure NOI-1. Therefore, the Project's significant effects associated with a temporary increase in ambient noise would be considered cumulatively considerable, and cumulative impacts would be significant.

Operation

As outlined by the USDOT, a doubling of traffic volumes would result in a perceptible noise level (i.e., 3-dBA) increase. To analyze the cumulative operational traffic noise impact from the proposed Project, the combined traffic noise from the proposed Project and related projects in Burbank are analyzed. Although there may be a significant noise increase due to the proposed Project in combination with other related projects (combined effects), it must also be demonstrated that the proposed Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed Project. A significant impact would result only if both the combined (including an exceedance of the applicable exterior standard at a sensitive use) and incremental effects criteria have been exceeded. Noise is a localized phenomenon and reduces as distance from the source increases. Consequently, only the proposed Project and growth that would occur in the Project site's general vicinity would contribute to cumulative noise impacts.

According to the City of Burbank, related projects in Burbank would generate a total of 20,321 net daily trips. The Project would generate 4,315 daily trips, which would be approximately 21 percent of the total related projects' daily trips. Due to the level of Project-generated daily trips compared to the related projects' daily trips, the Project would not represent a substantial percentage of the increase in traffic, and an incremental effect would not occur. Additionally, it should be noted that Project-related trips are more likely to interact with related projects utilizing the same roadways. Trips generated

from related projects further away from the proposed Project would be unlikely to interact and as such, has a low potential to result in a cumulative considerable impact. A doubling of traffic volumes would not occur as a result of trips from nearby related projects and trips from the proposed Project. As such, the Project would not result in significant noise impacts due to increased traffic and the Project's cumulative impact would be less than significant.

Although related projects have been identified within the Project study area, the noise generated by stationary equipment at each related project site cannot be adequately quantified due to the conceptual nature of most of the related projects. However, each related project would require separate discretionary approval and CEQA assessment that would address potential noise impacts and identify necessary attenuation measures, where appropriate. Additionally, as noise dissipates as it travels away from its source, noise impacts from stationary sources would be limited to each of the respective sites and their vicinities. The closest related projects are the Media Studios North project, immediately southwest of the Project site, and the 3031 Thornton Avenue project, north of the Project site. All the existing and planned development in the Project area currently operate, or would operate, mechanical equipment and other stationary noise sources throughout the Project area. As such, the Project would not introduce new stationary noise that is not already contributing to the existing noise environment. As noted above, the proposed Project would not result in significant stationary noise impacts. The proposed Project would not result in stationary long-term equipment that would significantly affect surrounding sensitive receptors.

The Project's less than significant effects associated with a permanent increase in ambient noise would not be considered cumulatively considerable, and cumulative impacts would be less than significant.

Conclusion

Temporary construction-related impacts would exceed the significance threshold of 63.7 dBA L_{eq}. To ensure that noise generated during construction of the Project would be lessened to the maximum extent possible, implementation of Mitigation Measure NOI-1 would be required. Nevertheless, construction impacts from the proposed Project would still exceed thresholds and as such, would be cumulatively significant. Therefore, cumulative construction-related impacts would be significant and unavoidable.

Long-term operational noise impacts would not be cumulatively considerable; therefore, long-term cumulative operational noise impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measure NOI-1.

C. UTILITIES AND SERVICES SYSTEMS

1. New or Expanded Water Systems

Threshold: Would the Project, require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects?

Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure below. The City of Burbank hereby finds that implementation of the mitigation measure is feasible, and the measure is, therefore, adopted. However, since the 15 to 25 dBA attenuation provided by mufflers required by Mitigation Measure NOI-1 relies heavily on the speed of a vehicle, engine noise, and load on a vehicle, the maximum 25 dBA reduction would not be maintained throughout the construction period, therefore, the City of Burbank finds that there are no other mitigation measures that are feasible to reduce construction noise below the significance threshold, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section V of these Findings (Public Resources Code Sections 21081(a)(1) and (3); CEQA Guidelines Sections 15091(a)(1) and (3)). As described in the Statement of Overriding Considerations (Section VI below), the City has determined that this significant and unavoidable impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed Project outweigh its significant effects on the environment.

Explanation: *Water Conveyance Facilities*

BWP provides water to existing development within the Project site and would provide water to the proposed Project. Fire water and domestic water would have lateral connection to the existing mains directly across from the Project site on Thornton Avenue

(approximately 50 feet from the property line). Recycled water service would connect to the main near the Thornton Avenue and Hollywood Way intersection (approximately 500 feet from the property line). In addition to using recycled water for irrigation of the proposed Project, the irrigation for the landscaping at the existing Marriott Hotel would also be upgraded to connect to recycled water services that the Project would extend to the site.

Construction activities associated with water facilities would be limited to providing new water lines within the site to connect to existing mains adjacent to the site. The Project would also be required to pay a water main replacement fee as determined by the City. New or expanded off-site water conveyance facilities would not be required. The potential environmental effects associated with construction of the proposed Project, including the proposed onsite water lines to serve the proposed development, were analyzed throughout the Draft EIR, and construction impacts have been determined to be less than significant with compliance with regulatory requirements and implementation of mitigation measures except for construction noise, which would be significant and unavoidable. 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. Therefore, construction noise associated with activities specific to the provision of new water lines are not isolated. Results also assume a clear line-of-sight and no other machinery or equipment noise that would mask Project construction noise. The shielding of buildings and other barriers that interrupt line-of-sight conditions would help further reduce noise levels. However, since construction activities could exceed the significance threshold for noise, impacts would be significant. The Project would be required to implement Mitigation Measure NOI-1, which would incorporate BMPs during construction activities. Implementation of Mitigation Measure NOI-1 would further minimize impacts from construction noise as it requires construction equipment to be equipped with properly operating and maintained mufflers. Nevertheless, even with incorporation of Mitigation Measure NOI-1, construction-noise impacts would remain significant. Since the proposed Project would result in the construction of new water facilities, which would contribute to significant environmental effects specific to construction noise, impacts would be significant and unavoidable in this regard.

Water Supply

As stated, BWP provides water to the Project site. BWP's 2020 UWMP indicates water supplies would meet the service area's water demands for normal, single-dry, and multiple dry-year conditions through 2045. The 2020 UWMP water demand forecasts are based

in part on adopted general plans. Burbank2035 identifies the development capacity associated with implementation of the Burbank2035 land use designations. The Burbank2035 General Plan Land Use Map designates the Project site as Regional Commercial. The Regional Commercial land use designation provides for regional employment and shopping destinations that serve both Burbank residents and residents of surrounding cities at a maximum FAR of 1.25. For non-residential designations, including the Regional Commercial land use designation, Burbank2035 development capacities assume development consistent with the maximum FAR. For the Regional Commercial land use designation, a 2035 development capacity of 4,643,665 square feet can be expected from implementation of land use policies established in Burbank2035.

The Project proposes development of a hotel with 420 rooms, which would increase the potable water demand within the Project site. The Project would also use recycled water for irrigation landscaping within the Project site, including upgrading the existing Marriott Hotel to connect to recycled water services for irrigation. Recycled water would also be used during grading and construction activities.

Development, as proposed, would result in a FAR of 1.13, which is less than the 1.25 maximum FAR allowed by the Regional Commercial land use designation, and, therefore, less than the development capacity assumptions identified in Burbank2035. Thus, the Project's anticipated water demand is accounted for in the 2020 UWMP, and there would be sufficient water supplies available to serve the Project development during normal, dry and multiple dry years. Impacts to water supply would be less than significant.

Mitigation Measures: Refer to Mitigation Measure NOI-1

2. New or Expanded Wastewater Services Systems

Threshold: Would the Project, require or result in the relocation or construction of new or expanded wastewater facilities, the construction or relocation of which could cause significant environmental effects?

Would the Project 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?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant

environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure below. The City of Burbank hereby finds that implementation of the mitigation measure is feasible, and the measure is, therefore, adopted. However, since the 15 to 25 dBA attenuation provided by mufflers required by Mitigation Measure NOI-1 relies heavily on the speed of a vehicle, engine noise, and load on a vehicle, the maximum 25 dBA reduction would not be maintained throughout the construction period, therefore, the City of Burbank finds that there are no other mitigation measures that are feasible to reduce construction noise below the significance threshold, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section V of these Findings (Public Resources Code Sections 21081(a)(1) and (3); CEQA Guidelines Sections 15091(a)(1) and (3)). As described in the Statement of Overriding Considerations (Section VI below), the City has determined that this significant and unavoidable impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed Project outweigh its significant effects on the environment.

Explanation: *Wastewater Conveyance Facilities*

The City provides wastewater (sewer) service to existing development within the Project site and would provide wastewater services to the proposed Project. Sanitary sewer services would connect to the existing onsite main.

A Sewer Capacity Analysis was prepared by the City of Burbank Water Reclamation and Sewer Division to determine if offsite sewer improvement upgrades or additional treatment capacity would be required in order to serve the proposed Project. Offsite sewer improvement upgrades were determined to be needed in order to serve the proposed Project and a separate development (2311 N. Hollywood Way) that would utilize the same downstream portion of the offsite sewer. Therefore, the Project would be conditioned to design and construct approximately 1,580 feet of sewer main infrastructure improvements from the intersection of Wyoming Avenue and North Ontario Street to the intersection of West Burbank Boulevard and North Frederick Street. There are seven reaches of City sewer main, totaling approximately 1,580.5 feet, that the Project would be responsible to upsize from existing 12-inch pipe to upgraded 15-inch pipe. The Project would also be required to pay a

Sewer Facilities Charge as determined by the City. With the required improvements and payment of fair share costs for improvements, adequate conveyance infrastructure would be available to serve the proposed development.

The potential environmental effects associated with construction of the proposed Project, including the required offsite sewer improvements are analyzed throughout the Draft EIR, and construction impacts have been determined to be less than significant with compliance with regulatory requirements and implementation of mitigation measures except for construction noise, which would be significant and unavoidable; refer to Section 5.9, Noise, of the Draft EIR. Offsite sewer main improvements would occur as close as 45 feet to the neighboring single-family residential units along Wyoming Avenue. Construction noise from the sewer main improvements could expose sensitive receptors to maximum noise levels that would exceed the significance threshold; refer to Section 5.9 of the Draft EIR. Sewer improvements would not be concentrated at a single point but occur over 1,580 linear feet. Noise levels assumes that construction equipment would be used concurrently as a conservative analysis. However, certain construction equipment would only be used during certain periods of construction (i.e., excavators would only be used during the excavation of the old sewer main and backfill) and would be powered down when not in use. As such, the actual noise levels from construction equipment used for the sewer main improvement would be less than the conservative noise levels identified in Section 5.9 of the Draft EIR. As previously stated, the Project would be required to implement Mitigation Measure NOI-1, which would incorporate BMPs during construction activities. Implementation of Mitigation Measure NOI-1 would further minimize impacts from construction noise as it requires construction equipment to be equipped with properly operating and maintained mufflers. Nevertheless, even with incorporation of Mitigation Measure NOI-1, construction-noise impacts associated with the offsite sewer improvements would remain significant. Since the proposed Project would result in construction of new wastewater facilities, which could cause significant environmental effects specific to construction noise, impacts would be significant and unavoidable in this regard.

Wastewater Treatment

Development of the proposed Project would result in increased wastewater flows requiring treatment when compared to existing conditions. Wastewater generated by the proposed Project would be treated at the Burbank Water Reclamation Plant (BWRP). BWRP treats approximately nine million gallons per day (mgd) and has a design capacity of 12.5 mgd. Based on the Sewer Capacity Analysis

prepared by the City, the proposed Project would generate a peak wastewater discharge rate of 117.8 gallons per minute (gpm) or approximately 169,632 gallons per day (gpd). The projected wastewater generated by the Project represents approximately 4.8 percent of BWRP's available capacity of 3.5 mgd. Although the Project would be required to provide improvements to the wastewater conveyance infrastructure, the Water Reclamation and Sewer Division determined adequate capacity would be available at BWRP to treat the wastewater generated from the Project. Further, the Project is required to pay the applicable sewer fees to connect to and receive sewer service, which funds costs associated with the City's sewer system and BWRP. Thus, impacts to wastewater treatment facilities associated with the Project would be less than significant.

Mitigation Measures: Refer to Mitigation Measure NOI-1

3. New or Expanded Electrical, Natural Gas, or Telecommunications Facilities

Threshold: Would the Project, require or result in the relocation or construction of new or expanded electrical, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure below. The City of Burbank hereby finds that implementation of the mitigation measure is feasible, and the measure is, therefore, adopted. However, since the 15 to 25 dBA attenuation provided by mufflers required by Mitigation Measure NOI-1 relies heavily on the speed of a vehicle, engine noise, and load on a vehicle, the maximum 25 dBA reduction would not be maintained throughout the construction period, therefore, the City of Burbank finds that there are no other mitigation measures that are feasible to reduce construction noise below the significance threshold, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section V of these Findings (Public Resources Code Sections 21081(a)(1) and (3); CEQA Guidelines Sections 15091(a)(1) and (3)). As described in the Statement of Overriding Considerations (Section VI below), the City has determined that this significant and unavoidable impact is acceptable because specific overriding economic, legal, social,

technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed Project outweigh its significant effects on the environment.

Explanation: Electrical power to the area is provided by BWP, and natural gas is provided by Southern California Gas Company (SoCalGas). Various companies provide telecommunications. The Project would be constructed to be all-electric, with no use of natural gas in its daily operations and systems. Therefore, natural gas connections would not be required. Local telecommunications companies operate and maintain transmission and distribution infrastructure in the Project area. The Project would not require new or upgraded telecommunication facilities.

BWP conducted a feasibility study to determine the capacity and improvements required to serve the proposed development. Electrical service would connect to existing BWP facilities at the Thornton Avenue and Ontario Street intersection and extend approximately 820 feet from the intersection into the Project site. In order to create a looped electrical service system, as required by BWP, the electrical service would then extend through the Project site from Thornton Avenue south to the Avon Street driveway (approximately 750 feet). From there, the service would extend an additional 595 feet in the public right of way on Avon Street, before connecting to the existing service from Empire Avenue and completing the "loop." As a Condition of Approval, the Project Applicant would be required to enter into a service agreement with BWP to pay the required fees necessary to construct the identified improvements and provide electrical infrastructure and service to the site. Payment of the required fees by the Project Applicant, and construction of the infrastructure improvements by BWP, would ensure adequate electrical service is provided to the Project.

The potential environmental effects associated with construction of the proposed Project, including the proposed electrical infrastructure improvements, are analyzed throughout the Draft EIR, and construction impacts have been determined to be less than significant with compliance with regulatory requirements and implementation of mitigation measures except for construction noise, which would be significant and unavoidable. Offsite electrical improvements would occur as close as 60 feet to multi-family residential units along Ontario Street. Construction noise from the electrical improvements could expose sensitive receptors to maximum noise levels that would exceed the significance threshold. Although construction noise from the electrical improvements would be less than the noise levels from the sewer main improvements, impacts would also be significant. As previously stated, the Project would be required to implement Mitigation Measure NOI-1, which

would incorporate BMPs during construction activities. Implementation of Mitigation Measure NOI-1 would further minimize impacts from construction noise as it requires construction equipment to be equipped with properly operating and maintained mufflers. Nevertheless, even with incorporation of Mitigation Measure NOI-1, construction-noise impacts associated with the offsite electrical improvements would remain significant. Since the proposed Project would result in construction of new electrical facilities, which could cause significant environmental effects specific to construction noise, impacts would be significant and unavoidable in this regard.

Mitigation Measures: Refer to Mitigation Measure NOI-1

4. Cumulative New or Expanded Water Facility Systems

Threshold: Would the Project, combined with other related projects, require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects?

Would the Project, combined with other related projects, have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure below. The City of Burbank hereby finds that implementation of the mitigation measure is feasible, and the measure is, therefore, adopted. However, since the 15 to 25 dBA attenuation provided by mufflers required by Mitigation Measure NOI-1 relies heavily on the speed of a vehicle, engine noise, and load on a vehicle, the maximum 25 dBA reduction would not be maintained throughout the construction period, therefore, the City of Burbank finds that there are no other mitigation measures that are feasible to reduce construction noise below the significance threshold, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section V of these Findings (Public Resources Code Sections 21081(a)(1) and (3); CEQA Guidelines Sections 15091(a)(1) and (3)). As described in the Statement of Overriding Considerations (Section VI below), the

City has determined that this significant and unavoidable impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed Project outweigh its significant effects on the environment.

Explanation: Water service is provided by BWP. In addition to the Project, related projects within the City would receive water service from BWP.

Similar to the proposed Project, individual development projects in the City would be required to assess water demand associated with the proposed development and capacity of water conveyance systems to serve the development being proposed. Individual development projects would be required to provide on-site water infrastructure and improvements necessary to serve the development. Each applicant also must fund the costs of the water-related infrastructure needed to serve a particular site. All new facilities proposed or necessitated by related projects would be subject to applicable CEQA review and would be required to determine the potential for the construction or relocation of new or expanded water facilities to cause a significant environmental effect. Individual related projects would be required to comply with mitigation measures to reduce impacts associated with the improvements.

Even with implementation of Mitigation Measure NOI-1, the proposed Project, which includes new onsite water infrastructure to serve the Project, would result in a significant and unavoidable impact regarding short-term construction noise. Construction activities associated with the proposed Project and related projects may overlap, resulting in construction noise in the area. Therefore, the Project's significant effects associated with a temporary increase in ambient noise resulting from construction activities, which include new water facilities would be considered cumulatively considerable, and cumulative impacts would be significant.

The proposed Project would involve an increase in demand for water supplies. Related projects would also result in the need for water supply and incrementally increase the long-term demand for water service. Similar to the proposed Project, individual development projects would be required to assess the water demand and available water supplies to serve the development being proposed. Additionally, under the provisions of SB 610, related projects meeting the statutory requirements would be required to prepare a comprehensive Water Supply Assessment (WSA). The WSA would evaluate the quality and reliability of existing and projected water supplies, as well as alternative sources of water supply and measures to secure alternative sources if needed, on a project-by-project basis. Any new water facilities would undergo separate

environmental review and require compliance with all applicable City water supply ordinances, laws, and regulations.

BWP's 2020 UWMP indicates water supplies would meet the service area's water demands for normal, single-dry, and multiple dry-year conditions through 2045. The 2020 UWMP water demand forecasts are based in part on adopted general plans. Burbank2035 identifies the development capacity associated with implementation of the Burbank2035 land use designations, including the Project site's Regional Commercial land use designation. Burbank2035 development capacities assume development consistent with the maximum FAR. Since the Project would be consistent with the development capacities assumed for the UWMP, adequate water supplies would be available to serve the Project. Thus, the Project's less than significant effects to water supplies would not be cumulatively considerable and cumulative impacts would be less than significant.

5. Cumulative Wastewater Capacity

Threshold: Would the Project, combined with other related projects, require or result in the relocation or construction of new or expanded wastewater facilities, the construction or relocation of which could cause significant environmental effects?

Would the Project, combined with other related projects, 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?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure below. The City of Burbank hereby finds that implementation of the mitigation measure is feasible, and the measure is, therefore, adopted. However, since the 15 to 25 dBA attenuation provided by mufflers required by Mitigation Measure NOI-1 relies heavily on the speed of a vehicle, engine noise, and load on a vehicle, the maximum 25 dBA reduction would not be maintained throughout the construction period, therefore, the City of Burbank finds that there are no other mitigation measures that are feasible to reduce construction noise below the significance threshold, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible

the alternatives identified in the EIR, as discussed in Section V of these Findings (Public Resources Code Sections 21081(a)(1) and (3); CEQA Guidelines Sections 15091(a)(1) and (3)). As described in the Statement of Overriding Considerations (Section VI below), the City has determined that this significant and unavoidable impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed Project outweigh its significant effects on the environment.

Explanation: The City provides wastewater conveyance and treatment for the Project site and related projects within the City. The proposed Project would involve an increase in wastewater generation requiring conveyance and treatment. Related projects would also result in increased wastewater generation. Similar to the proposed Project, individual development projects in the City would be required to assess the wastewater generation associated with the proposed development and capacity of conveyance systems and BWRP. Individual development projects would be required to provide on-site sewer infrastructure and improvements necessary to serve the development and pay the required Sewer Facilities Charge prior to issuance of a building permit. If upgrades to the sewer system are required, the related project would be required to provide the upgrades and/or pay its contribution toward the cost of the sewer infrastructure upgrades. All new facilities proposed or necessitated by related projects would be subject to applicable CEQA review, and related projects would be required to determine the potential for the construction or relocation of new or expanded wastewater facilities to cause a significant environmental effect. Individual related projects would be required to comply with mitigation measures to reduce impacts associated with the improvements. The Project would connect to the existing onsite main. However, as determined by the Sewer Capacity Analysis, offsite sewer improvement upgrades would be required, as the proposed Project and a related project (2311 N. Hollywood Way) would utilize the same downstream portion of the offsite sewer that necessitates improvements. Implementation of the improvements and payment of the required Sewer Facilities Charge would ensure adequate capacity is available to serve the increased wastewater resulting from the Project and related project.

Even with implementation of Mitigation Measure NOI-1, the proposed Project, which includes offsite sewer main improvements, would result in a significant and unavoidable impact regarding short-term construction noise. Construction activities associated with the proposed Project and related projects may overlap, resulting in construction noise in the area. Therefore, the Project's significant effects associated with a temporary increase in ambient noise

resulting from construction activities, which includes offsite sewer main infrastructure improvements, would be considered cumulatively considerable, and cumulative impacts would be significant.

The Project and related projects would generate increased wastewater requiring treatment at BWRP. As with the proposed Project, individual development projects are reviewed by to determine that adequate wastewater capacity would be available to serve the development being proposed at that time. Additionally, development projects are required to pay the applicable sewer fees to connect to and receive sewer service. These fees are collected to fund the costs associated with the City's sewer system, and BWRP. Based on the Sewer Capacity Analysis prepared by the City, adequate capacity would be available at BWRP to treat the wastewater generated from the Project. Thus, the Project's less than significant effects associated with the wastewater infrastructure upgrades and wastewater treatment capacity would not be cumulatively considerable, and cumulative impacts would be less than significant.

6. Cumulative Electrical, Natural Gas and Telecommunication Facilities

Threshold: Would the Project, combined with other related projects, require or result in the relocation or construction of new or expanded electrical, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure below. The City of Burbank hereby finds that implementation of the mitigation measure is feasible, and the measure is, therefore, adopted. However, since the 15 to 25 dBA attenuation provided by mufflers required by Mitigation Measure NOI-1 relies heavily on the speed of a vehicle, engine noise, and load on a vehicle, the maximum 25 dBA reduction would not be maintained throughout the construction period, therefore, the City of Burbank finds that there are no other mitigation measures that are feasible to reduce construction noise below the significance threshold, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section V of these Findings (Public Resources Code Sections 21081(a)(1) and (3); CEQA Guidelines Sections 15091(a)(1) and (3)). As described

in the Statement of Overriding Considerations (Section VI below), the City has determined that this significant and unavoidable impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed Project outweigh its significant effects on the environment.

Explanation: The Project would not utilize natural gas and therefore would not require natural gas facilities. The Project would not impact natural gas facilities.

The Project and the related projects would result in an increased demand for electricity and telecommunications services. Similar to the Project, the related projects would be required to coordinate their respective projects, sites, and requirements with the service providers to ensure adequate service could be provided or to determine the need for infrastructure improvements. All new facilities proposed or necessitated by related projects would be subject to applicable CEQA review, and projects would be required to determine the potential for the construction or relocation of new or expanded electricity and telecommunications facilities to cause a significant environmental effect. Individual related projects would be required to comply with mitigation measures to reduce impacts associated with the improvements.

The Project would be served by existing telecommunications facilities and would not require the construction of new facilities. The Project would connect to existing BWP facilities at the Thornton Avenue and Ontario Street intersection and extend approximately 820 feet from the intersection into the Project site. Per the requirements of BWP, in order to create a looped system, electrical service would then extend through the Project site from Thornton Avenue south to the Avon Street driveway (approximately 750 feet). From there, the service would extend an additional 595 feet in the public right of way on Avon Street, before connecting to the existing service from Empire Avenue and completing the “loop.” The potential environmental effects associated with the proposed Project, including the installation of electrical infrastructure to serve the proposed development, are analyzed throughout this EIR. Even with implementation of Mitigation Measure NOI-1, the proposed Project, which includes offsite electrical improvements, would result in a significant and unavoidable impact regarding short-term construction noise. Construction activities associated with the proposed Project and related projects may overlap, resulting in construction noise in the area. Therefore, the Project’s significant effects associated with a temporary increase in ambient noise resulting from construction activities, which includes electrical infrastructure improvements

would be considered cumulatively considerable, and cumulative impacts would be significant.

As a Condition of Approval, the Project Applicant would be required to enter into a service agreement with BWP to pay the required fees necessary to construct the identified improvements and provide electrical infrastructure and service to the Project site. Payment of the required fees by the Project Applicant, and construction of the infrastructure improvements by BWP, would ensure adequate electrical service is provided to the Project. Thus, the Project's incremental effects associated with the construction of telecommunication and electrical facilities would not be cumulatively considerable and cumulative impacts would be less than significant.

SECTION V.
FINDINGS ON PROJECT ALTERNATIVES

A. BACKGROUND

The Draft EIR analyzed two alternatives to the Project as proposed and evaluated these alternatives for their ability to avoid or reduce the Project's significant environmental effects while also meeting the majority of the Project's objectives. The City finds that it has considered and rejected as infeasible the alternatives identified in the Draft EIR and described below. This section sets forth the potential alternatives to the Project analyzed in the Draft EIR and evaluates them in light of the Project objectives, as required by CEQA.

Where significant impacts are identified, Section 15126.6 of the State CEQA Guidelines requires EIRs to consider and discuss alternatives to the proposed actions. Subsection (a) states:

> (a) 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. An EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

Subsection 15126.6(b) states the purpose of the alternatives analysis:

(b) Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (PRC Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

In Section 15126.6(c), the State CEQA Guidelines describe the selection process for a range of reasonable alternatives:

(c) The range of potential alternatives to the proposed project shall 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. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

The range of alternatives required is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed Project. Alternatives are limited to ones that would avoid or substantially lessen any of the significant effects of the Project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the Project.

B. PROJECT OBJECTIVES

The following objectives have been established for the Project (Draft EIR):

- Enhance the continued economic revitalization and urbanization of the Hollywood Burbank Airport area with premium lifestyle and extended stay hotel brands catering to the modern business and leisure traveler.
- Construct and operate a Marriott-branded, business- and leisure-oriented urban hotel reflecting the character of Burbank and integrated into the overall site design of the existing onsite hotel facilities, immediately adjacent to and complementing the airport, existing and planned transit stations, and the convention center to attract and enhance customer travel for those visiting Burbank.
- Construct and operate additional conference/meeting/entertainment/dining space, fitness facilities for hotel guests and other patrons, and a ground-floor

central open courtyard with pool and deck space amenity area to provide additional outdoor space.

- Contribute to the economic health and well-being of Burbank through the development of a Project that would generate new construction and long-term jobs and provide additional long-term revenue for the City through visitor operations, enhanced property values, new visitor spending, and transient occupancy tax.
- Redevelop a portion of the surface parking lot area that is underutilized into a more economically productive use that complements the existing development on the property and is consistent with the City's ongoing re-envisioning efforts within the Golden State Specific Plan.
- Support environmentally conscious alternative modes of travel by constructing two new hotels within a half mile of two existing Metrolink stations, a planned high speed rail station, and the Hollywood Burbank Airport, and by promoting ride-sharing services and transportation demand management strategies in efforts to reduce local vehicle trips into and out of the City.
- Support and enhance statewide decarbonization efforts through the development of an all-electric Project free from fossil-fuel reliance; on-site generation and use of power through solar panels and battery storage; reducing vehicle emissions through an efficient guest drop-off and pick-up porte cochere design and by operating a valet-only parking garage for more efficient parking of guest's vehicles; and encouraging the replacement of gas-fueled cars with electric vehicles by providing hundreds of EV charging stations and EV ready plug-ins.

C. ALTERNATIVES CONSIDERED BUT REJECTED FROM FURTHER ANALYSIS

Section 15126.6(c) of the State CEQA Guidelines specifies that an EIR should (1) identify alternatives that were considered by the lead agency but were eliminated from detailed consideration because they were determined to be infeasible during the scoping process; and (2) briefly explain the reasons underlying the lead agency's determination. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives; (ii) infeasibility; and/or (iii) inability to avoid significant environmental impacts.

The following alternatives were considered but rejected as part of the environmental analysis for the Project:

- "**Alternative Site" Alternative**

Description. The Alternative Site Alternative would involve developing the Project on 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. In order to achieve the Project's objectives, the site would need to be located

within proximity to the Hollywood Burbank Airport, Metrolink station, and planned high speed rail station. With the exception of the existing site, no other sites in the area are under the Project Applicant's control; thus, no other sites were considered.

Conclusion. Development of the proposed Hotel and Garage on another site would not reduce the Project's significant and unavoidable impact associated with GHG emissions. There is the potential that the significant and unavoidable impacts relative to construction noise, including construction noise associated with the offsite sewer and electrical improvements, may be reduced or eliminated. However, this would be dependent upon the location of the alternative site and ambient noise conditions, and whether offsite infrastructure improvements would be required. In addition, development of the proposed Project on another site would not substantially lessen any of the Project's less than significant impacts, including those requiring mitigation. For example, an alternative site within the area would also likely require a vapor intrusion mitigation system and soils management plan (Mitigation Measures HAZ-1 and HAZ-2) due to regional groundwater conditions and historic industrial uses that have occurred within the area and require archaeological, paleontological, and/or tribal monitoring or worker environmental awareness training given the cultural sensitivity of the area (Mitigation Measures CUL-1 through CUL-3, and GEO-1).

- **"Office" Alternative**

Description. The Office Alternative would involve development of an office building on the existing surface parking lot within the Project site.

Conclusion. This alternative would not achieve a majority of the Project's objectives as an office use would not provide for a hotel catering to the business and leisure traveler in proximity to the Hollywood Burbank Airport, which continues to be in high demand and will only increase with the completion of the new airport terminal project; provide for a Marriott-branded urban hotel that complements the airport, existing and planned transit stations, and the convention center to attract and enhance customer travel visiting Burbank; provide additional meeting/entertainment/dining spaces; or provide for transit occupancy tax. Additionally, the Applicant is a hotel developer and operator and is not an office developer. Moreover, the current economic outlook and viability of successful development of additional office space and the ability to attract close to 100% occupancy post-Covid with the push for remote work is not favorable.

Development of an office is not anticipated to significantly reduce or eliminate the Project's significant and unavoidable impacts relative to construction noise, since construction activities and equipment would be similar and offsite sewer and electrical improvements would still be required to serve the use. Additionally, new employees and associated vehicle trips would result in mobile source emissions, similar to the Project. It is not anticipated that the Project's significant and unavoidable impact relative to greenhouse gas emissions would be significantly reduced or eliminated. Development of an office would continue to require implementation of mitigation measures specific to the Project site and existing environmental conditions. For example, development of an office use on the site would also require a vapor intrusion mitigation system and soils management plan (Mitigation Measures HAZ-1 and HAZ-2) due to regional groundwater

conditions and historic industrial uses that have occurred within the area and require archaeological, paleontological, and/or tribal monitoring or worker environmental awareness training given the cultural sensitivity of the area (Mitigation Measures CUL-1 through CUL-3, and GEO-1). As the Project Applicant is not an office developer and development of the site with an office use would not meet most of the Project objectives, the Office Alternative was rejected from further analysis within this EIR.

- **"Residential Mixed-Use" Alternative**

Description. A Residential Mixed-Use Alternative would involve development of residential uses with ground-floor residential amenities and retail/commercial tenant spaces on the Project site. The Residential Mixed-Use Alternative would maintain the same scale and height as the proposed Hotel with the potential for 192 dwelling units and approximately 30,000 square feet of residential amenities and ground floor retail space.

Conclusion. This alternative would not achieve a majority of the Project's objectives as a residential mixed-use development would not provide for a hotel catering to the business and leisure traveler in proximity to the Hollywood Burbank Airport; provide for a Marriott-branded urban hotel that complements the airport, existing and planned transit stations, and the convention center to attract and enhance customer travel visiting Burbank; provide additional meeting/entertainment/dining spaces; or provide for transit occupancy tax. Additionally, the Applicant is a hotel developer and operator and is not a residential developer. Moreover, uncertainty in the lending industry for multifamily market, rising labor and construction costs, and the decrease in rents for multifamily create a high level of uncertainty even for the most seasoned multifamily developer, let alone the uncertainty that it would bring to a hotel developer seeking to make a housing project pencil out at the Project site.

Development of a residential mixed-use alternative would not significantly reduce or eliminate the Project's significant and unavoidable impacts relative to construction noise, since construction activities and equipment would be similar and offsite sewer and electrical improvements would still be required to serve the use. It is not anticipated that the Project's significant and unavoidable impact relative to greenhouse gas emissions would be significantly reduced or eliminated. Development of residential mixed-use would continue to require implementation of mitigation measures specific to the Project site and existing environmental conditions. For example, development of residential mixed-use on the site would also require archaeological, paleontological, and/or tribal monitoring or worker environmental awareness training given the cultural sensitivity of the area (Mitigation Measures CUL-1 through CUL-3, and GEO-1). Due to the site's recognized environmental conditions associated with elevated VOCs in soil-gas (specifically PCE and TCE) beneath the Project site that may present a vapor intrusion risk, mitigation would be required to provide for residential development to occur. As previously noted, the Project Applicant is not a residential developer and development of the site with residential mixed-use would not meet the Project objectives, the Residential Mixed-Use Alternative was rejected from further analysis within this EIR.

- **"Reduced Parking" Alternative**

Description. A Reduced Parking Alternative would be the same as the proposed Project with regard to the Hotel but would reduce the parking garage in scale. A smaller/reduced garage would result in less construction and materials used, reducing construction impacts.

Conclusion. This alternative would not reduce the Project's significant and unavoidable impact associated with GHG emissions. The Project's significant and unavoidable impact relative to onsite construction noise would be reduced in terms of the duration of construction but the noise levels would be similar, and therefore, the impact would not be eliminated. Further, the Project's offsite construction noise impact associated with the sewer and electrical infrastructure improvements would not be reduced. Development of this alternative would continue to require implementation of mitigation measures specific to the Project site and existing environmental conditions. For example, development of a smaller/reduced garage on the site would still require a vapor intrusion mitigation system and soils management plan (Mitigation Measures HAZ-1 and HAZ-2) due to regional groundwater conditions and historic industrial uses that have occurred within the area and require archaeological, paleontological, and/or tribal monitoring or worker environmental awareness training given the cultural sensitivity of the area (Mitigation Measures CUL-1 through CUL-3, and GEO-1). Further, this alternative would not be consistent with the Parking Study or the Parking Management Plan for the proposed Hotel and, therefore, would not be consistent with the BMC. Thus, this alternative was rejected from further analysis within this EIR.

D. ALTERNATIVES CONSIDERED FOR FURTHER ANALYSIS

The alternatives selected for further detailed review within the EIR focus on alternatives that could reduce the Project's significant environmental impacts, while still meeting most of the basic Project objectives. Those alternatives include:

- **Alternative 1: No Project Alternative** (Draft EIR, page 7-6 through 7-10)
- **Alternative 2: Reduced Intensity Alternative** (Draft EIR, page 7-10 through 7-15)

1. Alternative 1: No Project Alternative

Description: The Project site is currently developed with the Marriott Hotel and 763 surface parking spaces. The existing Marriott Hotel is comprised of 488 hotel rooms, 5,200 square feet of restaurant space, and 46,500 square feet of meeting/banquet and convention space. The Marriott Hotel consists of one eight-story building (East Tower) and one nine-story building (West Tower), connected by a single-story structure on the ground level, totaling 277,600 square feet. The convention center portion of the Marriott Hotel consists of one single-story building with a mezzanine level totaling 39,000 square feet. Access to the site occurs from three driveways, one at Thornton Avenue, one at Hollywood Way, and one at Avon Street.

The No Project Alternative would retain the site in its current condition. The proposed Hotel and Garage, including all onsite and offsite improvements, would not be developed.

Impacts: As shown in Table 7-1 of the Draft EIR, Alternative 1 would result in similar impacts to the proposed Project in the following environmental topic areas: Land Use and Planning. Alternative 1 would result in greater impacts for the following environmental topic areas when compared to the proposed Project: Hydrology and Water Quality and Transportation. Alternative 1 would result in reduced impacts when compared to the proposed Project for Air Quality, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise, Public Services, Tribal Cultural Resources, and Utilities and Service Systems. This alternative would eliminate the significant and unavoidable impacts that would occur with the proposed Project.

Attainment of Project Objectives: Given that no development would occur, the No Project Alternative would not meet any of the Project objectives.

Finding: The findings of the proposed Project set forth in this document and the overriding social, economic, and other issues set forth in the Statement of Overriding Considerations provide support for the proposed Project and the elimination of the No Project Alternative from further consideration.

2. Alternative 2: Reduced Intensity Alternative

Description: The Reduced Intensity Alternative would include the same uses (i.e., hotel, hotel-related amenities, and garage structure) as the proposed Project; however, the number of guestrooms, parking spaces in the garage, and electric vehicle (EV) parking spaces (chargers and EV ready) would be reduced by 25 percent. Ground floor and sixth floor guest amenities would remain the same as proposed under the Project. All additional onsite and offsite improvements would continue to occur under this alternative.

The Reduced Intensity Alternative would provide 315 total guestrooms (164 Residence Inn, 151 Aloft), 661 parking spaces in the garage structure and 337 total EV spaces (121 chargers, 216 EV ready). The Reduced Intensity Alternative would result in 61 employees. The Hotel building would be six stories, but the sixth level floor area would be approximately half of the area of the floors below it, resulting in a total hotel floor area of 206,083 square feet. The Garage would remain the same size as the proposed Project. Overall, Alternative 2 would provide 25 percent reduced development when compared to the Project.

Impacts: As shown in Table 7-1 of the Draft EIR, in comparison to the proposed Project, the Reduced Intensity Alternative would have similar impacts in all environmental topic areas except for air quality, energy, GHG emissions, noise, and public services. Although noise impacts would be reduced when compared to the proposed Project, the significant and unavoidable project and cumulative construction noise impacts, which include onsite and offsite infrastructure improvements, would not be eliminated. Additionally, the GHG impact would be slightly greater due to the increased $MTCO_2e$ per service population associated with the alternative. As with the proposed Project, the Reduced Intensity Alternative would meet all the Project objectives; however, the objectives under this alternative would not be met to the same extent as the proposed Project.

Attainment of Project Objectives: Given that the Reduced Intensity Alternative would develop the same uses as the proposed Project but at a reduced scale, this alternative would meet all the Project objectives identified. This alternative would enhance the continued economic revitalization and urbanization of the Hollywood Burbank Airport area with premium lifestyle and extended stay hotel brands catering to the modern business and leisure traveler; construct and operate a Marriott-branded, business- and leisure-oriented urban hotel reflecting the character of Burbank, immediately adjacent to and complementing the airport, existing and planned transit stations, and the convention center to attract and enhance customer travel visiting Burbank; construct and operate additional meeting/entertainment/dining space, fitness facilities for hotel guests and other patrons, and a ground-floor central open courtyard with pool and deck space amenity area to provide additional outdoor space; contribute to the economic health and well-being of Burbank through the development of a Project that would generate new construction and long-term jobs and provide additional long-term revenue for the City through visitor operations, enhanced property values, new visitor spending, and transient occupancy tax; redevelop a portion of the surface parking lot area that is underutilized into a more economically productive use that complements the existing development on the property and is consistent with the

City's ongoing re-envisioning efforts being undertaken as part of the Golden State Specific Plan; or support environmentally conscious alternative modes of travel by constructing two new hotels within a half-mile of two existing Metrolink stations, a planned high speed rail station, and the Hollywood Burbank Airport, and by promoting ride-sharing services and transportation demand management strategies in efforts to reduce local vehicle trips into and out of the City; and support and enhance statewide decarbonization efforts through the development of an all-electric Project free from fossil-fuel reliance; on-site generation and use of power through solar panels and battery storage; reducing vehicle emissions through an efficient guest drop-off and pick-up porte cochere design and by operating a valet-only parking garage for more efficient parking of guest's vehicles; and encouraging the replacement of gas-fueled cars with electric vehicles by providing hundreds of EV charging stations and EV ready plug-ins.. However, while this alternative would achieve the Project objectives, it would not do so to the same extent as the proposed Project. Specifically, a smaller hotel would not contribute to the economic health and well-being of Burbank through the generation of long-term jobs and additional long-term revenue for the City through visitor operations, enhanced property values, new visitor spending, and transient occupancy tax to the extent of the proposed Project. Furthermore, since the reduced alternative would result in half of a sixth floor, there would be a reduction in continuous roof-top space for solar collectors, which would also be less impactful for clean-energy generation than the full Project. The reduction in required parking spaces would also result in a reduction of EV charging stations/plug-ins, which would be counter-productive to replacing gas vehicles with EVs and further reduce the sustainability advantages of the proposed Project. While the Reduced Intensity alternative would involve redevelopment of a portion of the surface parking lot area that is underutilized into a more economically productive use, it would result in lower utilization of the site than can feasibly be accommodated.

Finding: The findings of the proposed Project set forth in this document and the overriding social, economic, and other issues set forth in the Statement of Overriding Considerations provide support for the proposed Project and the elimination of the Reduced Density Alternative from further consideration.

E. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6(e)(2) of the State CEQA Guidelines indicates that an analysis of alternatives to a proposed Project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR. Draft EIR Table 7.1, *Comparison of Alternatives*, summarizes the comparative analysis presented above (i.e., alternatives compared to the proposed Project), and indicates whether each alternative's environmental impact is greater than, less than, or similar to that of the proposed Project for each of the issue areas studied. Based on the alternatives analysis contained within the Draft EIR, the No Project Alternative is identified as the Environmentally Superior Alternative. If the No Project Alternative is the environmentally superior alternative, an EIR must also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6(e)(2)). Accordingly, the Reduced Intensity Alternative is identified as the Environmentally Superior Alternative.

SECTION VI.
STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to State CEQA Guidelines Section 15093(a), the City Council must balance, as applicable, the economic, legal, social, technological, or other benefits of the Project against its unavoidable environmental risks in determining whether to approve the project. If the specific benefits of the project outweigh the unavoidable adverse environmental effects, those environmental effects may be considered acceptable.

Having reduced the adverse significant environmental effects of the Project to the extent feasible by adopting the mitigation measures; having considered the entire administrative record on the project; the City Council has weighed the benefits of the Project against its unavoidable adverse impacts after mitigation in regard to GHG emissions, noise, and utilities and service systems. While recognizing that the unavoidable adverse impacts are significant under CEQA thresholds, the City Council nonetheless finds that the unavoidable adverse impacts that will result from the Project are acceptable and outweighed by specific social, economic and other benefits of the Project.

In making this determination, the factors and public benefits specified below were considered. Any one of these reasons is sufficient to justify approval of the Project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the City Council would be able to stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this section, and in the documents found in the Records of Proceeding.

The City Council, therefore, finds that for each of the significant impacts which are subject to a finding under CEQA Section 21081(a)(3) that each of the following social, economic, and environmental benefits of the Project, independent of the other benefits, outweigh the potential significant unavoidable adverse impacts and render acceptable each and every one of these unavoidable adverse environmental impacts:

1. The operation of two Marriott-branded hotel facilities will expand the City's tax base through recurring Transient Occupancy Tax (TOT), property tax, and local sales tax revenues generated by hotel guests, events, and dining patrons. These funds directly support municipal services, including emergency response, infrastructure maintenance, and community programs.

2. The Project generates significant short-term construction employment across skilled building trades and establishes long-term, permanent jobs in hotel management, hospitality, facility maintenance, and event operations.

3. By expanding conference, meeting, and dining space adjacent to the Hollywood Burbank Airport and convention facilities, the Project strengthens Burbank’s capacity to host regional business events, capturing local visitor spending that would otherwise leak to adjacent municipalities.

4. The Project eliminates onsite fossil-fuel combustion infrastructure (such as natural gas lines for space heating, domestic hot water, and cooking), preventing direct onsite fossil-fuel emissions.

5. The integration of roof-mounted photovoltaic solar panels paired with battery energy storage systems allows for real-time peak load shaving and clean onsite energy generation, reducing reliance on grid power during peak demand periods.

6. Providing the proposed active EV chargers and EV-ready plug-in spaces exceeds mandatory CALGreen Code baselines, directly addressing regional mobile-source emissions, which comprise the State's largest source of GHG emissions.

7. Located within one-half mile of two existing Metrolink commuter rail stations, the planned California High-Speed Rail station, and the Hollywood Burbank Airport, the Project enables business and leisure travelers to utilize regional passenger rail and air travel without relying on private automobiles.

8. Replacing low-density surface parking with a dual brand hotel with structured parking improves land use intensity, complements the existing and planned development within the area and preserves open space elsewhere by accommodating growth in an infill location.

9. Incorporates mitigation measures and alternatives analysis and meets all project objectives.

EXHIBIT B

MITIGATION MONITORING AND REPORTING PROGRAM FOR THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE 2500 NORTH HOLLYWOOD WAY DUAL-BRAND HOTEL PROJECT

State Clearinghouse No. 201911003

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
CULTURAL RESOURCES						
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 monitor(s) shall meet the Secretary of the Interior's Professional Qualification Standards for archaeology, 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 and offsite sewer improvement area. A copy of the executed contract shall be submitted to the City of Burbank Community Development Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Archaeological Monitor shall complete monitoring logs daily, providing descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The onsite 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	Prior to the issuance of any permit for ground-disturbing activity/On-going during ground-disturbing activities	Executed contract/ Monitoring logs	Project Applicant; Contractor; Archaeological Monitor/ City of Burbank Community Development Department Planning Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
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: If an archaeological or Native American resource is 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 and Native American Monitor(s) to determine if any discovered potential resource meets the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique resources (Public Resources Code 21083.2(g)). The City of Burbank Community Development Department shall be immediately notified. If the resource is determined to be potential a tribal cultural resource, the Applicant shall retain the services of a Native American Monitor to work in consultation with the Archaeological Monitor to delineate the resource. Work on areas outside of the buffered area may continue during the assessment period. The Applicant shall, in good faith, consult with the Tribe(s) on the disposition and treatment of any tribal cultural resource encountered during all ground disturbing activities. If the find is considered an "tribal cultural 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	If resources are encountered during ground-disturbing activities	Disposition and treatment of any tribal cultural resource or if not a tribal cultural resource, preparation of a treatment plan and archaeological testing; data recovery, excavation, and archaeological mitigation if cannot be protected	Project Applicant; Contractor; Archaeological Monitor/ City of Burbank Community Development Department Planning Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines Sections 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 resource is 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.						
CUL-3: In the event that human remains are discovered during onsite construction activities, the Archaeological Monitor 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 and Safety Code Section 7050.5. The City of Burbank Community Development Department shall also be immediately notified. 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,	If human remains are discovered during ground-disturbing activities	Notification of Los Angeles County Coroner/ Notification of Native American Heritage Commission if identified remains are Native American in origin	Project Applicant; Contractor; Archaeological Monitor/ City of Burbank Community Development Department Planning Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
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 State CEQA Guidelines Section 15064.5(e).						
GEOLOGY AND SOILS						
Mitigation Measures						
GEO-1: Prior to commencement of ground-disturbing activities a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall develop Worker Awareness and Environmental Program (WEAP) Training for construction personnel. This training shall be presented to construction personnel and include what fossil remains may be found within the Project area and policies and procedures that must be followed in case of a discovery. Verification of the WEAP Training shall be provided to the Burbank Community Development Department.	Prior to commencement of ground-disturbing activities	Verification of development and provision of WEAP training for construction personnel	Project Applicant; Contractor; Qualified Vertebrate Paleontologist/ City of Burbank Community Development Department Planning Division			
GEO-2: Paleontological resources monitoring by a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall be required during ground disturbances (including grading, trenching, foundation work, and other excavations) in previously undisturbed sediments that exceed 10 feet in depth. The duration and timing of the monitoring shall be determined by the qualified paleontologist and the location and extent of the proposed ground disturbance. If the	On-going during ground-disturbing activities in previously undisturbed sediments that exceed 10 feet in depth	Executed contract/ Monitoring logs	Project Applicant; Contractor; Qualified Vertebrate Paleontologist/ City of Burbank Community Development Department Planning Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
qualified paleontologist determines that fulltime monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, the qualified paleontologist may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring shall not be required in artificial fill or for activities that do not reach 10 feet in depth.						
GEO-3: In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. The qualified paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources: • Salvage of Fossils. The qualified paleontologist (or paleontological monitor) shall recover significant fossils following standard field procedures for collecting paleontological resources, as described by the Society of Vertebrate Paleontology standards. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the	If fossils are discovered during ground-disturbing activities	If fossils are significant, documentation of salvage and preparation and curation of recovered fossils	Qualified Vertebrate Paleontologist/ City of Burbank Community Development Department Planning Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
fossil(s) can be removed in a safe and timely manner. • Preparation and Curation of Recovered Fossils. Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the University of California Museum of Paleontology), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the qualified paleontologist.						
GREENHOUSE GAS EMISSIONS						
Mitigation Measures						
GHG-1: Prior to the issuance of building permits, the Project applicant shall provide documentation (e.g., building plans, site plans) to the City of Burbank Community Development Department to verify implementation of the design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements: • The Project applicant shall prepare a Transportation Management Plan with the help of certified Traffic Engineer which includes voluntary and mandatory trip reduction measures such as discouraging single-occupancy vehicle trips and	Prior to the issuance of building permits; prior to the issuance of the certificate of occupancy	Approval of Transportation Demand Management Plan/Verification of design requirements	Project Applicant/ City of Burbank Community Development Department Planning Division and Transportation Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
encouraging alternative modes of transportation such as carpooling, taking transit, walking, and biking, implementing employee parking cash-outs, thereby reducing VMT and GHG emissions. The Transportation Management Plan shall grant all employees located within the Project site eligibility to participate. The Transportation Management Plan shall be reviewed and approved by the Transportation Planning Division. • The Project applicant shall join the Burbank Transportation Management Organization (TMO), which helps provide services to employees that encourages the use of public transit, carpooling, vanpooling, walking, and biking. • The Project applicant shall demonstrate to the Planning Division that new vehicles owned and operated by the Project operators that provide transport between the Hollywood Burbank Airport and the Project will be clean-fuel vehicles. • No wood-burning or gas-powered fireplaces shall be installed in the proposed development. • All major appliances provided/installed (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) shall be electric-powered EnergyStar-certified or of equivalent energy efficiency, where applicable.						

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
HAZARDS AND HAZARDOUS MATERIALS						
Mitigation Measures						
HAZ-1: Prior to the issuance of building permits, the Applicant shall include on the building plans an appropriate vapor intrusion mitigation system using a VOC-compatible vapor barrier that is incorporated into the design of new onsite structures, where there may be a potential for vapor intrusion risk to occupants. The elements of the vapor intrusion mitigation system shall include the design of an appropriate vapor barrier compatible with known VOCs, installation oversight to ensure compliance with VOC barrier manufacturers' warranty requirements, and subsequent post-installation VOC barrier integrity testing. The Applicant shall incorporate all requirements in the design of the Project as set forth by the applicable regulatory oversight agency for issuance of building permits, including the following measures: The proposed design of the vapor barrier shall be pre-approved by the applicable regulatory oversight agency (e.g., DTSC, the LARWQCB, or other appropriate local regulatory agency). The design of a physical vapor barrier beneath the structure(s) foundation shall prevent soil gas from seeping into breathing spaces inside the structure. The system shall include a passive or powered vapor mitigation system layer that draws soil gas out of the under-foundation base rock and directs that soil gas to a treatment system to prevent people from being exposed	Prior to the issuance of building permits	Review and approval of building plans *Following implementation*: Documentation of testing and vapor barrier installation; Submittal of Operations, Maintenance, and Monitoring (OMM) Plan	Project Applicant; Contractor/Regulatory Agency City of Burbank Community Development Department Building & Safety Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
outdoors. Any contaminants found in shallow soil vapor shall be mitigated to levels that are protective of human health for the proposed commercial uses. Upon completion, the Project Applicant shall prepare a report documenting the testing results and installed vapor mitigation method and submit the report to the regulatory agency with jurisdiction. An Operations, Maintenance, and Monitoring (OMM) Plan shall be prepared and implemented to maintain the vapor barrier system and confirm that the vapor barrier system continues to be protective of human health. The OMM Plan shall include details of methods for monitoring the vapor barrier system, provide monitoring frequencies and maintenance procedures for the system components and provide for post construction indoor air quality monitoring. The OMM Plan shall be approved by the regulatory agency with jurisdiction.						
HAZ-2: Prior to the issuance of a grading permit, the Applicant shall submit a Soils Management Plan (SMP) to the City of Burbank Community Development Department Building & Safety Division that addresses the proper characterization and handling of potential VOC-impacted soils, and other contaminants of concern that may be present. The SMP shall require that, as grading, excavation, and trenching are performed, exposed soil shall be monitored for stained or discolored soil, wet or saturated soils, or odors. If impacted soil is encountered, the soil shall be analyzed to identify and characterize the impact and determine if soil remediation is required. Soil samples shall be analyzed by an appropriate State-certified	Prior to the issuance of grading permit	Approval of Soils Management Plan	Project Applicant; Contractor/ City of Burbank Community Development Department Building & Safety Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
laboratory using appropriate methods based on the parameters to be analyzed. When a new area of contamination is identified, it shall be characterized to assess its lateral and vertical extent. The likely excavation of impacted soil shall be followed by segregated stockpiling or direct-loading, waste profiling, and offsite disposal or recycling, which shall be performed in accordance with applicable federal, State, and local regulations.						
NOISE						
Mitigation Measures						
NOI-1: The Project Applicant and/or Contractor shall implement the following noise-attenuating measures during construction of the proposed Project: • Construction contracts shall specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers. • A sign, legible at 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.	Prior to the issuance of grading or building permit; On-going during construction	Approval of notices and signs; Proof of Noise Disturbance Coordinator; Verification during construction activities; Approval of construction haul routes	Project Applicant; Contractor/ City of Burbank Community Development Department Planning Division; City of Burbank Building Official; City of Burbank Public Works Department – Traffic Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
• 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 reviewed and approved by the City's Building Official						

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
and City Traffic Engineer and 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.						
NOI-2: The following measure shall be incorporated on all grading and building plans and specifications subject to approval of the City's Building and Safety Division prior to issuance of a grading permit: • Sonic pile drivers shall be used as an alternative to impact pile drivers to reduce groundborne vibration levels. Impact pile driver operations shall be prohibited.	Prior to the issuance of grading permit	Review and approval of grading and building plans	Project Applicant; Contractor/ City of Burbank Community Development Department Building and Safety Division			
TRIBAL CULTURAL RESOURCES						
Mitigation Measures						
Refer to Mitigation Measures CUL-1 and CUL-2.	--	--	--			
UTILITIES AND SERVICE SYSTEMS						
Mitigation Measures						
Refer to Mitigation Measure NOI-1.	--	--	--			

EXHIBIT B TO ATTACHMENT 1

ORDINANCE NO._____

AN ORDINANCE OF THE COUNCIL OF THE CITY OF BURBANK APPROVING PLANNED DEVELOPMENT NO. 26-1, A DEVELOPMENT AGREEMENT, AND A DEVELOPMENT REVIEW FOR THE 2500 NORTH HOLLYWOOD WAY DUAL-BRAND HOTEL PROJECT

(PROJECT NO. 16-0003953, PLANNED DEVELOPMENT, DEVELOPMENT AGREEMENT, AND DEVELOPMENT REVIEW)

City Attorney's Synopsis

This Ordinance approves Planned Development No. 26-1, a Development Agreement, and Development Review for the 2500 North Hollywood Way Dual-Brand Hotel Project. The Ordinance replaces existing Planned Development No. 89-1 with Planned Development No. 26-1 and establishes the zoning regulations and development standards applicable to the Project Site, including the existing Marriott Hotel and convention center and the proposed 420-room dual-brand Aloft and Residence Inn hotel, detached parking garage, and related site improvements.

THE COUNCIL OF THE CITY OF BURBANK FINDS, DETERMINES, AND DECLARES THAT:

A. AWH Burbank Hotel II, LLC ("Applicant") submitted applications for a Planned Development rezone, Development Agreement, and Development Review for Project No. 16-0003953, located on an approximately 11.76-acre site at 2500 North Hollywood Way that is currently zoned Planned Development No. 89-1 (PD 89-1) and designated Regional Commercial by the Burbank2035 General Plan (the "Project"). The entitlement application includes the following:

(4) **Planned Development**. The Applicant requests approval of a Planned Development to rezone the approximately 11.76-acre Project Site from Planned Development No. 89-1 (PD 89-1) to Planned Development No. 26-1 (PD 26-1). Pursuant to BMC Sections 10-1-19118 through 10-1-19134, the Planned Development would establish site-specific land uses, development standards, and regulations governing the existing Marriott Hotel and convention center, the proposed 420-room dual-brand Aloft and Residence Inn hotel, detached parking garage, and related site improvements.

(5) **Development Agreement**. The Applicant requests approval of a ten-year Development Agreement between the City and Applicant pursuant to BMC Sections 10-1-1997 et seq., attached hereto as Exhibit A and incorporated herein by this reference. The Development Agreement establishes the applicable development regulations, vesting provisions, Project obligations, Conditions of Approval, and public and community benefits governing implementation of the Project during the term of the Agreement.

(6) **Development Review**. The Applicant requests approval of a

Development Review pursuant to BMC Sections 10-1-1909 through 10-1-1912 for the proposed 420-room dual-brand hotel, detached four-story parking garage, and associated site and public improvements. The Development Review is required to review the Project's site plan, building design, circulation, parking, landscaping, and related improvements for consistency with the applicable provisions of the BMC, including the development standards established by PD 26-1.

B. A Draft Environmental Impact Report ("Draft EIR") was prepared for the Project in accordance with the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA"), the State CEQA Guidelines (14 California Code of Regulations Section 15000 et seq.), and the City's CEQA procedures. The Draft EIR was circulated for a 45-day public review and comment period from December 16, 2024, through January 29, 2025. A Final Environmental Impact Report ("Final EIR"), dated October 2026, was subsequently prepared and includes the Draft EIR, comments received during the public review period, responses to comments, and the Project's Mitigation Monitoring and Reporting Program ("MMRP"). The Final EIR was made available to the public and provided to commenters on the Draft EIR more than ten (10) days prior to the City Council's consideration of the Final EIR and the Project at a duly noticed public hearing.

C. On October 12, 2026, the Planning Commission held a duly noticed public hearing on Project No. 16-0003953, including the proposed Planned Development, Development Agreement, Development Review, and associated environmental review. The Planning Commission considered the staff report and recommendations of the City Planner, the Project application and plans, the proposed Planned Development zoning regulations, the proposed Development Agreement, the proposed Conditions of Approval, the Final EIR, and evidence presented at the public hearing. Following its consideration of the Project, the Planning Commission voted to adopt a resolution recommending that the City Council certify the Final EIR, adopt the required CEQA Findings of Fact and Statement of Overriding Considerations and MMRP, and adopt an ordinance approving the Planned Development, Development Agreement, and Development Review, subject to the Project Conditions of Approval.

D. The Planning Commission determined that the findings required for approval of the Planned Development, Development Agreement, and Development Review could be made. Specifically, the Planning Commission found that the proposed Planned Development is consistent with the Burbank2035 General Plan and satisfies the applicable findings and design criteria set forth in BMC Sections 10-1-19127 and 10-1-19124; that the Development Agreement is consistent with the Burbank2035 General Plan pursuant to BMC Section 10-1-19110; and that the Development Review is consistent with all applicable provisions of the Burbank Municipal Code pursuant to BMC Section 10-1-1912(A).

E. In accordance with California Government Code Section 65860, the proposed Planned Development and this Ordinance were determined to be consistent with the Burbank2035 General Plan, including the Regional Commercial land use designation and the applicable goals, policies, and objectives of the Land Use and Mobility Elements.

F. On _____, __ 2026, the City Council, at its regular meeting, held a duly noticed public hearing on Project No. 16-0003953, including Planned Development No.

26-1, a Development Agreement, and Development Review for the 2500 North Hollywood Way Dual-Brand Hotel Project, which would allow development of a new 420-room dual-brand Aloft and Residence Inn hotel, a detached parking garage, and related site and public improvements at 2500 North Hollywood Way. As part of its consideration of the Project, the City Council also considered the environmental review prepared pursuant to the CEQA, including the Draft EIR, Final EIR, comments and responses to comments, CEQA Findings of Fact, Statement of Overriding Considerations, and MMRP.

G. Notice of the public hearing was provided in accordance with BMC Section 10-1-19127.

H. The City Council considered the report and recommendations of the City Planner, the action and recommendation of the Planning Commission as evidenced by Planning Commission Resolution No. ___, and all evidence, testimony, and other information presented at the public hearing.

I. Resolution No _____, the City Council certified the Final EIR for the Project as having been completed in compliance with CEQA and adopted the required CEQA Findings of Fact, Statement of Overriding Considerations, and MMRP.

J. The City Council finds that the findings required for approval of the Planned Development, Development Agreement, and Development Review can be made, as set forth below.

FINDINGS FOR A PLANNED DEVELOPMENT:

Pursuant to BMC Sections 10-1-19127 and 10-1-19124, the following findings and design criteria apply to the proposed Planned Development:

1. *The Planned Development is consistent with the General Plan and applicable community plans.*

   This finding can be made. The Project is consistent with several goals and policies of the Burbank2035 General Plan, including Land Use Goal 1, Policy 1.1 (Quality of Life); Land Use Goal 2, Policies 2.2 and 2.3 (Sustainability); Land Use Goal 6, Policy 6.1 (Economic Vitality and Diversity); and Land Use Goal 11, Policies 11.1 through 11.4 (Regional Commercial Land Use). The Project Site is designated Regional Commercial, which is intended to accommodate larger-scale commercial and employment destinations that serve both the local community and the broader region, including hotel, convention, dining, entertainment, and other visitor-serving uses, while promoting high-quality development and access by multiple modes of transportation. The Project would advance these objectives by further developing an established hotel and convention center site, redeveloping an underutilized portion of the site, generating new employment, visitor spending, and transient occupancy tax revenue, and providing public infrastructure and transportation improvements. Enhanced sidewalks, pedestrian lighting, bicycle facilities, a pedestrian paseo, Metrolink shuttle service, and transportation demand management measures would also support the General Plan's emphasis on accessibility, sustainable

infill development, economic vitality, and the continued success of Regional Commercial centers.

2. *The design criteria identified in BMC Section 10-1-19124 are satisfied*.

The This finding can be made. BMC Section 10-1-19124 establishes nine design criteria for Planned Developments. The Project satisfies these criteria as follows:

A. Comprehensive Design. The proposed Planned Development provides a comprehensive regulatory and development framework for the entire 11.76-acre Project Site, including the existing Marriott Hotel and convention center, the proposed dual-brand hotel and parking garage, landscaping, circulation, parking, permitted uses, and future development standards. The Project is also substantially consistent with the Regional Commercial General Plan designation.

B. Open Areas, Circulation, Parking, and Pedestrian Amenities. The Project provides coordinated internal circulation, 1,051 on-site parking spaces, landscaped areas, bicycle facilities, pedestrian lighting, and pedestrian connections throughout the Project Site. The Project also includes a lighted pedestrian paseo providing a connection between Thornton Avenue and Avon Street. These improvements integrate the proposed hotel and garage with the existing hotel and convention center, while providing enhanced bike and pedestrian improvements within the adjacent public right-of-way to the benefit of the surrounding community.

C. Compatibility with Adjoining Land Uses. The Project Site is already developed with hotel and convention uses and is surrounded predominantly by commercial, office, transportation, and airport-related uses. The proposed hotel would provide an additional visitor-serving use on the property. Project design features and Conditions of Approval addressing building placement, circulation, landscaping, lighting, construction, enhanced bike and pedestrian infrastructure within the adjacent public right-of-way and operation further support compatibility with surrounding uses.

D. Private Circulation. Internal drive aisles, hotel drop-off and valet areas, pedestrian pathways, bicycle facilities, loading areas, and access points have been designed to provide for the safe and efficient movement of vehicles, pedestrians, and bicyclists throughout the Project Site.

E. Public Street System. The Project includes improvements along Thornton Avenue, Avon Street, and surrounding streets to improve pedestrian, bicycle, and vehicular circulation. These improvements include sidewalks, bicycle facilities, pedestrian lighting, and other public right-of-way improvements. Conditions of Approval also require final review and approval of off-site improvement, signing, striping, and circulation plans.

F. Residential Common and Recreational Facilities. This criterion is not applicable because no residential uses are proposed as part of the Project.

G. Architectural Design and Appearance. The proposed hotel and parking structure have been designed as coordinated components of the overall Project Site. The proposed Planned Development also requires a comprehensive Master Sign Program and establishes development standards addressing building setbacks, height, landscaping, and other design features to maintain a coordinated appearance throughout the site.

H. Variety of Uses and Facilities. The Project Site would continue to provide hotel and convention uses and would add a second dual-brand hotel with associated guest amenities. Together, these uses provide a range of visitor-serving and commercial facilities that complement the existing convention center and nearby airport and transit facilities.

I. Energy Conservation. The Project incorporates energy-conservation and sustainability measures, including energy-efficient systems and photovoltaic generation with battery storage equipment.

FINDINGS FOR A DEVELOPMENT AGREEMENT:

Pursuant to BMC Section 10-1-19110, the proposed Development Agreement must be consistent with the Burbank2035 General Plan and any applicable specific plans:

1. *The proposed Development Agreement is consistent with the Burbank2035 General Plan and any applicable specific plans.*

   This finding can be made. There is no applicable specific plan governing the Project Site; therefore, pursuant to BMC Section 10-1-19110, the Development Agreement is evaluated for consistency with the Burbank2035 General Plan. As discussed above, the Project is consistent with the Regional Commercial land use designation and advances the General Plan's economic development and mobility objectives by providing additional visitor-serving commercial development, employment opportunities, transportation improvements, and other community benefits.

   The Development Agreement would establish the framework for implementation of the Project over a ten-year term, including the respective rights and responsibilities of the City and Developer, and would incorporate the Project's Conditions of Approval and environmental mitigation requirements. It would also secure a range of community benefits, including monetary contributions for public safety, transit, Metrolink maintenance, and neighborhood protection; ongoing maintenance of specified public right-of-way improvements; transportation demand management measures; sustainability requirements; and off-site pedestrian, bicycle, and utility improvements. Collectively, these provisions support orderly development of the Project Site while providing tangible benefits to the City and community. Therefore, staff finds that the

proposed Development Agreement is consistent with the Burbank2035 General Plan and satisfies the requirements of BMC Section 10-1-19110.

FINDINGS FOR A DEVELOPMENT REVIEW:

Pursuant to BMC Section 10-1-1912(A), a Development Review application may be approved when the review authority finds that the application and Project are consistent with all applicable provisions of the Burbank Municipal Code:

1. *The Project is consistent with all applicable provisions of the Burbank Municipal Code.*

   This finding can be made. The Project has been reviewed for compliance with the proposed Planned Development zoning regulations and other applicable provisions of the BMC. The Project's proposed use, FAR, building height, setbacks, parking, loading, circulation, landscaping, and other development features are consistent with the standards established by the proposed Planned Development, as conditioned.

   The proposed hotel would be integrated into the existing hotel and convention center site through coordinated internal drive aisles, a new hotel entrance and porte-cochere along Thornton Avenue, pedestrian connections, and a lighted paseo extending between Thornton Avenue and Avon Street. The detached parking garage would consolidate a substantial portion of the required parking while retaining surface and event parking. The Project would provide 1,051 on-site parking spaces, exceeding the 1,021 spaces identified as necessary under the Project's Parking Utilization and Demand Analysis.

   The Project plans also include landscaping, pedestrian lighting, bicycle facilities, valet circulation, loading areas, and associated on- and off-site circulation improvements. The Conditions of Approval require further review and approval of construction, grading, utility, off-site improvement, traffic-control, and parking-management plans prior to issuance of applicable permits. Based on the Project plans and Conditions of Approval, staff finds that the Project can comply with all applicable provisions of the BMC and that the finding required by BMC Section 10-1-1912(A) can be made.

THE COUNCIL OF THE CITY OF BURBANK DOES ORDAIN AS FOLLOWS:

SECTION 1. FINDINGS. All findings set forth above are true and correct and incorporated herein as if restated in their entirety.

SECTION 2. AMENDMENT TO THE ZONING MAP. The City Planner is instructed to change the zoning designation of the approximately 11.76-acre Project Site at 2500 North Hollywood Way from Planned Development No. 89-1 (PD 89-1) to Planned Development No. 26-1 (PD 26-1) on the City's Official Zoning Map.

SECTION 3. EXECUTING OF THE DEVELOPMENT AGREEMENT. The City Manager is hereby authorized to execute and deliver the Development Agreement and

any easements, covenants, and other documents necessary to implement and carry out the Development Agreement, with such non-substantive changes, insertions, or omissions as may be approved by the City Attorney. The City Clerk is hereby authorized to attest to such execution.

SECTION 4. CONTINUED EFFECT OF PLANNED DEVELOPMENT. The expiration, termination, invalidation, or unenforceability of the Development Agreement shall not affect the validity or enforceability of the Project Site's zoning designation as Planned Development No. 26-1 (PD 26-1) or the zoning and development regulations adopted pursuant to this Ordinance. PD 26-1 and its applicable development regulations shall remain in full force and effect unless and until amended or repealed in accordance with applicable law. Upon the Development Agreement ceasing to be in effect, any vested development rights granted thereunder shall also cease; however, PD 26-1 and its applicable development regulations shall remain in effect without such vested rights.

SECTION 5. SEVERABILITY. If any provision of this Ordinance or its application is held invalid by a court of competent jurisdiction, such invalidity shall not affect other provisions, sections, or applications of the Ordinance, which can be given effect without the invalid provision or application, and to this end each phrase, section, sentence, or word is declared to be severable.

SECTION 6. **ENVIRONMENTAL ASSESSMENT.** The City Council has reviewed and considered the environmental effects of the Project in accordance with the CEQA and the State CEQA Guidelines. Prior to adoption of this Ordinance, the City Council, by Resolution No. _____, certified the Final EIR for the Project, adopted the required CEQA Findings of Fact and Statement of Overriding Considerations, and adopted the MMRP. The City Council finds that the environmental impacts of the Project, including the actions approved by this Ordinance, have been adequately analyzed in the Final EIR. The mitigation measures identified in the MMRP are incorporated into and made enforceable through the Project approvals. The City Planner, or designee, is authorized and directed to file a Notice of Determination in accordance with CEQA.

SECTION 7. EFFECTIVE DATE. This Ordinance shall become effective at 12:01 a.m. on the thirty-first (31st) day after the date of adoption**.**

PASSED AND ADOPTED this__day of _____, 2026.

_____
Nikki Perez
Mayor

Approved as to Form:
Office of the City Attorney

Attest:

_____ _____

Kimberley Clark, City Clerk

Jill Vander Borght
Chief Assistant City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF BURBANK)

I, Kimberley Clark, City Clerk of the City of Burbank, do hereby certify that the foregoing Ordinance No._____ was duly and regularly passed and adopted by the Council of the City of Burbank at its regular meeting held on the_____day of ___, 2026, by the following vote:

AYES:

NOES:

ABSENT:

I further certify that said Synopsis was published as required by law in a newspaper of general circulation in the City of Burbank, California within 14 days following its__, 2026 adoption.

_____

Kimberley Clark, City Clerk

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

City of Burbank
275 East Olive Avenue
P.P. Box 6459
Burbank, California 91510
Attention: City Clerk

This document is exempt from the payment of a recording fee
pursuant to Government Code Section 27383

DEVELOPMENT AGREEMENT BETWEEN THE CITY OF BURBANK AND AWH BURBANK HOTEL II, LLC

PLANNED DEVELOPMENT NO. 2026-1 (PROJECT NO. 16-0003953)

"2500 NORTH HOLLYWOOD WAY" PROJECT

DEVELOPMENT AGREEMENT BETWEEN THE CITY OF BURBANK AND **AWH BURBANK HOTEL II, LLC**

PLANNED DEVELOPMENT NO. 2026-1
(PROJECT NO. 16-0003953)

THIS DEVELOPMENT AGREEMENT (the "Agreement") is entered into this _____, _____, by and among the CITY OF BURBANK, a charter city and municipal corporation (the "City"), and AWH BURBANK HOTEL II, LLC ("AWH BURBANK HOTEL II, LLC", "Owner" or "Applicant"). The City and Owner are from time to time hereinafter referred to individually as a "party" and collectively as the "parties."

R E C I T A L S

A. To strengthen the public planning process, encourage private participation in comprehensive planning, and reduce the economic risk of development, the California Legislature adopted Government Code Section 65864 et seq. (the "Development Agreement Statute"), which authorizes the City to enter into an agreement with any person or business entity having a legal or equitable interest in real property to establish certain development rights regarding the development of such property.

B. Pursuant to Government Code Section 65865, the City has adopted rules and regulations establishing procedures and requirements for the consideration of development agreements. Such rules and regulations are codified in the Burbank Municipal Code ("BMC") at Sections 10-1-1997 et seq. (the "Development Agreement Ordinance"). This Development Agreement has been processed, considered, and executed in accordance with State law and the Development Agreement Ordinance.

C. The City has also adopted BMC Sections 10-1-19118 et seq. (the "Planned Development Ordinance"), establishing the procedures and requirements for the consideration and establishment of planned developments. The Planned Development Ordinance requires that the approval of a planned development be subject to an applicant entering into a development agreement pursuant to the Development Agreement Ordinance. The Planned Development Ordinance sets forth the intent of the City Council in enacting the Ordinance as an alternative process to accommodate major and unique developments, including those with combinations of uses and modified development standards, which would create a desirable, functional and community environment under the controlled conditions of a development plan.

D. The Applicant is the legal owner of the 11.76-acre site located at 2500 North Hollywood Way, as more particularly described in Attachment A (the "Project Site").

E. It is the intent of the Applicant to develop the Project Site as a planned

development pursuant to the Planned Development Ordinance, consisting of a new seven-story, 420-room dual brand hotel (the "Hotel") and a separate, detached four-story parking garage (the "Garage," and together with the Hotel, the "Project"). The Garage will provide up to 766 valet-only parking spaces. An additional 285 surface parking spaces will be provided on the Project Site, for a total of 1,051 on-site parking spaces. The proposed Hotel and Garage will be located on the same parcel as the existing Marriott Hotel. No changes to the existing Marriott Hotel are proposed. Attachment B provides a complete description of the Project. As required by the Planned Development Ordinance, the development plan for the Project Site is further described in a Project Report and Site Plan, both of which are on file with the City Planner. The Project Report, Site Plan, and Conditions of Approval collectively describe and govern development of the Project.

F. At the time this Agreement is approved and executed by the City, the Applicant will have secured various land use approvals, entitlements, and other approvals relating to the development of the Project and the Project Site. These approvals are collectively referred to in this Agreement as the "Project Approvals" and include, without limitation, the following:

(1) **Planned Development Zoning**. On _____, following duly noticed public hearings and Planning Commission review and recommendation, the City Council approved the Planned Development zone change for the Project Site, Planned Development No. 2026-1 ("PD 2026-1"). Pursuant to the Planned Development Ordinance, PD 2026-1 and this Agreement authorize development of the Project in accordance with the Project Approvals. See Attachment B for a complete description of the Project and Attachment E for the applicable PD 2026-1 zoning regulations.

(2) **Development Review**. On _____, the City Council approved the Development Review Application, required pursuant to Burbank Municipal Code Section 10-1-19126, for the construction of the proposed Project as part of Ordinance No. _____.

(3) **Conditions of Approval**. Certain Project Approvals were approved subject to Conditions of Approval, which for the purposes of this Agreement, shall also be considered included in any reference to the Project Approvals are incorporated into and constitute part of the Project Approvals. The Conditions of Approval are attached hereto as Attachment D and incorporated herein by this reference.

G. Development of the Project and the Project Site in accordance with this Agreement shall provide for orderly growth consistent with the goals, policies, and other provisions of the Burbank2035 General Plan (the "General Plan"). The Applicant desires to obtain the binding agreement of the City that the City, notwithstanding changes in City policy, ordinances, approval processes, or the makeup of the City's governing body, will permit the Applicant to construct, develop, use, and operate the Project as a Planned Development in accordance with the City's ordinances, rules, regulations, and official policies governing permitted land uses, density and intensity of uses, dedications, impact fees, and other exactions, as well as applicable design, improvement, and construction standards and specifications governing the Project, the Planned Development, and the Project Site (the "Existing Development Regulations"), in effect as of the Effective Date,

and without requiring the Applicant to dedicate property, construct public improvements, or make financial contributions to the City in lieu of public improvements, except as expressly set forth in this Agreement.

H. On _____, following a duly noticed public hearing, the Planning Commission adopted Resolution No. _____ recommending that the City Council approve this Agreement.

I. On _____, after a duly noticed public hearing, the City Council took the following actions: (1) certified the Environmental Impact Report ("EIR") for the Project pursuant to the California Environmental Quality Act, Public Resources Code Sections 21000 et seq., ("CEQA"), and adopted the applicable CEQA Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program; (2) made appropriate findings that the provisions of this Agreement are consistent with the General Plan; and (3) introduced Ordinance No. _____ approving and authorizing the execution of this Agreement. On _____, the City Council adopted Ordinance No _____.

J. For the reasons recited herein, the Applicant and the City have determined that the Project's Planned Development is the type of development for which this Agreement is appropriate. This Agreement will eliminate uncertainty in planning and provide for the orderly development of the Project Site; ensure a desirable and functional community environment; provide for employment generating uses; provide a distinctive and high-quality hotel and entertainment environment that maximizes the commercial uses on-site and supports the needs of the area and businesses and attracts future businesses, employers and visitors to the surrounding area; and provides other public benefits to the City and its residents by otherwise achieving the goals and purposes of the Development Agreement Statute, the Planned Development Ordinance, and the Development Agreement Ordinance.

K. In exchange for the public benefits that will result from the development of the Project and the Project Site pursuant to this Agreement, the Applicant desires to receive the assurance that it may proceed with the Project in accordance with the Existing Development Regulations in effect as of the Effective Date, subject to the terms, conditions, and exceptions set forth in this Agreement.

L. The parties agree that this Agreement will promote and encourage the development of the Project by providing the Applicant and its lenders with a greater degree of certainty regarding the Applicant's ability to expeditiously and economically complete development of the Project, and that the consideration to be received by the City pursuant to this Agreement and the rights granted to the Applicant hereunder constitute sufficient consideration to support the covenants and agreements of the City and the Applicant. By entering into this Agreement, the City desires to vest in the Applicant, to the fullest extent permitted by law, the development rights provided by this Agreement and the Project Approvals.

M. The City Council has determined that the Planned Development is consistent with and satisfies the relevant provisions of the BMC, including applicable goals and policies of the City's General Plan. The City Council has further determined that the

provisions of this Agreement are consistent with the relevant provisions of the BMC and the City's General Plan.

N. All actions taken by the City with respect to the Project have been duly taken in accordance with all applicable legal requirements, including CEQA and applicable requirements for notice, public hearings, findings, votes, and other procedural matters.

NOW, THEREFORE, in consideration of the promises, covenants, and provisions set forth herein, the parties agree as follows:

AGREEMENT

ARTICLE 1.
GENERAL PROVISIONS

Section 1.01. Incorporation. The preamble, the Recitals, and all defined terms set forth therein are hereby incorporated into this Agreement as if set forth herein in full.

Section 1.02. Covenants. The provisions of this Agreement shall constitute covenants or servitudes that shall run with the land comprising the Project Site and the burdens and benefits thereof shall bind and inure to the benefit of each of the parties hereto, and any successors or assigns of City, and to any "Successor Interests," as that term is defined in Article 2 of this Agreement, of Applicant.

Section 1.03. Effective Date. This Agreement shall become effective on the thirty-first (31st) day following the adoption of the Ordinance approving this Agreement (the "Effective Date").

Section 1.04. Term. The term of this Agreement shall commence on the Effective Date and shall continue for ten (10) years, unless it is terminated earlier or extended in accordance with this Agreement.

ARTICLE 2.
DEFINITIONS

"Agreement" shall mean this Development Agreement.

"Applicant" shall mean AWH BURBANK HOTEL II, LLC, the Owner, and the Developer, or any successor in interest, assignee, or transferee that assumes the applicable rights and obligations of these parties pursuant to Article 11 of this Agreement. For purposes of this Agreement, including the Conditions of Approval, any reference to "Applicant" shall mean AWH BURBANK HOTEL II, LLC, the Owner, and the Developer, or such successor in interest, assignee, or transferee, as applicable.

"Approved Project Plans" shall mean the plans approved by the City as part of the Project Approvals and attached hereto as Attachment F, as such plans may be modified or amended in accordance with this Agreement.

"CEQA" shall have the meaning set forth in Recital I of this Agreement.

"City" shall mean the City of Burbank, a charter city and municipal corporation.

"City Council" shall mean the City Council of the City of Burbank, or its designee.

"Conditions of Approval" shall mean the conditions listed in Attachment D.

"Development Agreement Statute" shall mean Government Code Sections 65864 through 65869.5.

"Director" shall mean the Community Development Director of the City of Burbank, or their designee.

"Effective Date" shall have that meaning set forth in Section 1.03 of this Agreement.

"Existing Development Regulations" shall mean 1) City laws, ordinances, rules, regulations, policies, motions, directives, mitigation measures identified as the Applicant's responsibility in the Environmental Impact Report and the Mitigation Monitoring and Reporting Program, conditions, standards, specifications, dedications, other exactions, and impositions of the City, whether enacted or adopted by the City or its electorate through the initiative or referendum process, that are in effect as of the Effective Date and that establish or regulate the design, density, permitted land uses, occupancy, improvement, construction standards, impact fees, dedications, and exactions applicable to the Project, except as otherwise expressly set forth in this Agreement; and 2) the Project Approvals, this Agreement, the Conditions of Approval (Attachment D), PD 2026-1 Zoning Regulations (Attachment E), the Approved Project Plans (Attachment F), and the Mitigation Monitoring and Reporting Program (Attachment H).

"General Plan" shall mean the Burbank2035 General Plan of the City of Burbank, or any subsequently adopted general plan of the City.

"Hotel Operator" shall mean one or more persons or entities responsible for the operation and management of either or both components of the dual-brand Hotel and holding all City business tax registrations or other approvals required for such operation at the Project Site.

"Major Change" shall mean any proposed change or modification to the Approved Project Plans that does not constitute a Minor Change.

"Minor Change" shall mean a limited change or modification to the Project or Approved Project Plans that remains in substantial conformance with the Project Approvals and does not materially alter the Project as approved. Minor Changes may include, but are not

limited to, modifications to the placement or size of structures, building design, materials or colors, landscaping, or parking layout.

For purposes of this definition, a change is in "substantial conformance" when it: (1) does not alter the findings required for approval of the underlying Project Approvals; (2) does not materially alter the approved project description, permitted uses, development intensity, operations, Conditions of Approval, or public benefits; and (3) does not result in new or substantially more severe significant environmental impacts requiring additional environmental review under CEQA..

"New Law" shall mean any law that becomes effective after the Effective Date, including any City law, ordinance, resolution, rule, or regulation.

"Project" shall mean the development proposal as more particularly described in Attachment B, as may be modified or amended in accordance with this Agreement.

"Project Approvals" shall mean (1) Ordinance No. _____ approving PD 2026-1, the Development Review, and this Agreement; (2) Resolution No. _____, certifying the EIR and adopting the applicable CEQA findings, a Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program; (3) the Conditions of Approval; and (4) the Approved Project Plans; (5) any other approvals and entitlements relating to the development of the Project and the Project Site approved prior to the Effective Date.

"Project Site" shall mean the real property located at 2500 North Hollywood Way, as more particularly described in Attachment A.

"Subsequent Applications" shall mean applications submitted by Applicant after the Effective Date for additional land use approvals, entitlements, or permits necessary or desirable for development of the Project as proposed. Subsequent Applications may include, without limitation, applications for the amendment of any Project Approvals.

ARTICLE 3.

OBLIGATIONS OF APPLICANT AND CITY

Section 3.01. Obligations of Applicant. In consideration of the City entering into this Agreement, and as an inducement for the City to obligate itself to carry out the covenants and conditions set forth in this Agreement, and to effectuate the promises, purposes and intentions set forth in this Agreement, the Applicant hereby agrees as follows:

(a) Compliance with Agreement and Project Approvals. The Applicant shall comply with this Agreement and the Project Approvals, as may be amended or modified in accordance with this Agreement. The Parties acknowledge that the execution of this Agreement by the City is material consideration for the Applicant's acceptance of, and agreement to comply with, the terms and conditions of this Agreement and the Project Approvals. Nothing in this Section shall limit the Applicant's right to appeal or otherwise challenge a decision of the City to the extent permitted by applicable law or this Agreement.

Section 3.02. Obligations of City. In consideration of the Applicant entering into this Agreement, and as an inducement for the Applicant to obligate itself to carry out the covenants and conditions set forth in this Agreement, and to effectuate the promises, purposes and intentions set forth in this Agreement, the City hereby agrees as follows:

(a) Compliance with Agreement and Project Approvals. The City shall comply with this Agreement and the Project Approvals, and shall process and act on all Project Approvals and Subsequent Applications as provided in this Agreement, and pursuant to the Existing Development Regulations, subject to the terms, conditions, and exceptions set forth herein.

ARTICLE 4.

DEVELOPMENT OF PROJECT AND PROJECT SITE

Section 4.01. Vested Right to Develop. Subject to the terms and conditions stated herein, Applicant shall have the vested right (but not the obligation) to develop the Project, in whole or in phases as permitted by this Agreement, as described in Attachment B, on the Project Site as a planned development in accordance with this Agreement, the Project Approvals, and the Existing Development Regulations. The City shall use good faith and reasonable efforts to process all development permits and other approvals required to develop the Project in accordance with this Agreement, the Project Approvals, and the Existing Development Regulations. Except where discretionary review is expressly required by this Agreement or applicable law, subsequent permits necessary to implement the Project as approved shall be processed ministerially to the extent permitted by law. The Project shall not be subject to the application of any subsequent building moratoria or restrictions on development that are inconsistent with this Agreement, including, but not limited to, those related to or affecting the rate, timing, phasing, or sequencing of construction of the Project.

Section 4.02. Existing Development Regulations.

(a) General Rule and Exception.

(1) In accordance with Government Code Section 65866, the City and the Applicant, each to the extent legally permissible, agree that during the Term of this Agreement, the Existing Development Regulations and the Project Approvals shall govern the Project and Project Site with respect to, including, without limitation, design, density, floor area ratio (FAR), grading, construction, remodeling, and reconstruction. Except as otherwise provided in this Agreement, no amendment to, revision of, or addition to any Existing Development Regulation, without the Applicant's written approval, whether adopted or approved by the City Council or any office, board, or other agency of the City, or by the people of the City through referendum or initiative measure, shall be effective or enforceable by the City with respect to the Project or Project Site, except as expressly provided in this Agreement.

(2) Notwithstanding the foregoing, the City has the absolute right to apply the following new rules, regulations, ordinances, and official policies, which may conflict with the Existing Development Regulations to the Project and the Project Site:

a) The California Building Standards Code in effect at the time of application for any building permit shall apply to such building permit. The edition of the California Building Standards Code applied to the Project shall remain in effect, provided that:

i. The building permit application remains active and has not expired pursuant to the Burbank Municipal Code; and

ii. If a building permit application expires and cannot be extended or renewed, a new building permit application shall be required, and the edition of the California Building Standards Code in effect at the time of the new application shall apply to the Project; and

iii. The Project shall comply with any subsequently enacted state or federal building standard, law, or regulation that is required by law to apply to the Project regardless of the date of the applicable building permit application.

b) Changes in state or federal law pursuant to Section 4.03(d) of this Agreement;

c) New or amended health and safety laws or regulations to the extent the City finds, based upon substantial evidence in the record, that such laws or regulations are necessary to address an imminent threat to the health and safety of the public related to the Project and Project Site, provided that such laws or regulations are generally applicable to all properties in the City.

(b) Police Power. The City, through the exercise of its police power, shall not establish, enact, increase, or impose any laws, ordinances, rules, regulations, or official policies applicable to the Project or Project Site that conflict with the Existing Development Regulations or the Project Approvals, except as authorized herein.

(c) Mitigation Measures Pursuant to CEQA. In connection with the City's review of any Subsequent Application or proposed modification to the Project, and to the extent permitted or required by CEQA, the City shall promptly commence and diligently process any environmental review required by CEQA. The Parties acknowledge that the Environmental Impact Report ("EIR"), Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program ("MMRP") adopted for the Project (included as Attachment H to this Agreement) adequately disclose and analyze the environmental impacts of the Project as approved, including the mitigation measures applicable to the Project. Nothing in this Agreement shall require additional CEQA review except to the extent such review is required by CEQA in connection with a Subsequent Application or modification to the Project.

Except as required by CEQA in connection with a Subsequent Application or modification to the Project, the City shall not impose additional mitigation measures on the Applicant beyond those set forth in the Conditions of Approval, the MMRP, and this Agreement.

(d) New Laws. Notwithstanding any other provision of this Agreement, this Agreement shall not preclude the City or the voters in the City, by subsequent action, from enacting or imposing any New Law that does not conflict with the Existing Development Regulations or the Project Approvals (the "Non-Conflicting New Law"). Non-Conflicting New Law(s) may include: (1) imposition of new or increased taxes, or city or area-wide assessments; (2) New Laws that are found by the City, based upon substantial evidence in the record, to be necessary to protect the health and safety of the public and that are generally applicable to all properties in the City; and (3) zoning ordinances that regulate the manner in which business activities may be conducted or prohibit a particular type of business activity on a citywide basis, provided that such ordinances or regulations do not conflict with the uses permitted by the Project Approvals on the date of their enactment. To the extent any such conflicts occur, the Project shall be deemed a legal nonconforming use.

All City actions applying any New Law to the Project or Project Site shall be consistent with this Agreement, the Existing Development Regulations, and the Project Approvals. If the City denies any Subsequent Application on the basis that it does not comply with a New Law that is consistent with this Agreement, the City shall follow the applicable procedures set forth in Section 4.03 of this Agreement.

(e) Processing Fees. Pursuant to law, including without limitation, Government Code Sections 66005, 66013, 66014, and 66016 (or any successor statutes), the City shall charge the Applicant only those application and processing fees that represent the reasonable costs to the City of processing Subsequent Application and other applications submitted pursuant to this Agreement (the "Processing Fees"). The City may charge the Applicant the Processing Fees in effect on a citywide basis at the time an application is submitted.

(f) Impact Fees. Applicant shall pay City development impact fees as set forth in BMC Section 10-1-2201 et seq., at the applicable rates, in effect as of the Effective Date (the "Development Impact Fees"). The Development Impact Fees shall be payable no later than the issuance of a certificate of occupancy for any portion of the Project. Following expiration or termination of this Agreement, the Applicant shall pay all applicable City development impact fees then in effect at the time of issuance of a building permit for the Project. The City shall not impose any new categories of City development impact fees or increases to the vested Development Impact Fee rates during the Term of this Agreement. Nothing in this subsection will limit the City's ability to impose any other fees unrelated to these defined Development Impact Fees. These other fees include Processing Fees, Utility Fees, or other fees, charges, dedications, easements, conditions, or improvements expressly authorized by this Agreement, the Project Approvals, applicable state or federal law, or required in connection with a Subsequent Application initiated by the Applicant.

(g) Utility Fees. Except as otherwise stated in this Agreement, the Applicant shall pay to the City all applicable standard and non-discriminatory utility fees, rates, charges, and costs, including, but not limited to, hook-up charges and aid-in-construction fees, in accordance with the applicable electrical, water or other utility rates and rules in effect at the time of application for service or as otherwise set forth in a separate agreement between the Applicant and the City. Utility fees, rates, charges, and costs are not vested by this Agreement and may be adjusted during the Term

in accordance with the City's applicable utility rates and rules. Utility Fees shall not be due prior to the issuance of a building permit for the project.

(h) Dedications. Except as otherwise expressly provided for in this Agreement or the Project Approvals, the City shall not require the Applicant to dedicate any real property or grant any easement other than dedications and easements required by the Conditions of Approval or otherwise expressly required by the Project Approvals.

(I) Insurance. Before beginning construction on the Project Site, and when actual work on the Project is being performed by the Applicant, its contractors, or subcontractors, the Applicant shall obtain and shall keep in force the insurance described in subsections below. The City (including its respective directors, officers and employees), to the extent such parties have insurable interests, shall be included as an additional insured under all of the policies set forth below. The endorsement shall further provide that the insurer shall provide thirty (30) days written notice to the City prior to any cancellation, except ten (10) days written notice for cancellation for non-payment. Said insurance shall include:

(1) Workers' Compensation and Employer's Liability Insurance for all persons employed by the Applicant at the Project Site. The Applicant shall require its general contractor and each subcontractor to maintain Workers' Compensation and Employer's Liability Insurance for all employees employed by the general contractor or subcontractor at the Project Site. The Applicant agrees to indemnify the City and its officers, agents, employees and representatives, for any damage resulting from failure to obtain and maintain such insurance.

(2) Commercial General Liability Insurance having a limit of Five Million Dollars ($5,000,000) per occurrence, providing coverage for general liability (bodily injury and property damage), blanket contractual liability, and personal injury.

(3) Automobile Liability Insurance, including owned, hired and non-owned vehicles, having a combined single limit of One Million Dollars ($1,000,000).

Section 4.03. Cooperation/Implementation.

(a) City Efforts.

(1) To the maximum extent permitted by law, the City shall use good faith and reasonable efforts to prevent any New Law from invalidating all or any part of this Agreement and the Project Approvals. The City agrees to use good faith and reasonable efforts with the Developer to keep this Agreement in full force and effect. The City makes no representation as to the applicability of prevailing wage laws to any portion of the Project.

(2) The Applicant reserves the right to challenge any New Law should it become necessary to protect the development rights vested in the Project and Project Site pursuant to the Existing Development Regulations and this Agreement.

(b) Covenant of Good Faith and Fair Dealing. The City and the Applicant shall use good faith and reasonable efforts and shall take and employ all necessary actions to ensure that the Applicant's vested rights to develop the Project and Project Site, secured through this Agreement, can be enjoyed, and that the Applicant's financial and other obligations that benefit the City can be permitted.

(c) Life of Project Approvals. The term of the Project Approvals (including, without limitation, the Planned Development and the Development Review [but not including permits issued for the construction of the Project]) shall automatically be extended for the longer of: (1) the Term of this Agreement; or (2) the term normally applicable to such Project Approval under controlling law.

(d) Changes in the State and Federal Law. Pursuant to Government Code Section 65869.5, and notwithstanding any other provision of this Agreement, this Agreement shall not preclude the application to the Project Site of any new law that is required by changes in state or federal laws or regulations ("Changes in the Law"), the terms of which are specifically required to be applied to developments such as the Project. The City shall not apply to the Project any such law or regulation that is inconsistent with this Agreement until the Community Development Director makes a finding that such law or regulation is necessary to comply with such Changes in the Law. In the event the Changes in the Law prevent or preclude compliance with one or more provisions of this Agreement, such provisions of the Agreement shall be modified or suspended as may be necessary to comply with the Changes in the Law, and City and Applicant shall take such action as may be required pursuant to this Agreement.

(e) Timing of Project Construction and Completion. The Applicant may develop the project in one (1) or two (2) phases, subject to the requirements of this Agreement and the Project Approvals. If developed in two phases, Phase I shall include demolition of existing pavement and construction of the proposed parking structure, and Phase II shall include demolition of existing pavement and construction of the proposed hotel. The offsite improvements required under this Agreement and the Conditions of Approval shall be completed prior to issuance of a certificate of occupancy for the proposed hotel.

Except as otherwise expressly required by this Agreement or the Project Approvals, the Applicant may determine the timing of construction of the Project within the Term of this Agreement.

(f) Processing.

(1) Upon submission by the Applicant of all appropriate applications and processing fees for any Subsequent Application (such applications and processing fees are collectively referred to herein as the "Application"), the City shall promptly commence and diligently complete all steps necessary to process and act on the Application, including, without limitation: (a) notice and holding of all required public hearings, if required pursuant to the Existing Development Regulations or this Agreement; and (b) action on the Application in accordance with this Agreement, the Existing Development Regulations, and applicable law.

(2) The City may deny an Application only if the Application does not comply with this Agreement, the Existing Development Regulations, the Project Approvals, or other applicable law permitted to be applied pursuant to this Agreement. The City, upon satisfactory completion by the Applicant of all required administrative procedures, actions and payments of appropriate processing fees, if any, shall, in a timely fashion, proceed to complete all required steps necessary for the implementation of this Agreement and the development by the Applicant of the Project and the Project Site. Concurrent with each application for a building permit, the Applicant shall provide the City with a compliance certificate ("Certificate") in a form approved by the Community Development Director, which shall describe the Application's consistency with the Project Approvals. The Certificate shall be distributed to relevant City departments for review. The City shall use its best efforts to complete the first review within sixty (60) days of submission of a complete Certificate and complete application for building permit. The City shall use its best efforts to complete subsequent reviews within thirty (30) days of resubmission of a complete Certificate and complete application for building permit.

(3) If the City denies any such Application on the basis that it does not comply with a New Law, the New Law must be one that may lawfully be applied to the Project pursuant to this Agreement, and the City shall specify in writing the basis for its decision. The City and the Developer shall, with due diligence and in good faith, cooperate to identify reasonable modifications, rather than denying any Applications for Project Approvals, whenever reasonably possible. Article 5 of this Agreement provides further processing guidelines.

(4) The Applicant shall provide the City, in a timely manner, all documents, applications, plans, payments of appropriate processing fees, if any, and other information necessary for the City to carry out its obligations under this Agreement, and shall cause the Applicant's planners, engineers, and all other consultants to submit, in a timely manner, all required materials and documents. It is the express intent of the Applicant and the City to cooperate and diligently work to process Applications necessary in connection with the development of the Project and Project Site.

(g) Other Governmental Permits. Subject to the Applicant's rights under Section 4.03(e), the Applicant shall apply in a timely manner for such other permits, approvals, grants, agreements, and other entitlements ("Other Governmental Permits") as may be required by other agencies having jurisdiction over, or in connection with the development of, or provision of services to, the Project or Project Site. The City shall reasonably and expeditiously cooperate with the Applicant in connection to obtaining such Other Governmental Permits.

Section 4.04. Permitted Uses and Development Standards. The permitted uses, density and intensity of use, maximum height, and other development standards and provisions for reservation or dedication of land and other terms and conditions of development applicable to the Project shall be as set forth in the Project Approvals, including the Conditions of Approval (Attachment D), PD-2026-1 Zoning Regulations (Attachment E), and Approved Project Plans (Attachment F), and as otherwise provided in this Agreement.

Section 4.05. Project Approvals Independent. The Project Approvals constitute independent actions and approvals by the City. If any provision of this Agreement, or the application of any provision of this Agreement to a particular situation, is held by a court of competent jurisdiction to be invalid or unenforceable, or if this Agreement terminates for any reason, then such invalidity, unenforceability, or termination of this Agreement or any part hereof shall not, by itself, affect the validity or effectiveness of the Project Approvals or other land use approvals and entitlements previously granted by the City. In such cases, such approvals and entitlements will remain in effect pursuant to their own terms, provisions, Conditions of Approval and applicable law.

Nothing in this Section shall preclude the Applicant from filing new entitlement applications if any Project Approvals or other entitlement expires. Any such application shall be reviewed in accordance with the laws, regulations, and procedures applicable at the time the application is submitted, unless otherwise expressly provided by this Agreement or applicable law. The provisions of this Section 4.05 relating to the continued validity of Project Approvals previously granted by the City shall survive the expiration or termination of this Agreement.

ARTICLE 5.
AMENDMENT

Section 5.01. Amendment of the Project Approvals. The Project Approvals may be amended or modified from time to time in accordance with this Section 5.01. Notwithstanding the foregoing, any amendment or modification to this Agreement shall be processed in accordance with Section 5.02 of this Agreement.

(a) Administrative Amendment to the Project Approvals. Upon the written request of the Applicant, the Community Development Director or their designee shall determine whether a requested amendment or modification to the Project Approvals (a "Project Approvals Amendment") constitutes a Minor Change, as defined in Article 2 of this Agreement.

If the Community Development Director determines that the Project Approvals Amendment constitutes a Minor Change it shall be treated as an "Administrative Amendment," and may be approved by the Community Development Director without a public hearing. Once approved, the applicable Project Approvals and any affected attachment to this Agreement shall be deemed amended to reflect the approved Administrative Amendment. A memorandum shall be recorded to reflect the Administrative Amendment.

Notwithstanding the foregoing, no Administrative Amendment will become effective until after thirty (30) days' notice has been provided to the City Council and posted in the same manner as a City Council Agenda. If a member of the City Council requests consideration of the Administrative Amendment within the 30-day notice period, the Administrative Amendment shall not become effective unless there is a final determination by the City Council approving it. In the event City Council requests consideration of an Administrative Amendment, staff shall agendize the matter for City Council discussion within 30 days of such request or as soon as reasonably practical following such request.

The 30-day notice period shall not apply to an Administrative Amendment that the Community Development Director determines in writing is necessary to address an immediate health or safety concern, or to avoid a material delay to active Project construction resulting from unforeseen site or construction conditions, City-required modifications, or other circumstances not caused by or within the reasonable control of the Applicant, and that otherwise satisfies all requirements for an Administrative Amendment under this subsection. Such Administrative Amendments shall become effective upon approval by the Community Development Director, provided that notice of the decision is subsequently provided to the City Council within 30-days of said decision.

This subsection shall not apply to certain proposed changes to the Approved Project Plans, which shall be processed pursuant to Section 5.01(c).

(b) Non-Administrative Amendment to the Project Approvals. A requested Project Approvals Amendment that does not constitute a Minor Change, pursuant to Section 5.01(a), shall be considered a "Non-Administrative Amendment" and shall be reviewed and processed in accordance with BMC Section 10-1-19133, or any successor provision that replaces or supersedes that section, this Agreement, and all other applicable laws and regulations.

This subsection shall not apply to certain proposed changes to the Approved Project Plans, which shall be processed pursuant to Section 5.01(c).

(c) Amendment to the Approved Project Plans. Proposed revisions to the Approved Project Plans ("Changes to the Approved Project Plans") shall be classified and processed as either a Minor Change or Major Change, as provided below.

(1) Minor Change to the Approved Project Plans. If the Community Development Director determines that a proposed Change to the Approved Project Plans constitutes a Minor Change, as defined in Article 2 of this Agreement, the Community Development Director may approve the revised plans without a public hearing, subject to the requirements of this Agreement and applicable law. The decision of the Community Development Director shall be final unless appealed to the Planning Commission within fifteen (15) calendar days after the date of the decision.

Notwithstanding the foregoing, the Community Development Director may, at their discretion, refer a proposed Minor Change to the Planning Commission for consideration and decision. The matter shall be presented to the Planning Commission as a staff report and shall not require a public hearing. The Planning Commission's decision shall be final unless appealed to the City Council within fifteen (15) calendar days after the date of the decision.

Before any decision of the Community Development Director or Planning Commission becomes final under this subsection, notice of the decision shall be provided by posting in the same manner as agendas and by publication at least ten (10) calendar days prior to the end of the applicable appeal period.

The 15-calendar day appeal period shall not apply to a Minor Change to the Approved Project Plans that the Community Development Director determines in writing is necessary

to address an immediate health or safety concern, or to avoid a material delay to active Project construction resulting from unforeseen site or construction conditions, City-required modifications, or other circumstances not caused by or within the reasonable control of the Applicant, and that otherwise satisfies all requirements for a Minor Change to the Approved Project Plans under this subsection. Such Minor Change to the Approved Project Plans shall become effective upon approval by the Community Development Director, provided that notice of the decision is subsequently provided by posting in the same manner as agendas and by publication within ten (10) business days from the decision date.

The City agrees that notwithstanding the foregoing, whenever possible, in the interest of expediting the Project for the benefit of both the Applicant and the City, the City shall use its best efforts to make all determinations regarding the Changes to the Approved Project Plans promptly and in accordance with this Agreement.

(1) Major Change to the Approved Project Plans. If the Community Development Director determines that a proposed Change to the Approved Project Plans constitutes a Major Change, as defined in Article 2 of this Agreement, the proposed change shall be processed as a Non-Administrative Amendment pursuant to Section 5.01(b).

Section 5.02. Amendment of This Agreement.

(a) Generally. This Agreement may be amended from time to time, in whole or in part, by mutual consent of the Parties or their successors in interest, in accordance with BMC Section 10-1-19133, or any successor provision that replaces or supersedes that section, this Agreement and applicable law, including Government Code Sections 65867, 65867.5, and 65868.

(b) Administrative Amendment to this Agreement. Notwithstanding Sections 5.01 and 5.02(a), the Community Development Director may approve a minor, technical, or non-substantive amendment to this Agreement that does not materially modify the rights or obligations of either party and that does not materially modify: (1) the Term; (2) provisions relating to reservation and dedication of land, or conditions, terms, restrictions, and requirements applicable to subsequent discretionary actions; (3) monetary contributions, public benefits, or other financial obligations of the Applicant pursuant to this Agreement; or (4) any Conditions of Approval.

Administrative Amendments to this Agreement shall be processed pursuant to Section 5.01(a).

ARTICLE 6.
COOPERATION IN THE EVENT OF LEGAL CHALLENGE

In the event of any administrative or legal action, or other proceeding challenging the validity or legality of any of the Project Approvals, environmental determination under the California Environmental Quality Act or National Environmental Policy Act, or this

Agreement (a "Challenge"), the Applicant shall agree that the Applicant, including their successors and assignees, will defend, indemnify, and hold harmless the City and its agents, officers, and employees from any claim, action or proceeding brought against the City, its agents, officers, or employees to attack, set aside, void or annul any such approval of the City, or any action taken to provide an environmental determination under the California Environmental Quality Act or National Environmental Policy Act by its agents, officers, employees, agencies, commissions, or City Council. The indemnification shall include damages awarded against the City, if any, cost of suit, attorney's fees, administrative expenses, and other costs and expenses incurred in connection with such action, including, but not limited to, all such City costs and expenses incurred by enforcing this indemnification provision. The obligations set forth in this Article shall apply to Challenges to the Project Approvals, this Agreement, and any Subsequent Applications or approvals relating to the Project, whether or not substantially similar indemnification language is separately included in the applicable approval or Conditions of Approval.

If a claim, action, or proceeding described above is brought, the City shall promptly notify the Applicant of the existence of the claim, action or proceeding and the City shall reasonably cooperate in the defense of such claim, action, or proceeding. Nothing in this Article shall prohibit the City from participating in the defense of any Challenge. In the event that the Applicant is required to defend the City in connection with any Challenge, the City shall retain the right to: (1) approve the counsel to so defend the City; (2) approve all significant decisions concerning the manner in which the defense is conducted; and (3) approve any and all settlements, which approval shall not be unreasonably withheld. The City shall also have the right not to participate in such defense, except that the City agrees to cooperate with the applicant in the defense of such Challenge.

In the event City must bring legal action against Applicant to enforce this Article, the City shall be entitled to all reasonable attorneys' fees and costs incurred in such action.

The filing of a third-party Challenge against the City or the Applicant relating to this Agreement or to other development issues affecting any portion of the Project site or the Project shall not hinder, delay or stop the development, processing or construction of the Project, processing or approval of any Subsequent Applications, or issuance of ministerial permits or approvals, unless the third party obtains a court order preventing the activity.

ARTICLE 7.
DEFAULT; REMEDIES; TERMINATION

Section 7.01. General Provisions.

(a) Failure or unreasonable delay by the Applicant to perform any term, provision, or condition of this Agreement for a period of ninety (90) days after written notice thereof in accordance with Article 10 (a "Notice of Default") from the City shall constitute a default under this Agreement, subject to extensions of time only by mutual consent in writing. The time of notice shall be measured from the date of certified mailing. The Notice of Default shall specify the nature of the alleged default and, where appropriate, the manner and period of time in which said default must be satisfactorily cured. If the nature

of the alleged default is such that it cannot reasonably be cured within such 90-day period, the commencement of the cure within such time period and the diligent prosecution of the cure to completion shall be deemed a cure within such period.

(b) During any period of curing, the Applicant shall not be considered in default for the purposes of termination or institution of legal proceedings. If the default is cured, then no default shall exist, and the noticing party shall take no further action.

(c) Subject to the foregoing, after notice and expiration of the 90-day period without cure or commencement of cure in accordance with Section 7.01(a), the City, at its option, may institute legal proceedings pursuant to this Agreement and may give notice of intent to terminate this Agreement pursuant to Government Code Section 65868. Following such notice of intent to terminate, the matter shall be scheduled for consideration and review by the Planning Commission and City Council in the manner set forth in Government Code Sections 65865, 65867, and 65868, and Burbank Municipal Code Sections 10-1-19115 and 10-1-19116.

(d) Following consideration of the evidence presented in said review before the City Council, if the City Council terminates this Agreement, the City shall give written notice of termination of this Agreement to the Applicant by certified mail. Written notice of termination of this Agreement shall be effective immediately upon certified mailing to the defaulting party.

(e) Evidence of the Applicant's default may arise in the regularly scheduled Annual Review of this Agreement as described in Section 7.02.

(f) If the City fails to process or act upon a Subsequent Application within the time periods required by this Agreement, or the City otherwise defaults under the provisions of this Agreement, the Applicant shall provide the City with written notice of such default in accordance with Article 10. If the City fails to cure the default within ninety (90) days after receipt of such notice, subject to any applicable extension under Section 7.03, the Applicant may exercise the remedies available under this Agreement, including the right to terminate this Agreement as provided herein.

In addition to any other remedies of the Applicant, the Applicant may, at its option, terminate or modify the terms of the Agreement to remedy the effect of City's default. If the Applicant desires to terminate or modify the terms of this Agreement, any amendment to this Agreement shall be processed in accordance with Section 5.02 and applicable law. To the extent a requested amendment also requires modification of other Project Approvals or the Approved Project Plans, the applicable provisions of Section 5.01 shall also apply.

Section 7.02. Annual Review.

(a) During the first quarter of each calendar year, beginning with the first full calendar year during the Term of this Agreement, the City shall review the good faith compliance by the Applicant with the terms of this Agreement. This review shall be conducted by the Community Development Director and shall be limited in scope to

compliance with the terms of this Agreement pursuant to California Government Code Section 65865.1, provided that, if the City Council imposes a mitigation, monitoring, and reporting program pursuant to CEQA, which is to be completed simultaneously with the annual review of this Agreement, then the scope of the annual review may include implementation of ongoing mitigation measures that are the Applicant's responsibility pursuant to the Project Environmental Impact Report.

(b) During this review, the Applicant shall be required to demonstrate good faith compliance with the material terms of this Agreement. At the conclusion of this review, the Community Development Director shall in writing make findings and determinations, based on substantial evidence in the record, whether or not the Applicant has complied in good faith with the terms and conditions of this Agreement. If the Community Development Director finds and determines that the Applicant has not complied with such terms and conditions, then the Community Development Director shall deliver to the Applicant a notice of a public hearing before the Planning Commission in accordance with Burbank Municipal Code Sections 10-1-19114 and 10-1-19115, and if applicable, before the City Council in accordance with Burbank Municipal Code Sections 10-1-19115 and 10-1-19116.

(c) The City shall deliver to the Applicant a copy of all staff reports and documents to be used or relied upon in conducting the review and, to the extent practical, related attachments concerning the Applicant's performance hereunder, at least ten (10) days prior to any such periodic review. The Applicant shall be permitted to respond, orally at the public hearing and by written statement, to the City's evaluation of the Applicant's performance.

(d) In the event that the City fails to either (1) conduct the annual review or (2) notify the Applicant in writing (following the time during which the review is to be conducted) of the City's determination as to compliance or noncompliance with the terms of this Agreement and such failure remains uncured as of sixty (60) days following the anniversary of the Effective Date in any year during the Term of this Agreement, such failure shall be deemed an approval by the City of the Applicant's compliance with the terms of this Agreement for that Annual Review period.

(e) With respect to any year for which an Annual Review of compliance with this Agreement is conducted and compliance is approved, or with respect to any year in which the City is deemed to approve of the Applicant's compliance with this Agreement pursuant to the preceding paragraph, the City, upon request of the Applicant, shall provide Applicant with a written Notice of Compliance, pursuant to Article 10 of this Agreement.

Section 7.03. Enforced Delay; Extension of Time of Performance. Performance by either party hereunder shall not be deemed to be in default where delays or defaults are due to war, insurrection, strikes, walk-outs, inability to obtain labor and/or supplies, riots, floods, earthquakes, fires, casualties, acts of God, governmental restrictions imposed or mandated by governmental entities other than the City, enactment of conflicting state or federal laws or regulations, or similar bases for excused performance which are not within the reasonable control of the party to be excused. An administrative

or legal/equitable challenge or proceeding addressing the validity of this Agreement, any other Project Approvals, the EIR, or any permit, approval, agreement or other entitlement or action of a governmental agency necessary or desirable for the development of the Project pursuant to this Agreement shall constitute an excusable delay only to the extent such Challenge actually delays or prevents the Applicant's performance under this Agreement. Upon the request of either party hereto, an extension of time for such cause shall be granted in writing for the period of the enforced delay, or longer as may be mutually agreed upon. The Term set forth in Section 1.04 of this Agreement may be extended for the period during which a Challenge actually prevents or materially delays development of the Project, as documented by the Applicant and reasonably determined by the City, or as otherwise mutually agreed upon by the Parties in writing.

Section 7.04. Time is of the Essence. The Parties understand and agree that time is of the essence, and each represent and warrant to carry forth their duties as stated herein in a timely and prompt manner and in accordance with any schedule for determinations, responses or actions that may be applicable or prescribed by this Agreement, applicable codes, statutes, ordinances, and regulations.

Section 7.05. Remedies. In the event that one of the Parties defaults under the terms and conditions of this Agreement, beyond any applicable notice and cure period, the other Party shall have all legal rights, including the right to institute a legal action to cure, correct, or remedy any default, to enforce any covenant or agreement herein, to enjoin any threatened or attempted violation thereof, to recover damages for any default, to enforce by specific performance the obligations and rights of the Parties hereto, or to obtain any other remedies consistent with the purpose of this Agreement, subject to the dispute resolution provisions herein if a dispute as to an interpretation of this Agreement is in issue. In addition, both City and Applicant shall have the right to terminate this Agreement in accordance with Sections 7.01(c) and 7.01(f), respectively.

(a) Dispute Resolution; Issuance of Interpretations by the Community Development Director. Should a dispute arise between the Parties concerning the proper interpretation of this Agreement, the Community Development Director shall issue a written interpretation of the disputed provision of this Agreement within thirty (30) days' receipt of a written request by the Applicant, but only after consultation with the City Attorney, any affected City department, the Applicant and their counsel.

(b) Appeals of Interpretations. The Applicant may appeal any interpretation issued by the Community Development Director, or the failure to timely issue an interpretation, to the Planning Commission, which shall act within forty-five (45) days of receipt of a written appeal. The Applicant may appeal any interpretation adopted by the Planning Commission, or the failure of the Planning Commission to timely adopt an interpretation, to the City Council, which shall act within forty-five (45) days of receipt of a written appeal.

(c) Litigation. If the City Council fails to timely render an interpretation within forty-five (45) days after a written appeal is filed with the City Council by the Applicant, or if the Applicant contests the interpretation adopted by the City Council, the Applicant may institute legal action, including, but not limited to, an action for declaratory

relief pursuant to Code of Civil Procedure Section 1060 et seq., to interpret this Agreement after complying with the administrative procedures of this subsection.

Section 7.06. California Law. This Agreement shall be construed and enforced in accordance with the laws of the State of California. If a legal action is brought by a third party, Article 6 of this Agreement shall apply.

ARTICLE 8.

MORTGAGEE PROTECTIONS

Section 8.01. Encumbrance of Applicant's Interest.

The Applicant shall have the absolute right to encumber and/or collaterally assign or grant a security interest in the Applicant's right, title and interest in, to and under this Agreement and the Project Site pursuant to one or more mortgages or other form of debt or equity financing (each a "Permitted Mortgage"), provided that each such Permitted Mortgage is given for the purpose of securing funds to be used for financing the acquisition of the Project Site or any portion thereof, the construction of the Project thereon, including any offsite improvements, and any other expenditures reasonably necessary and appropriate to develop the Project in accordance with this Agreement. The City acknowledges that a mortgagee may require certain modifications to this Agreement, and the City agrees, upon request, from time to time, to meet with Applicant and/or representatives of any such mortgagee to negotiate in good faith any such request for modification. The City further agrees that it will not unreasonably withhold its consent to any such requested modification to this Agreement provided such modifications are processed in accordance with Article 5 above related to procedures for amendment of this Agreement. Any mortgagee and its successors and assignees shall be entitled to the rights and privileges set forth in this section.

Section 8.02. Mortgagee Protections.

Provided that any mortgagee or beneficiary under a Permitted Mortgage (each, a "Mortgagee") provides the City with a conformed copy of each Permitted Mortgage, which contains the name and address of such Mortgagee, the City hereby covenants and agrees to faithfully perform and comply with the following provisions with respect to such Permitted Mortgage:

(a) No Termination. No action by the Applicant, or the City to cancel, surrender, or materially modify the terms of this Agreement or the provisions of this Article 8 shall be binding upon a Mortgagee without its prior written consent.

(b) Notices. If the City shall give any Notice of Default to the Applicant hereunder, the City shall simultaneously give a copy of such Notice of Default to the Mortgagee at the address designated by it. No Notice of Default given by the City to the Applicant shall be binding upon or affect said Mortgagee unless a copy of said Notice shall be given to Mortgagee pursuant to this Section. In the case of an assignment of such Permitted Mortgage or change in address of such Mortgagee, said assignee or Mortgagee, by written notice to City, may change the address to which such copies of

Notices are to be sent. City shall not be bound to recognize any assignment of such Permitted Mortgage unless and until the City shall be given written notice thereof, a copy of the executed assignment, and the name and address of the assignee. Thereafter, such assignee shall be deemed to be the Mortgagee hereunder with respect to the Permitted Mortgage being assigned. If such Permitted Mortgage is held by more than one person, corporation or other entity, no provision of this Agreement requiring the City to give notices or copies thereof to said Mortgagee shall be binding upon the City unless and until all of said holders shall designate in writing one of their number to receive all such notices and copies thereof and shall have given to the City an original executed counterpart of such designation.

(c) Performance of Covenants. The Mortgagee shall have the right to perform any term, covenant or condition and to remedy any default by the Applicant hereunder within the time periods specified herein, and the City shall accept such performance with the same force and effect as if furnished by the Applicant; provided, however, that said Mortgagee shall not be subrogated to the rights of the City.

(d) Default by the Applicant. In the event of a default by the Applicant, which has not been cured by the Applicant or as to which there is no cure period hereunder, the City agrees not to terminate this Agreement (1) unless and until the City provides written notice of such default to any Mortgagee and such Mortgagee shall have failed to cure such Default within ninety (90) business days after the later of delivery of such notice or expiration of any applicable Applicant cure period, and (2) as long as:

(1) In the case of a default, which cannot practicably be cured by the Mortgagee without taking possession of the Property, (a) the Mortgagee has delivered to the City, prior to the date on which the City shall be entitled to give notice of termination, a written instrument wherein the Mortgagee unconditionally agrees that (subject to such delays as may be incident to obtaining a relief from stay in the case of a bankruptcy/dissolution event) it will commence and diligently pursue cure of such default promptly following its obtaining possession and; (b) said Mortgagee shall proceed diligently to obtain possession of the Property (including possession by receiver) (subject to such delays as may be incident to obtaining a relief from stay in the case of a bankruptcy/dissolution event) and, upon obtaining such possession, shall proceed diligently to cure such default; and

(2) In the case of a default, which is not susceptible of being cured by the Mortgagee, the Mortgagee shall institute foreclosure proceedings and diligently prosecute the same to completion (subject to such delays as may be incident to obtaining a relief from stay in the case of a bankruptcy/dissolution event) (unless in the meantime it shall acquire the Applicant's right, title and interest hereunder, either in its own name or through a nominee, or by assignment in lieu of foreclosure) and upon such completion of acquisition or foreclosure such default shall be deemed to have been cured.

The Mortgagee shall not be required to obtain possession or to continue in possession as Mortgagee of the Property pursuant to Subsection 8.02(d)(1) above, or to continue to prosecute foreclosure proceedings pursuant to Subsection 8.02(d)(2) above, when such default shall be cured. Nothing herein shall preclude the City from exercising

any of its rights or remedies with respect to any other default by the Applicant during any period of such forbearance, but in such event the Mortgagee shall have all of its rights provided for herein. If the Mortgagee, its nominee, or a purchaser in a foreclosure sale, shall acquire title to the Applicant's right, title and interest hereunder and shall cure all defaults that are susceptible of being cured by the Mortgagee or by said purchaser, as the case may be, then prior Defaults which are not susceptible of being cured by the Mortgagee or by said purchaser shall no longer be deemed defaults hereunder.

References herein to defaults that are "not susceptible of being cured" by a Mortgagee or purchaser (or similar language) shall not, be deemed to refer to any default which the Mortgagee or purchaser is not able to cure because of the cost or difficulty of curing such default, but rather shall be deemed to refer only to defaults specifically relating to the identity of the Applicant, which by their nature can be cured only by the Applicant (such as the owner's bankruptcy/dissolution event or an owner control change).

(e) Foreclosure. Foreclosure of any Permitted Mortgage, or any sale thereunder, whether by judicial proceedings or by virtue of any power contained in a Permitted Mortgage, or any conveyance of the Project from the Applicant to a Mortgagee or its designee through, or in lieu of, foreclosure or other appropriate proceedings in the nature thereof, shall not require the consent of the City or constitute a breach of any provision of or a default under this Agreement, and upon such foreclosure, sale or conveyance, the City shall recognize the purchaser or other transferee in connection therewith as the Applicant hereunder provided that such purchaser or transferee assumes, subject to the terms of Section 8.02(d) above, each and all of the obligations of the Applicant hereunder pursuant to an assumption agreement satisfactory to the City. If any Mortgagee or its nominee or assignee shall acquire the Applicant's right, title and interest hereunder as a result of a judicial or non-judicial foreclosure under any Permitted Mortgage, or by means of a deed in lieu of foreclosure, or through settlement of or arising out of any pending or contemplated foreclosure action, such Mortgagee shall thereafter have the right to assign or transfer the Applicant's right, title and interest hereunder to an assignee upon obtaining the City's consent with respect thereto, which consent shall not be unreasonably withheld or delayed. Upon such acquisition of the Applicant's right, title and interest hereunder as described in the preceding sentence by either Mortgagee, or the assignee or nominee of Mortgagee, or the purchaser from Mortgagee, assignee or nominee, the City shall immediately execute and deliver a new agreement or amend this Agreement with such party. Subject to the terms of Section 8.02(d) above, such new agreement or amended Agreement shall be substantially the same in form and content to the provisions of this Agreement, except with respect to the parties thereto, and the elimination of any requirements which have been fulfilled by the Applicant prior thereto, and said agreement shall have priority equal to the priority of this Agreement. Upon execution and delivery of such new agreement or amended Agreement, the City shall cooperate with the new Applicant, at the sole expense of said new Applicant, in taking such action as may be necessary to cancel and discharge this Agreement and to remove the Applicant named herein from the Property.

In no event shall such Mortgagee be liable for any defaults or monetary obligations of the Applicant arising prior to acquisition of title to the Project Site by such Mortgagee, except that any such Mortgagee shall not be entitled to a building permit or occupancy certificate

until all delinquent and current fees and other monetary or nonmonetary obligations due under this Agreement for the Project Site have been satisfied.

(f) Disaffirmation. If this Agreement is terminated by reason of (i) any default or (ii) as a result of a bankruptcy proceeding, this Agreement is disaffirmed by a receiver, liquidator, or trustee for the Applicant or its property, the City, if requested by any Mortgagee, shall negotiate in good faith with such Mortgagee for a new development agreement for the Project with the most senior Mortgagee requesting such new agreement. This Agreement does not require any Mortgagee or the City to enter into a new development agreement pursuant to this Section.

(g) No Obligation to Cure. Except as set forth herein, nothing herein contained shall require any Mortgagee to cure any default of the Applicant referred to above or to construct or complete the construction of the Project, or to guarantee such construction or completion.

(h) Separate Agreement. The City shall, upon request, execute, acknowledge and deliver to each Permitted Mortgagee, an agreement prepared at the sole cost and expense of the Applicant, in form satisfactory to each Permitted Mortgagee, between the City, the Applicant and the Permitted Mortgagees, agreeing to all of the provisions hereof.

(i) Form of Notice. Any Mortgagee under a Permitted Mortgage shall be entitled to receive the notices required to be delivered to it hereunder provided that such Mortgagee shall have delivered to each party a notice substantially in the following form:

> The undersigned, whose address is (to be inserted with notice) does hereby certify that it is the Mortgagee (as such term is defined in that certain Development Agreement dated as of _____ between the City of Burbank and AWH Burbank Hotel II, LLC [the "Development Agreement"]) of the parcels of land described on Attachment "A" attached hereto, which parcels are owned by AWH Burbank Hotel II, LLC. In the event that any notice shall be given of a default of a party to the Development Agreement (a "Party"), a copy thereof shall be delivered to the undersigned who shall have the rights of a Mortgagee to cure the same, as specified in the Development Agreement. Failure to deliver a copy of such notice shall in no way affect the validity of the notice to the Party, but no such notice shall be effective as it relates to the rights of the undersigned under the Development Agreement with respect to the Permitted Mortgage, including the commencement of any cure periods applicable to the undersigned, until actually received by the undersigned.

(j) Estoppel Certificate. The City shall execute an estoppel certificate in form and substance reasonably satisfactory to the Mortgagee or the Applicant, if the Applicant has requested the certificate, upon the reasonable request of the Mortgagee or the Applicant. The Mortgagee or Applicant requesting the estoppel certificate shall apply for the relevant city application and pay associated processing fees. This estoppel

certificate shall be administratively issued by the Community Development Director within a reasonable amount of time.

(k) Limitation of Liability. Upon acquiring title to the Property, the Mortgagee shall have no obligation or liability to the City beyond the Mortgagee's interest, if any, in the Project Site and the City shall look exclusively to such interest in the Project Site for payment and discharge of any obligations imposed upon the Mortgagee under this Agreement or any other document entered into in connection therewith. Mortgagee shall be released and relieved of any liability under the Agreement and under any other document entered into in connection therewith upon the assignment of Mortgagee's rights upon or subsequent to foreclosure of its collateral or acquisition in lieu of foreclosure.

(l) Further Assurances. The City and the Applicant agree to cooperate in including in this Agreement, by suitable amendment, any provision that may be reasonably requested by the Mortgagee or any proposed Mortgagee for the purpose of (i) more fully or particularly implementing the Mortgagee protection provisions contained herein, (ii) adding Mortgagee protections consistent with those contained herein and which are otherwise commercially reasonable, and (iii) allowing such Mortgagee reasonable means to protect or preserve the security interest of the Mortgagee in the collateral, including its lien on the Project Site and the collateral assignment of this Agreement; provided, however, in no event shall the City be obligated to modify any of the Applicant's obligations or the City's rights under this Agreement in any manner not already contemplated in this Article 8.

ARTICLE 9.
MISCELLANEOUS

Section 9.01. No Agency, Joint Venture or Partnership. It is specifically understood and agreed by and between the Parties hereto that the Project and Project Site development is a private development, and that the Applicant shall have full power over and exclusive control of the Project and Project Site, subject only to the obligations of the Applicant under this Agreement. The City and the Applicant hereby renounce the existence of any form of agency relationship, joint venture or partnership between the City and the Applicant and agree that nothing contained herein or in any document executed in connection herewith shall be construed as creating any such relationship between the City and the Applicant.

Section 9.02. Severability. If any term, provision, covenant or condition of this Agreement or the application of any provision of this Agreement to a particular situation is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions of this Agreement, or the application of this Agreement to other situations, shall continue in full force and effect unless amended or modified by mutual consent of the parties.

Section 9.03. Other Necessary Acts. Each party shall execute and deliver to the other all such other further instruments and documents as may be reasonably necessary to carry out this Agreement and other Project Approvals in order to provide and secure to the other party the full and complete enjoyment of its rights and privileges hereunder.

Section 9.04. Construction. Each reference in this Agreement and in the other Project Approvals to this Agreement shall be deemed to refer to the named document or plan as such document or plan may be amended from time to time, whether or not the particular reference refers to such possible amendment. This Agreement has been reviewed and revised by legal counsel for both the City and the Applicant, and no presumption or rule that ambiguities shall be construed against the drafting party shall apply to the interpretation or enforcement of this Agreement.

Section 9.05. Other Miscellaneous Terms. The singular shall include the plural; the masculine gender shall include the feminine; "shall" is mandatory; "may" is permissive. If there is more than one signer of this Agreement, the signers' obligations are joint and several.

Section 9.06. Covenants, Easements, No Dedication or Lien. The provisions of this Agreement shall constitute covenants and easements including public easements for utilities and fire access, which shall run with the land comprising the Project Site for the benefit thereof, and the burdens and benefits hereof shall bind and inure to the benefit of each of the parties hereto and all successors in interest to the parties hereto for the Term of this Agreement. Nothing herein shall be construed as a dedication or transfer of any right or interest in, or as creating a lien with respect to, the title to the Project Site, other than those dedications required herein.

Section 9.07. Cooperation in Carrying Out Agreement. Each Party shall take such actions and execute and deliver to the other all such further instruments and documents as may be reasonably necessary to carry out this Agreement in order to provide and secure to the other Party the full and complete enjoyment of its rights and privileges hereunder.

Section 9.08. Certificate of Performance. Upon the completion of the Project, or any phase thereof, or upon performance of this Agreement or its earlier revocation and termination, the City shall provide Applicant, upon Applicant's request, with a statement ("Certificate of Performance") evidencing said completion, termination or revocation and the release of Applicant from further obligations hereunder, except for any further obligations which survive such completion, termination or revocation. The Certificate of Performance shall be signed by the appropriate agents of Applicant and the City and shall be recorded against title to the Property in the official records of Los Angeles County, California. Such Certificate of Performance is not a notice of completion as referred to in California Civil Code Section 8182.

ARTICLE 10.
NOTICES

Section 10.01. Method of Notice.

(a) Any notice or communication (hereafter, a "Notice") required hereunder by the City or the Applicant must be in writing, and may be given, by either Party

or its counsel, either personally, by overnight carrier providing receipted delivery (such as Fed Ex or UPS), or by registered or certified mail (return receipt requested). If given by registered or certified mail, a Notice shall be deemed to have been given and received on the first to occur of (i) actual receipt by any of the addressees designated below as a party to whom Notices are to be sent, or (ii) five (5) days after the registered or certified letter containing such Notice, properly addressed, with postage prepaid, is deposited in the United States mail. If given by overnight carrier or personally delivered, a Notice shall be deemed to have been given when received or refused by the Party to whom it is addressed. A courtesy copy of the Notice may be sent by facsimile or electronic mail transmission. Any Party hereto may at any time, by giving ten (10) days written notice to the other Party hereto, designate any other address in substitution of the address to which such notice or communication shall be given.

(b) Such notices shall be given to the Parties at their addresses set forth below:

If to City to:

City of Burbank
275 E. Olive Avenue
Burbank, CA 91502
Attention: Community Development Director

With a Copy to:

Office of City Attorney
City of Burbank
275 E. Olive Avenue
Burbank, CA 91502
Attention: City Attorney

If to Applicant or Developer, to:

AWH BURBANK HOTEL II, LLC
1040 Avenue of the Americas, 9th Floor
New York, NY 10018
Attention: Timothy Osiecki, President Development

With a Copy to:

AWH BURBANK HOTEL II, LLC
1040 Avenue of the Americas, 9th Floor
New York, NY 10018
Attention: Chad Cooley,

Co-Founder & Managing Partner

ARTICLE 11.
ASSIGNMENT

Section 11.01. Transfers

(a) Applicant may assign or transfer its rights and obligations under this Agreement with respect to the Project Site, or any portion thereof, to any person during the Term of this Agreement upon City's approval of an Assignment and Assumption Agreement between Applicant and its assignee(s) that clearly delineates the parties' obligations for construction of all offsite improvements, implementation of all mitigations measures and remedial action plans, and the construction, operation and maintenance of all public benefits set forth in this Agreement, the Conditions of Approval and the Mitigation, Monitoring, and Reporting Program.

ARTICLE 12.
ENTIRE AGREEMENT, COUNTERPARTS' ATTACHMENTS, RECORDING

Section 12.01. Generally. This Agreement that consists of ___ pages and 5 attachments, constitutes the final and exclusive understanding and agreement of the Parties, and supersedes all negotiations and any previous agreements between the Parties with respect to all or any part of the subject matter hereof.

Section 12.02. Waivers. All waivers of the provisions of this Agreement shall be in writing and signed by the Parties.

Section 12.03. Attachments. The following attachments are attached to this Agreement and incorporated herein for all purposes:

Attachment A – Project Site Legal Description

Attachment B – Project Description

Attachment C – Amendment to the Zoning Map

Attachment D – Conditions of Approval

Attachment E – Planned Development 2026-1: Planned Development Zoning Regulations

Attachment F – Approved Project Plans

Attachment G – Sections of the Burbank Municipal Code Referenced in the Planned Development 2026-1, Planned Development Zoning Regulations

Attachment H – Mitigation, Monitoring, and Reporting Program (MMRP): Project Mitigation Measures

Section 12.04. Recordation of Agreement. No later than ten (10) days after the Effective Date, the City Clerk shall record at the Developer's expense an executed original of this Agreement in the Official Records of the County of Los Angeles.

IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto on the day and year first above written.

"CITY" "OWNER"	"APPLICANT", "DEVELOPER" and
CITY OF BURBANK, a municipal corporation	AWH BURBANK HOTEL II, LLC a Delaware Limited Partnership
Justin Hess City Manager	By: _ Its:
	By: _ Its:

ATTEST:

_____, City Clerk

APPROVED AS TO FORM FOR CITY
Office of the City Attorney

By: Kane Thuyen
Senior Assistant City Attorney

ACKNOWLEDGMENT FOR
CITY OF BURBANK

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
) ss.
COUNTY OF LOS ANGELES)

On , before me, , Notary Public, personally appeared , who proved to me on the basis of satisfactory evidence to be the person whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Signature of Notary Public

(SEAL)

STATE OF CALIFORNIA)
)
ss.
COUNTY OF LOS ANGELES)

On , before me, , Notary Public, personally appeared , who proved to me on the basis of satisfactory evidence to be the person whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

(SEAL)

STATE OF CALIFORNIA)
)
ss.
COUNTY OF LOS ANGELES)

On , before me, _ , Notary Public, personally appeared , who proved to me on the basis of satisfactory evidence to be the person whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

(SEAL)

ATTACHMENT A

PROJECT SITE
LEGAL DESCRIPTION

All that certain real property situated in the County of Los Angeles, State of California, described as follows:

Parcel A:

Parcel 1 of Parcel Map No. 24868, in the City of Burbank, County of Los Angeles, State of California, as shown on map filed in book 279 pages 84 to 86 of Parcel Maps, in the Office of the County Recorder of said County.

Parcel B:

Non-exclusive easements over Parcel 2 of the above referenced Parcel Map set forth in Reciprocal Parking and Maintenance Agreement ("Reciprocal Agreement") recorded December 24, 1997 as Instrument No. 97-2019758 for Pedestrian, Vehicular Ingress and Egress and Parking on the terms and conditions set forth therein.

Assessor's Parcel Number: 2464-004-015

ATTACHMENT B

PROJECT DESCRIPTION

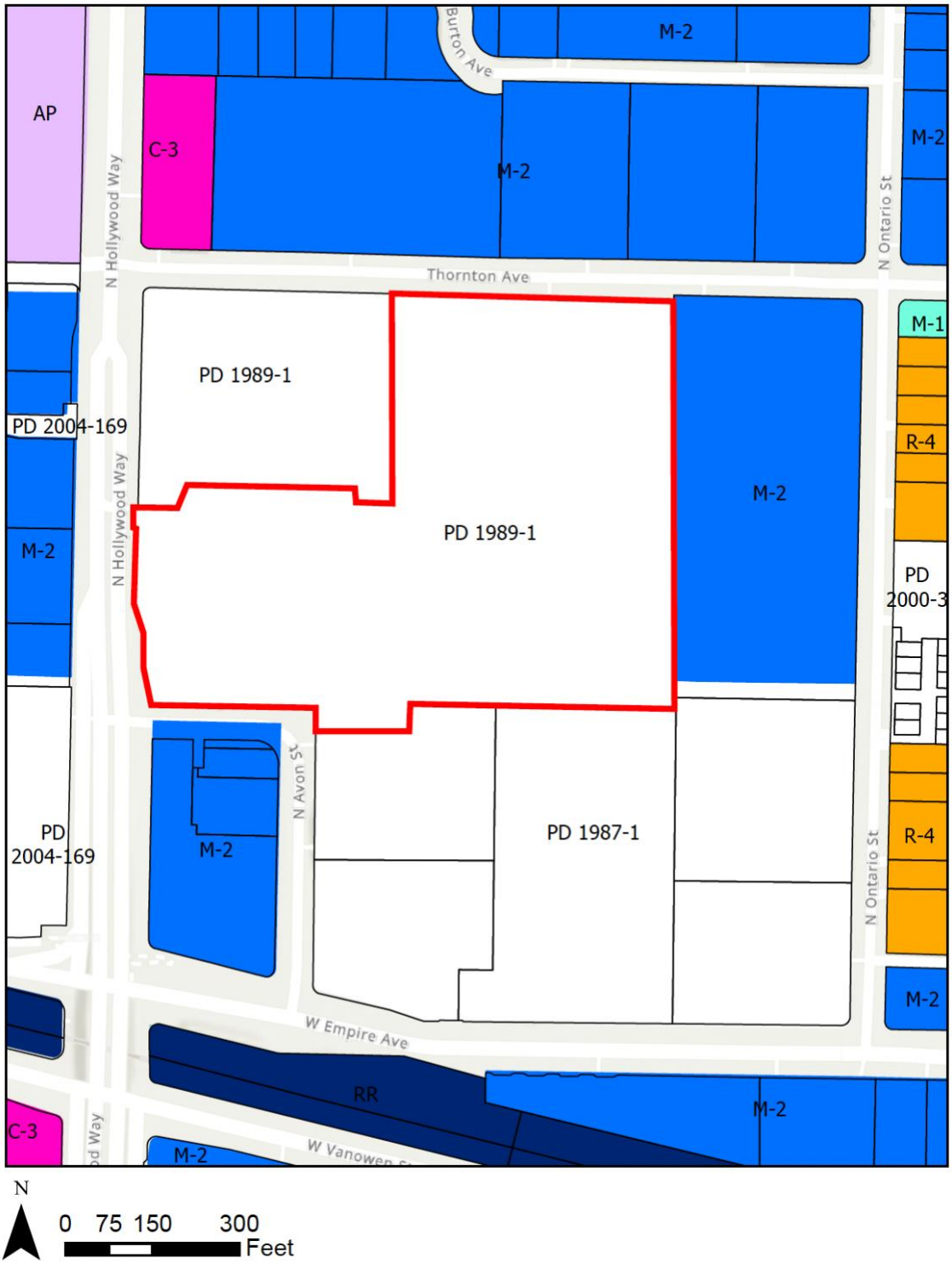
A PLANNED DEVELOPMENT (PD 2026-1), TEN-YEAR DEVELOPMENT AGREEMENT, AND DEVELOPMENT REVIEW PERMIT (PROJECT NO. 16-000395) FOR A NEW SEVEN-STORY DUAL BRAND HOTEL WITH 420 ROOMS (THE HOTEL), CONSISTING OF APPROXIMATELY 262,338 SQUARE FEET, AND A SEPARATE DETACHED FOUR-STORY PARKING GARAGE (THE GARAGE). THE GARAGE WOULD CONSIST OF 208,040 SQUARE FEET OF PARKING, PROVIDING UP TO 766 PARKING SPACES OF VALET PARKING, WITH AN ADDITIONAL 285 PARKING SPACES AT GRADE (TOTAL OF 1,051 PARKING SPACES PROVIDED). THE PROPOSED HOTEL AND GARAGE WOULD BE LOCATED WITHIN THE SAME PARCEL AS A SEPARATE AND EXISTING 488 ROOM MARRIOTT HOTEL AND AN EXISTING CONVENTION CENTER OF 39,000 SQUARE FEET. NO CHANGES TO THE EXISTING 488 ROOM MARRIOTT HOTEL AND 39,000 SQUARE FEET CONVENTION CENTER ARE PROPOSED. ADDITIONALLY, LARGER EVENTS WOULD OCCUR ON THE PROPERTY APPROXIMATELY FOUR TIMES PER YEAR. THESE EVENTS WOULD OCCUR ON THE SOUTHEASTERN CORNER OF THE PROPERTY, WITHIN THE PARKING AREA EAST OF THE CONVENTION CENTER. SUFFICIENT PARKING CAPACITY WOULD BE PROVIDED FOR THESE EVENTS THROUGH THE IMPLEMENTATION OF PARKING MANAGEMENT PLANS AND/OR THE SECURING OF OFFSITE PARKING DURING THE DAYS OF EACH EVENT. FURTHER, THE PROJECT INCLUDES CONSTRUCTION OF OFFSITE PUBLIC IMPROVEMENTS (SIDEWALKS, BICYCLE LANES AND UTILITY IMPROVEMENTS) ALONG THORNTON AVENUE, AVON STREET AND OTHER SURROUNDING STREETS. THE PROJECT APPROVAL INCLUDES CERTIFICATION OF AN ENVIRONMENTAL IMPACT REPORT, AND ADOPTION OF FINDINGS OF FACTS AND STATEMENT OF OVERRIDING CONSIDERATIONS, AND A MITIGATION, MONITORING, AND REPORTING PROGRAM.

THE PROJECT IS LOCATED ON A 11.76 ACRE SITE AT 2500 NORTH HOLLYWOOD WAY IN BURBANK, CALIFORNIA.

ATTACHMENT C

AMENDMENT TO THE ZONING MAP

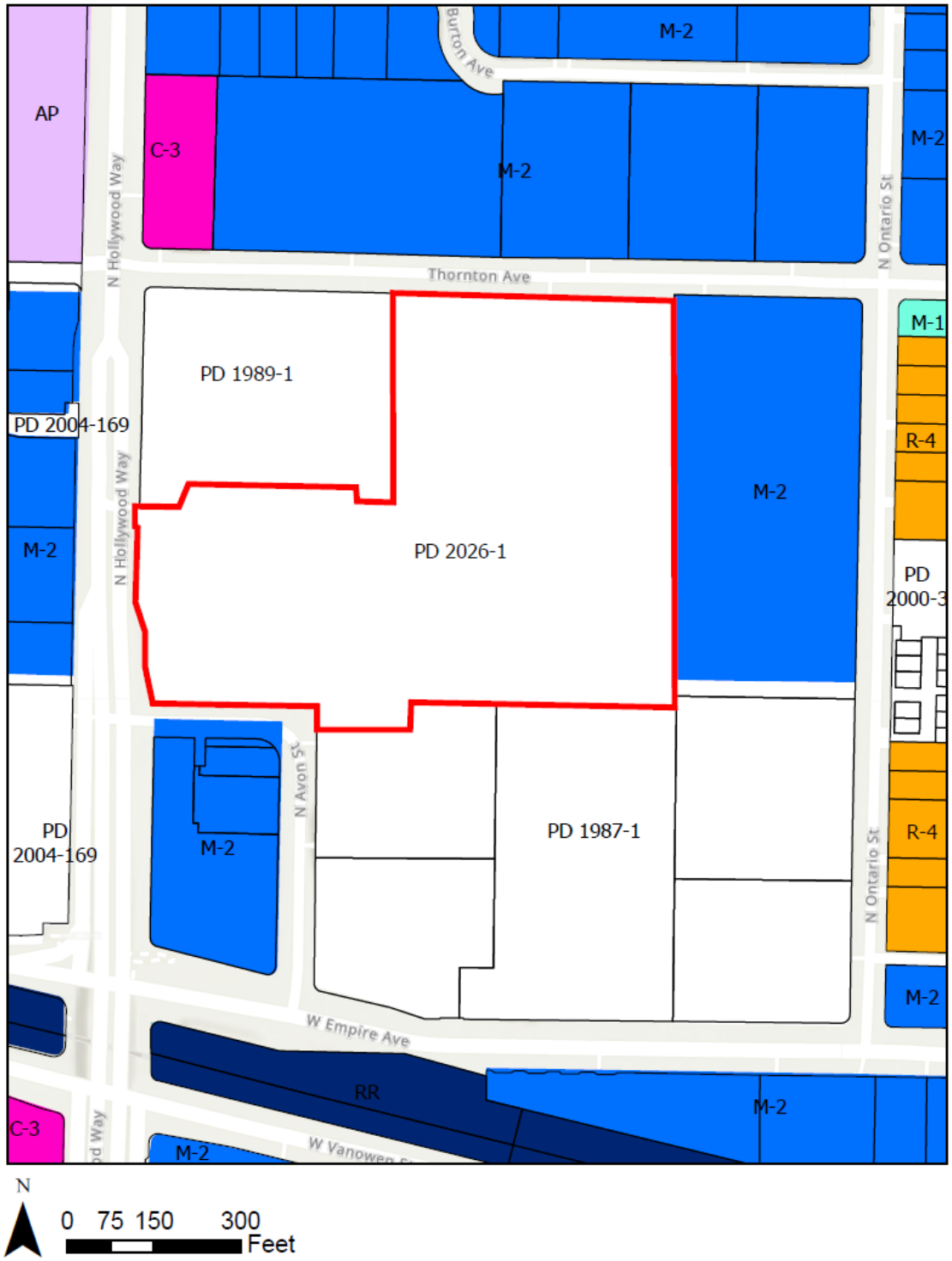
EXISTING ZONING DESIGNATION



N

0 75 150 300 Feet

PROPOSED ZONING DESIGNATION



ATTACHMENT D

CONDITIONS OF APPROVAL

PROJECT NO. 16-0003953
PLANNED DEVELOPMENT (PD 2026-1), DEVELOPMENT AGREEMENT AND DEVELOPMENT REVIEW
(2500 NORTH HOLLYWOOD WAY – AWH BURBANK HOTEL II, LLC)

GENERAL AND ADMINISTRATIVE

1. Project 16-0003953 (Planned Development No. 2026-1, Development Agreement and Development Review) allows for the construction of a new seven-story dual-brand hotel (the Hotel), consisting of 420 rooms and a separate, detached four-story parking garage (the Garage). The Garage would consist of valet-only parking, providing up to 766 parking spaces. An additional 285 parking spaces would be provided outside of the parking garage as surface parking. A total of 1,051 parking spaces would be provided on-site. The proposed Hotel and Garage would be located within the same parcel as the existing Marriott Hotel. No changes to the existing Marriott Hotel are proposed. Additionally, larger events would occur on the property approximately four times per year. These events would occur on the southeastern corner of the property, within the parking area east of the convention center. Parking for such events shall be provided through the implementation of parking management plans and/or the securing of temporary offsite parking during the days of each event.

2. Development and operations on the Project Site shall remain in substantial conformance with the Approved Project Plans approved by the City Council and dated _____, 20___, and included as Attachment F to the Development Agreement, as well as the Conditions of Approval, Planned Development No. 2026-1 Zoning Regulations, and Development Agreement. Any proposed modification to the Approved Project Plans or Project Approvals shall be reviewed and processed in accordance with Article 5 of the Development Agreement.

3. Applicant shall comply with all Federal, State, and local laws. Violations or convictions of any of those laws in connection with the use could lead to revocation of this Approval after written notice to Applicant, a reasonable opportunity to cure, and failure to cure subject to the provisions of Article 7 of the Development Agreement.

4. The Project Approvals shall be subject to enforcement, modification, suspension, or revocation only to the extent authorized by applicable law and the Development Agreement if it is determined that the approved uses are being operated in violation of the Project Approvals, these Conditions of Approval, or applicable law, or in a manner that constitutes a public nuisance. Any amendment, modification, or termination of the Development Agreement shall be processed in accordance with the applicable provisions of the Development Agreement and applicable law.

MITIGATION MEASURES

5. The Applicant shall comply with all mitigation measures included in the Project's Mitigation Monitoring and Reporting Program, included as Attachment H to the Development Agreement.

PUBLIC/COMMUNITY BENEFITS

6. Prior to the issuance of a Certificate of Occupancy, the Applicant shall pay a one-time fair-share contribution in the amount of $30,000 towards future fire equipment replacement cost to service mid-rise structures.

7. Prior to the issuance of a Certificate of Occupancy, the Applicant shall pay a one-time fair-share contribution in the amount of $30,000 towards future police equipment replacement cost to maintain the level of service in the Golden State Area.

8. Prior to the issuance of a Certificate of Occupancy, the Applicant shall pay a one-time fair-share contribution in the amount of $80,000 to the City of Burbank towards the operations of a Burbank Bus fixed-route transit system servicing the Golden State Area.

9. Prior to the issuance of a Certificate of Occupancy, the Applicant shall pay a one-time fair-share contribution in the amount of $20,000 to the City of Burbank towards annual maintenance of the Metrolink Stations serving the Golden State Area.

10. Prior to the issuance of a Certificate of Occupancy, the Applicant shall pay a one-time fair-share contribution in the amount of $250,000 to the City of Burbank towards neighborhood protection physical enhancements. This could include traffic calming measures such as curb extensions, median islands, speed bumps, speed signs, striping or other improvements consistent with the Burbank2035 General Plan Mobility Element (Neighborhood Protection Programs).

11. The Applicant shall be required to maintain, for the life of the Project, all improvements within the public right-of-way within and adjacent to the Project (along Avon Street, Hollywood Way and Thornton Avenue). The Applicant shall enter into an Operation and Maintenance Agreement, or similar agreement as prepared by the City Attorney to maintain the improvements within the public right-of-way adjacent to the Project.

    For the purposes of this Condition of Approval, and this Condition only, improvements within the public right-of-way shall mean: all sidewalks inclusive of curb and gutter, trees and landscaping, bike lanes, bike facilities, signage/striping, and Green Streets Design Features consistent with Burbank Municipal Code Section 7-3-102 et seq. Improvements within the public right-of-way does not include any streetlights, storm drains, transit stops and shelters, sanitary sewers, or any subsurface items within the public right-of-way, which are to be maintained by the appropriate utility provider and not the Applicant.

12. The Applicant shall design all public right-of-way within, and adjacent to the Project -- as well as onsite landscaping and parking areas, to meet the City's Green Street Policy whenever physically feasible as determined by the Public Works Director or their designee.

13. The Applicant shall enter a good faith discussion with the City to join and participate in a parking district, should the City establish a parking district in the Golden State Area, within which the Project Site is located, during the term of this Development Agreement for this Project. Joining and participating in the parking district shall mean making on-site parking at the Project Site available for public use at the sole discretion of the Applicant.

14. Prior to the issuance of building permits, the Applicant shall demonstrate that the Project is designed to meet the CAL Green Tier I energy efficiency criteria. In addition, the Project shall incorporate the following energy and emission saving features:

    a. CAL Green Tier 1 requires recycle and/or salvage at least 65 percent of non-hazardous construction and demolition debris. The Project shall recycle and balance on-site all nonhazardous construction and demolition debris.
    b. The Project shall use water efficient landscaping and native drought tolerant plants.
    c. The Project shall include easily accessible recycling areas dedicated to the collection and storage of non-hazardous materials such as paper, corrugated cardboard, glass, plastics, metals, and landscaping debris (trimmings).
    d. The Project shall include efficient heating, ventilation, and air conditioning (HVAC) systems.
    e. The Project shall include passive cooling/healing features.

15. Prior to the issuance of building permits, the Applicant shall demonstrate that the new 420-room Proposed Hotel is designed to be all-electric, with no use of natural gas in its onsite daily operations and systems.

16. The Applicant shall provide 10% of the energy of the Proposed Hotel and Parking Garage through an on-site photovoltaic system. This shall be provided to the extent reasonably feasible, as determined by the City's Community Development Department and Burbank Water and Power.

17. Prior to the issuance of building permits, the Applicant shall demonstrate the Project will comply with the City of Burbank Sustainability Action Plan for 50 percent waste diversion by including solid waste disposal areas that can accommodate the collection and separation of recyclables and green waste.

18. Prior to the issuance of building permits the Construction Contractor shall obtain a California Department of Tax and Fee Administration (CDTFA) Job Site Sub-Permit for the jobsite (the Project Site at 2500 North Hollywood Way), therefore, enabling the

contractor to make a direct allocation of local tax on materials consumed and fixtures sold to the City of Burbank where the jobsite is located rather than an indirect allocation through the countywide pool. Proof or the CDTFA Job Site Sub-Permit shall be submitted to the City of Burbank Community Development Department's Planning and Building and Safety Divisions.

CDD – PLANNING DIVISION

19. Prior to issuance of any grading and/or demolition permits, whichever occurs first, a Construction Management Plan (CMP) shall be submitted for review and approval by the Community Development Director, the City Engineer and the Building Official. The requirement for a CMP shall be incorporated into the Project specifications and subject to verification by the Community Development Director, City Engineer and Building Official or their designees prior to final plan approval. The CMP shall, at a minimum, address the following:

    a. Traffic control for any street closure, detour, or other disruption to traffic circulation.

    b. Identify the routes that construction vehicles shall utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the Project Site, traffic controls and detours, and proposed construction phasing plan for the Project.

    c. Require the Project Applicant to keep all haul routes clean and free of debris, including but not limited to gravel and dirt as a result of its operations. The Project Applicant shall clean adjacent streets, as directed by the City Engineer (or representative of the City Engineer), of any material that may have been spilled, tracked, or blown onto adjacent streets or areas.

    d. Use of local streets shall be prohibited unless otherwise provided for in the CMP and consistent with the City approved Truck Haul Routes.

    e. Haul trucks entering or exiting public streets shall at all times yield to public traffic.

    f. If hauling operations cause any damage to existing pavement, streets, curbs, and/or gutters along the haul route, the Project Applicant shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Traffic Engineer.

    g. All construction-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur on-site or at a nearby site approved by the City Engineer or their designee as part of the CMP.

    h. The CMP shall meet standards established in the current California Manual on Uniform Traffic Control Device as well as City of Burbank requirements.

20. Prior to commencement of construction, the Applicant or contractor shall develop a Traffic Control Plan (TCP) and submit it to the Public Works City Engineer or their designee for review and approval. This can be included as part of the CMP.

21. Plans submitted for plan check shall include a Construction Employee Parking Plan (CEPP) for contractor/ subcontractor vehicles and construction vehicles, including on-site and off-site (if applicable) parking, for review and approval by the Community Development Director or their designee prior to issuance of building permit. The Applicant and/or on-site primary general contractor (superintendent) shall have responsibility for monitoring and enforcing the approved CEPP. The CEPP shall include the following:

    a. During construction activities when construction worker parking cannot be accommodated on the Project Site, the CEPP shall identify alternate parking location(s) for construction workers and the method of transportation to and from the Project site (if beyond walking distance) for approval by the City prior to commencement of construction.

    b. Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park and provide clear consequences to violators for failure to follow these regulations. This information would clearly state that no parking is permitted on residential streets.

22. An Interim Parking Operations Plan shall be prepared by the Project Applicant and provided to the Community Development Director or their designee for review and approval prior to the issuance of demolition and building permits. The Interim Parking Operations Plan shall identify interim parking operations for employees and patrons of the existing hotel and convention center throughout construction.

23. The Applicant shall submit a photometric lighting plan at the time of Plan Check review (prior to building permit issuance) that identifies all: exterior structure lighting; landscape and perimeter lighting; or rooftop lighting. The photometric plan shall ensure that there will be no spillover lighting or glare on adjacent streets or properties, to the extent feasible, to the satisfaction of the Community Development Director or designee. All building-mounted lighting that will be directed onto the Project shall be shielded or designed in a way so as not to illuminate adjacent public rights-of-way. The Project shall comply with Title 9, Chapter 1, of the BMC, and the latest edition of the California Building Code (CBC), California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards and Building Energy Efficiency Standards.

24. The Emission Reduction Features below shall be included as part of the Project. These are not applicable to the improvements existing on the Project Site as of the date of this Approval:

a. The Project shall exceed the 2022 Title 24 Standards by 10%.

b. All appliances installed as part of the Project shall be ENERGY STAR-certified.

c. The Project shall install solar panels on-site capable of generating 10% of the Proposed Hotel's actual annual energy consumption, as described in Condition 16.

d. The Project shall use low-flow water fixtures as defined in the CA Plumbing Code.

e. The Project shall utilize zero-emission landscaping equipment. Landscaping equipment includes chainsaws, chippers, lawn mowers, leaf blowers/vacuums, mowers, tillers, and trimmers. This requirement shall extend to landscaping contractors.

f. During construction, the contractor shall:

    1. enforce requirements that limit the idling of heavy-duty diesel vehicles.
    2. ensure that exposed surfaces are routinely watered.
    3. ensure that unpaved construction roads are routinely watered.
    4. ensure that vehicle speeds are limited on unpaved surfaces.
    5. ensure that paved roads are routinely swept.

g. The Project shall comply with the requirements of the Migratory Bird Treaty Act (MBTA) to avoid disturbance of nesting birds and to protect nesting birds if they are present onsite during construction. Specifically, in conformance with the MBTA, tree removal activities shall take place outside of the nesting season (February 15 to September 15) to the greatest extent practicable. To the extent that vegetation removal activities must occur during the nesting season, a biological monitor shall be present during the removal activities to ensure that no active nests would be impacted, or a preconstruction nesting bird survey is to be completed within three days prior to construction to document all active bird nests. If active nests are found, a 300- foot buffer (500 feet for raptors) would be established until the fledglings have left the nest.

25. Emergency backup power may be provided through solar and battery energy storage systems, provided such systems comply with all applicable requirements of the California Building Code and other applicable laws and regulations.

26. The Applicant shall provide a FAA Determination of No Hazard to Air Navigation Letter to the Community Development Director prior to the issuance of demolition and building permits.

27. All new development, expansion, change of use, building alteration, or other work proposed on or after the effective date of Planned Development No. 2026-1 shall comply with the applicable Planned Development Zoning Standards and the Project plans approved by the City (“Approved Plans”), included in Attachments E and F,

respectively, as well as any applicable provisions of BMC Sections 10-1-1801 and following, related to Nonconforming Land, Uses and Structures.

The existing hotel, convention center, and associated improvements lawfully established on the Project Site prior to the effective date of Planned Development No. 2026-1 shall be considered legal nonconforming uses and structures, as applicable, pursuant to BMC Sections 10-1-1801 and following. Such existing development shall not be required to conform to the Planned Development Zoning Standards solely as a result of the approval of Planned Development No. 2026-1. However, any new addition, expansion, substantial alteration, or change of use proposed to the existing development after the effective date of Planned Development No. 2026-1 shall comply with the applicable Planned Development Zoning Standards and BMC Sections 10-1-1801 and following.

28. Allowable uses on-site and hours of operation shall only be permitted as established in the Planned Development Zoning Standards, included in Attachment E, attached hereto and incorporated herein by reference.

29. Uses serving alcohol shall comply with the requirements established in the Planned Development Zoning Standards, included in Attachment E, attached hereto and incorporated herein by reference.

30. On-site parking shall be required as established in the Planned Development Zoning Standards, included in Attachment E, attached hereto and incorporated herein by reference.

31. Prior to the issuance of a Certificate of Occupancy, the Applicant shall prepare and submit a Parking Management Plan (PMP) to the Community Development Director, or their designee, for review and approval. On-site parking shall be managed and operated consistent with the PMP. The PMP can be updated from time to time. However, any updates to the PMP shall require an approval from the Community Development Director, or their designee.

32. A comprehensive Master Sign Program shall establish allowed signage on the entire Project Site. The Master Sign Program shall be prepared and approved as established in the Planned Development Zoning Standards, included in Attachment E, attached hereto and incorporated herein by reference.

33. Windows of the proposed hotel building shall be recessed per the window recess requirements established in the Planned Development Zoning Standards, included in Attachment E, attached hereto and incorporated herein by reference.

34. The Applicant shall maintain legal vehicular ingress and egress access across the Project Site for the benefit of the abutting property located at 2550 North Hollywood Way, sufficient to provide 2550 North Hollywood Way with continuous vehicular

access to a public right-of-way. The Applicant shall not terminate, obstruct, or otherwise materially impair such access without prior written approval of the City.

This requirement shall terminate upon a written determination by the Community Development Director that 2550 North Hollywood Way has secured permanent, lawful vehicular access to a public right-of-way independent of the Project Site.

CDD – TRANSPORTATION DIVISION

35. Per the City's Burbank2035 General Plan Mobility Element, the City has set specific sidewalk width requirements for Burbank's streets. Based on Table M-2: Sidewalk Standards (page 4-21) of the Burbank2035 General Plan and the Regional Commercial land use designation for the Project Site, the Project must provide a standard width of 15-foot parkways (from edge of curb to property line). The construction of any new sidewalk to meet this requirement shall be constructed in accordance with the City's Burbank2035 General Plan Mobility Element, Table M-2: Sidewalk Standards (page 4-21) and the City of Burbank's Public Works Standard Plans. Construction of off-site transportation improvements along Thornton Avenue (i.e., 23-foot parkway) meets the General Plan requirements.

36. Prior to the issuance of any Certificate of Occupancy for any portion of the Project, the Applicant shall provide all the following pedestrian circulation measures to the satisfaction of the City, consistent with the Approved Plans and Attachment F. There should be no conflict between the Approved Plans and this condition.

    a. The Project shall provide the following measures to enhance transit, bicycle, and pedestrian connectivity:
        1. Shade canopy with trees along the parkway surrounding the Project Site.
        2. Pedestrian lighting along Thornton Avenue per Burbank Water and Power standards.
        3. Pedestrian lighting along all internal designated pedestrian pathways throughout the Project Site.
        4. Circulation plan that shows the path of travel for vehicles, pedestrians, and bicyclists throughout the Project Site.
    b. The Project shall provide pedestrian circulation improvements that connect and provide public pedestrian access between Thornton Avenue to Avon Street, and are accessible at all times, unless limited public access is warranted for safety or security reasons for events held at the Project Site. In the event pedestrian access is temporarily limited or restricted at the aforementioned pedestrian access path, the Project operator shall install temporary detour signage directing pedestrians to an alternative accessible route around the restricted area. This shall include a lighted, pedestrian paseo located along the

western side of the existing Convention Center Facility located within the Project Site.

37. The Project shall provide the following Transportation Demand and Trip Reduction Measures because the Project's non-residential square footage is 100,000 square feet and greater:

    a. A bulletin board, display case, or kiosk displaying transportation information located where the greatest number of employees and residents are likely to see it. Information in the area shall include, but is not limited to, the following:

        1. Current maps, routes and schedules for public transit routes serving the Project Site.
        2. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators.
        3. Ridesharing promotional material supplied by commuter-oriented organizations.
        4. Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information.
        5. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the Project Site.

    b. Not less than ten percent of the total required parking spaces for the hotel and commercial portion of the project shall be located as close as is practical to the employee entrance(s) and shall be reserved for use by potential employee carpool/vanpool vehicles, without displacing handicapped and customer parking needs. This preferential carpool/vanpool parking area shall be identified on the Project Site plan upon application for a Building Permit Application, to the satisfaction of the Community Development Director or their designee. A statement that preferential carpool/vanpool spaces for employees are available and a description of the method for obtaining such spaces must be included on the required transportation information board. Spaces will be signed/striped as demand warrants; provided that at all times at least two (2) spaces will be signed/striped for carpool/vanpool vehicles.

    c. Preferential parking spaces reserved for vanpools must be accessible to vanpool vehicles. When located within a parking structure, a minimum vertical interior clearance of seven feet two inches shall be provided for those spaces and access ways to be used by such vehicles. Adequate turning radii and parking space dimensions shall also be included in vanpool parking areas.

        1. Applicant shall demonstrate provision and location of designated vanpool spaces.

    d. A safe and convenient zone in which vanpool and carpool vehicles may deliver or board their passengers.

1. Applicant shall demonstrate provision of designated vanpool pick up and drop off locations.

e. Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development.

f. Safe and convenient access from the external circulation system to bicycle parking facilities onsite shall be provided.

38. Bicycle racks or other secure bicycle parking shall be provided equal to or greater than 5% of the required vehicle parking spaces. The parking shall consist of short term and long-term bicycle parking at a ratio of 85% of the parking as long-term parking and 15% of the parking as short-term parking. Long-term bicycle parking means bicycle parking which accommodates employees, hotel patrons and others expected to park more than two hours. This parking shall be provided in a secure, weather-protected location. Short-term bicycle parking means bicycle parking which accommodates visitors, customers, messengers, and others expected generally to depart within two hours. Racks are relatively low-cost devices that typically hold between two to eight bicycles. The racks are secured to the ground and are generally located in highly visible areas. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather.

a. Specified bicycle parking facilities and locations (e.g., provision of racks, lockers, or locked room) shall be to the satisfaction of the City. Project plans submitted into Building Plan Check shall show the location, type, and supply of bicycle parking that is being provided.

1. Bicycle parking facilities shall be located on a hard paved surface, be painted with a protective coating to prevent normal wear and tear, and be well maintained in a state of good repair.

2. If a bicycle parking space is intended to serve short-term users (anyone who will only be staying less than two-hours) the bicycle parking space is required to be no farther than the nearest off-street automobile parking space.

3. A good rule of thumb for short-term bicycle parking is to place the parking space in an area that is visible from the street or the interior of the building it serves (through windows or doorways).

For short or long-term bicycle parking (more than two-hours), the location of an off-street bicycle parking space is required to be in a highly visible and well lighted area. To meet these requirements, bicycle parking may be placed in the front, side, or rear setback of the building that it serves (all applicable landscaping, emergency access, and ADA requirements still apply). All bicycle parking facilities shall provide signage which is clearly legible upon the approach to every automobile entrance to the parking

facility indicating the availability and location of bicycle parking. With prior approval, long-term bicycle parking may be located indoors.

39. Prior to the issuance of any Certificate of Occupancy for any portion of the Project, the Applicant shall construct offsite improvements along Thornton Avenue consistent with Exhibit 1 of Attachment D.

    Notwithstanding the foregoing, modifications to these improvements may be required if it is determined by the Public Works Director, or their designee, that implementation of the improvements as proposed is technically infeasible or impractical. When making a finding of "technically infeasible," the Director will consider limitations to successfully implementing the improvements due to existing or planned physical or site constraints, including any constraints within the Public Right-Of-Ways or conflicts with existing or planned utilities. When making a finding of "impractical," the Director will consider factors such as, but not limited to, the safety and utility of a development feature based on site-specific conditions, and long-term maintenance requirements. These improvements shall be constructed to the satisfaction of the Public Works Director or their designee.

40. Applicant shall designate safe and convenient, publicly accessible locations for Transportation Network Carriers (TNCs) to pick up or drop off passengers on-site. Prior to the issuance of a Certificate of Occupancy, and from time to time at the discretion of the Community Development Director or their designee, the Applicant shall provide the City a TNC Management Plan and must coordinate with TNCs to direct drivers and riders to hail rides on-site.

41. Applicant, Property Owner, or the operator(s) of the Hotel (Hotel Operator(s)) shall provide shuttles from both Metrolink Burbank Airport North and Burbank Airport South stations to the Hotel for the use of Hotel guests, visitors, and staff. Operation of these shuttle services may be conducted through a pre-existing or entirely new fixed scheduled route with headways separated by no more than 30 minutes and matching operating service hours at both Metrolink stations. Shuttle services may also, or entirely, be offered on-demand and/or scheduled in advance while matching operating service hours at both Metrolink stations. The shuttle operation and services may be provided via a third-party service at the sole discretion of the Applicant, Property Owner, or Hotel Operator(s). Shuttle services shall be advertised to guests, visitors, and employees consistent with the City of Burbank's Transportation Demand Management ordinance and Burbank Transportation Management Organization.

42. Applicant, Hotel Operator and any commercial tenants of the Hotel shall be a member(s) of the Burbank Transportation Management Organization (TMO), shall comply with the applicable requirements of Burbank Municipal Code Sections 10-1-2132 through 10-1- 2139. Applicant//Hotel Operator/commercial tenants of the Hotel shall participate in all TDM strategies and programs of the TMO, and shall pay any applicable annual membership fee as required by the TMO and/or the City of Burbank. This includes, but is not limited to:

a. Committing to reduce peak hour commute trips by 38 percent;

b. Participating in the annual travel mode survey. All members are required to report trip reductions to the TMO annually via a travel mode survey, which is completed by each employee for a one-week period;

c. Maintaining an on-site trained transportation coordinator who is responsible for implementation of all trip reduction efforts, or alternatively provide a hired, third-party trained transportation coordinator who visits the Project Site to provide information and implement programs in a manner subject to the approval of the Community Development Director or their designee;

d. Applicant shall, upon request, provide a monthly transit subsidy or transit pass to any employee of the Hotel. The subsidy amount shall be equal to the cost of 75 percent of the cost of a monthly or 30-day Metro TAP pass. Applicant may require evidence of use by the recipient of the transit pass as a condition of receiving the subsidy. The number of transit passes/subsidies offered to employees of the Hotel shall not exceed a number equal to 20 percent of the total number of employees located at the Hotel. Applicant shall no longer be obligated to provide transit pass subsidies/passes or a transportation coordinator if the Hotel achieves the 38 percent reduction in commute trips as documented by the Hotel annual travel mode survey conducted as part of the TMO.

CDD – BUILDING AND SAFETY DIVISION

43. The Project shall comply with Title 9, Chapter 1, of the Burbank Municipal Code, and the 2025 edition, of the California Building Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards and Building Energy Efficiency Standards, including all intervening Code cycles.

44. Plans and reports submitted for Plan Check Review are to be submitted electronically. For more information about the online submittal process, please contact the Building and Safety Division at 818-238-5220 or via email at: building@burbankca.gov.

45. All the Project's Conditions of Approval are to be reproduced on the construction document drawings as part of an Approved Construction Set.

46. All Departments that have provided Conditions of Approval are to review drawings and provide final approval via online electronic review, prior to issuance of any Building Permit.

47. Development Impact Fees must be paid in accordance with Section 4.02(f) of the Development Agreement.

48. Low Impact Development (LID): A LID Plan is required for City review that provides a comprehensive, technical discussion of how the project will provide on-site retention

in compliance with the requirements of the LID Ordinance and LID Standards Manual. (BMC Section 9-3-414 and the California Green Building Code).

Best Management Practices ("BMPs") and control measures shall be prioritized in the following order:

a. On-site infiltration, bioretention, and/or rainfall harvest.
b. On-site biofiltration, off-site ground water replenishment, and/or off-site retrofit.

49. New or Alteration construction projects within the City of Burbank are subject to MWELO review:

a. Full structure demolition and new construction are required to provide a full MWELO plan check set for review.
b. New or replacement landscape areas for non-residential projects between 500 (new) and 2,500 (replacement) square feet requiring a building or landscape permit, plan check, or design review will be required to complete, either a Performance or Prescriptive Compliance Method. Full house demolition will require MWELO review, either prescriptive or performance, no exceptions.

50. The Project shall comply with accessibility requirements for the various occupancies as stated in California Building Code Chapter 11. Accessibility regulations apply to all common areas and pools and spas.

51. The parking layout will have to comply with City standards, including minimum turning radii for accessing parking stalls.

52. Separate Permits will be required for the following:

a. Demolition
b. Grading & Shoring
c. Architectural & Structural
d. Mechanical
e. Plumbing
f. Electrical

53. Provide a room key that shows the number of accessible rooms per code.

a. Number of rooms without roll in shower (CBC Table 11B-224.2)
b. Number of rooms with roll in shower (CBC Table 11B-224.2)

c. Number of rooms with communication feature (CBC Table 11B-224.2)

54. Provide a parking key that shows the number of accessible spaces per the California Building Code.

55. Deferral of any submittal items shall have prior approval of the Building Official or their designee. The registered design professional in charge shall list the deferred submittals on construction documents for review.

56. Screening will be required for equipment located in front and side yards. The screening will include the electrical panels, A/C compressor units, gas meters, and transformers. All screening will be subject to approval by Planning and Building and Safety divisions, and BWP.

57. Grading and drainage plans will be required, and a separate Grading & Shoring Permit will be required. Geotechnical report to be submitted along with Grading & Shoring Permit Application.

58. The City's Construction & Demolition Debris Diversion Ordinance mandates the recycling and diversion of at least 65% of construction and demolition debris. A refundable deposit and non-refundable administrative fee will be collected prior to permit issuance. The Ordinance applies to all demolitions and to new construction, additions, remodels, renovation, tenant improvement and alteration projects over 500 square feet in scope of work. (BMC Section 9-1-11-1012).

59. A stamped setback certification by a Licensed Surveyor is required to certify the location of the new construction in relation to the setbacks as noted in the Approved Plans prior to the first foundation inspection.

60. Plans submitted for Plan Check must be stamped by a State-licensed architect or engineer.

61. Approved hours of construction are:

Monday – Friday	7:00 am to 7:00 pm
Saturday	8:00 am to 5:00 pm

No construction is permitted by contractors or subcontractors before or after hours, on Sunday or on City holidays without prior written request and approval from the Community Development Department.

62. Approval for development projects and building/grading permits will not be granted/issued until appropriate and applicable stormwater Best Management Practices ("BMP") are incorporated into the Project design plans. Also, a plumbing permit will be required for certain treatment control BMPs such as grease traps, sump pumps, and clarifiers. If an infiltration BMP is chosen for treatment control, a soils report to address the feasibility of infiltration will be required to be submitted with the

plan for review and approval.

PUBLIC WORKS DEPARTMENT – ENGINEERING

63. The Applicant shall protect in place all survey monuments (City, County, State, Federal, and private). Pursuant to Business and Professions Code Section 8771, when monuments exist that may be affected by the work, the monuments shall be located and referenced by or under the direction of a licensed land surveyor or licensed civil engineer legally authorized to practice land surveying, prior to construction, and a corner record or record of survey of the references shall be filed with the county surveyor. A permanent monument shall be reset, or a witness monument or monuments set to perpetuate the location if any monument that could be affected, and a corner record or record of survey shall be filed with the county surveyor prior to the recording of a certificate of completion for the project.

64. To ensure compliance with BMC Section 9-1-2-3202, the Applicant shall show on the building site plan the width and location of all existing and proposed easements.

65. No building appurtenances for utility or fire service connections shall encroach or project into public right-of-way (i.e. streets and alleys). Locations of these appurtenances shall be shown on the building site plan and the off-site improvement plans (BMC § 7-3-701.1).

66. No new structure shall be permitted in any public right-of-way or any public utility easements/pole line easements (BMC §§ 7-3-701.1, 9-1-1-3203).

67. Any work within the public right-of-way must obtain required permits and be approved by the Public Works Department before construction can commence. All construction work in the public right-of-way must comply with Burbank Standard Plans and must be constructed to the satisfaction of the City Engineer or their designee. A Public Works Excavation Permit is required. The Excavation Permit requires a deposit acceptable to the Public Works Director or their designee to guarantee timely construction of all off-site improvements. Burbank Standard Plans can be accessed at: https://www.burbankca.gov/web/public-works/standard-plans

68. All off-site improvement plans within the public right-of-way shall be submitted separately to Public Works for review and approval by the Public Works Director or their designee. The plans shall be submitted in City of Burbank Standard format and as-built plans must be submitted on mylar paper.

69. All traffic, or other similar, off-site improvements that are required as a result of a mitigation measure should be coordinated with the Public Works Department. The Public Works Department shall review and approve them to ensure that they are appropriately included in the offsite improvement plans.

70. There is a 60-inch storm drain and an 8” sanitary sewer within a 25’ public utility easement that is located on the western portion of the Project Site. The Applicant shall

Close-Circuit Televise (CCTV) inspect the 60-inch storm drain and the 8" sanitary sewer within the 25' public utility easement, before and after construction activities, and submit copies of the inspection video to the Public Works Department for review. Should any damages be discovered to portions of the storm drain or sanitary sewer within the Project Site, the applicant will need to make the proper repairs or improvements as approved by the City.

71. Prior to the issuance of a Certificate of Occupancy, the Applicant/Property Owner shall enter into a covenant agreement with the City of Burbank to maintain and repair the portions of the storm drain and sanitary sewer that are within the Project Site, for the life of the Project. This shall include inspections and repairs to be performed every 10 years.

72. The proposed parkway (sidewalk) along Avon Street fronting the Project, must be ADA compliant and be constructed per City of Burbank Standards. As part of the offsite improvement plans, the Applicant shall obtain approval from the Public Works Department in conjunction with the Community Development Department, and the Transportation Division.

73. The proposed driveway on Avon Street shall be designed to comply with City of Burbank Standards and the final design shall be reviewed and approved by the Public Works Department, as part of the off-site improvement plans package, before the issuance of any construction permit. There should be no conflict between the Approved Plans and this condition. However, if unforeseen field conditions require a design change, the necessary modifications shall be addressed during construction with the approval of the City Engineer or their designee.

74. The Applicant shall submit hydrology/hydraulic calculations and site drainage plans to the City for review. On-site drainage shall not flow across the public parkway (sidewalk). It should be conveyed by underwalk drains to the gutter through the curb face or connected to a storm drain facility (BMC §§ 7-1-117, 7-3-102). The hydrology calculations should include Low Impact Development (LID) calculations, which are reviewed and approved by the Building and Safety Division and must comply with the City's MS4 Permit and BMC Section 9-3-414. The Project shall submit drainage calculations and analysis as part of the Plan Check submittal to the Public Works Department and the City's Building and Safety Division for review and approval.

75. The Applicant shall process an address form for the Project (BMC § 7-3-907).

76. If the Project results in the subdivision of the property into multiple lots or ownership interests requiring a subdivision map pursuant to the Burbank Municipal Code and/or the California Subdivision Map Act, the Applicant shall obtain approval of a Tentative Parcel/Tract Map and subsequently record a Final Map, as required by the City at the time of the application.

77. The plans submitted for Plan Check shall include topographic site information, including elevations, right-of-way/property lines, dimensions/location of

existing/proposed public improvements adjacent to project (i.e., street sidewalk, parkway, and driveway widths, catch basins, pedestrian ramps).

78. The Applicant shall provide verification from the City of Burbank, Building and Safety Division showing that all public utility easements are cleared of all new permanent structures at the Project Site after construction is completed.

79. The proposed driveway and existing driveway to be widened along Thornton Avenue shall be constructed to meet ADA requirements including adding blue truncated domes at both ends of the driveway. Work performed should be per City of Burbank Standard Plans for Public Works Construction (APWA). Right of way dedication shall be required.

80. Any portion of the public parkway (curb, gutter, landscape, etc.) fronting the subject property(ies) along Hollywood Way, Thornton Avenue and Avon Street that is broken, uneven or uplifted at the conclusion of the Project must be reconstructed to the satisfaction of the City Engineer or their designee. The repairs and/or reconstruction is required whether the damage is pre-existing or is a result of the Project. Contact the Public Works Inspection Office at (818) 238-3955 to have these areas inspected and identified after obtaining a Public Works Department Excavation Permit (BMC § 7-3-501).

81. The Applicant shall protect in place all property tags or centerline ties per City of Burbank Standards, specifically at the following intersections:

    a. Hollywood Way and Avon Street
    b. Hollywood Way and Thornton Avenue
    c. Avon Street between Hollywood Way and Empire Avenue (90-degree bend).

    Any impacted survey monumentation shall be re-established by the Applicant's licensed surveyor.

82. Thornton Avenue and Avon Street fronting the Project have been recently paved with rubber asphalt (ARHM). If the construction of the Project creates any utility cuts or construction impacts, then the Applicant must restore the streets in kind with a minimum 2" grind and overlay per City's moratorium requirements limits (full width of street). Additionally, the Applicant must restripe the resurfaced area, re-establish all traffic loops and survey monumentation.

83. Hollywood Way fronting the Project Site has been recently paved with asphalt concrete (AC). If the construction of the Project creates any utility cuts or construction impacts, then the Applicant must restore the streets in kind with a minimum 2" grind and overlay per City's moratorium requirements limits. Additionally, Applicant must restripe the resurfaced area, re-establish all traffic loops and survey monumentation.

    Additional impacts to street or alley rights-of-way (i.e., utility cuts) could extend the resurfacing restoration limits.

84. Building access doors, loading docks doors, and access gates shall not swing open into the public right-of-way (BMC 7-3-701.1).

PUBLIC WORKS DEPARTMENT – WATER RECLAMATION AND SEWER

85. The location, depth, and dimensions of all sanitary sewer lines and easements shall be shown on the plans.

86. Under the current rate structure, pulling the Building Permit for the Project is subject to a Sewer Facilities Charge ("SFC") estimated at $630,522.54, subject to Section 4.02(f) of the Development Agreement. The charge is due prior to issuance of a Building Permit for the Hotel (BMC §§ 8-1-802 and 8-1-806).

SFC= Project

= Hotel units [$1267/unit * 420 units]

= Lease Space [$7.329/SF * 2060 SF]

= Restaurant [$628/Seat * 78 Seats]

= Meeting room [$1.046/SF * 1500 SF]

= Fitness Center [$0.973/SF * 1600 SF]

= Bar [$6.235/SF * 5000 SF]

= $532,140 + $15,097.74 + $48,984 + $1,569 +$1,556.8 + $31,175

= $630,522.54

(Note: It is the responsibility of the Applicant to show proof of existing sewer usage or existing developments so that the proper credit can be given.)

87. Every building or structure in which plumbing fixtures are installed, which convey sewage, shall be connected to the municipal wastewater system (BMC § 8-1-104).

88. No person shall connect to or tap an existing public sewer without obtaining a permit (BMC § 8-1-301).

89. A maintenance hole shall be installed at the connection point to the City sewer main for any newly proposed private sewer lateral connection(s) that are greater than or equal to 8-inches in diameter (BMC § 8-1-308) per Standard Drawing BSS-201-2 located in the 2012 edition of Standard Plans for Public Works Construction.

90. Food Service Establishments are required to install, operate, and maintain an approved type and adequately sized, remotely located and readily accessible grease interceptor, unless a conditional waiver is granted by the Director (BMC § 8-1-502.2.(E)). The inclusion of a restaurant as part of the Project will require a grease

interceptor to trap, separate and hold grease from wastewater and prevent it from being discharged into the public sewer.

91. A backwater valve is required on every private sewer lateral(s) connected to a private building(s), unless it can be shown that all fixtures contained therein have flood level rim elevations above the elevation of the next upstream maintenance hole cover of the public sewer serving the property, or a conditional waiver is granted by the Public Works Director (BMC § 8-1-313). Please note that Public Works' Wastewater Division will not sign off on the Certificate of Occupancy until the owner/Applicant provides proof that the backwater valve(s) has been installed.

92. The current Sewer Capacity Analysis (SCA) is valid through September 25, 2028. Any further extension or addendum to the SCA may be granted at the City's discretion, provided that written proof is submitted to the City that the Applicant is working on the offsite sewer design plans and is in the process of constructing the upgrades (either independently or with potential other applicants who may also be impacting the site). In order for future extensions or addendums to the SCA to be granted, the Applicant would be required to submit a new SCA fee per the currently adopted (latest) Citywide Fee Schedule. Please note that if an extension or addendum to the SCA is granted, the Applicant will be exempt from updates to the SFCs pursuant to Section 4.02(f) of the Development Agreement.

93. Per the latest SCA for the Project, it was determined that offsite improvements are necessary to the existing City sewer infrastructure to accommodate the increased sewage flow introduced to the system by the proposed Project. The results of the SCA and SCA Addendum dated September 25, 2028 determined that connection to the sewer system would be granted contingent on the following conditions being met:

    a. Prior to the issuance of a Building Permit, the Developer shall pay $630,522.54 in Sewer Facilities Charges (SFC), based on the most recently updated plans and per the SCA Rev 3).

    b. The Developer shall design and construct approximately 1,580 feet of sewer main infrastructure improvements (see Attachment A of SCA Rev 3). The reaches include the sewer from the intersection of Wyoming Ave. / N. Ontario St. to the intersection of W. Burbank Blvd. / N. Frederick St.

    c. The aforementioned sewer mains must be upsized to accommodate the additional flow from the development. Design plans for the sewer infrastructure upgrades must be approved by the Public Works Director prior to issuance of permits for construction. In addition to obtaining all necessary permits, the Developer shall pay for construction inspection services.

    d. The Development shall not exceed a peak wastewater discharge rate of 107 gallons per minute, which is the currently calculated peak discharge rate based on the information submitted for City consideration and analyzed in SCA Rev 3.

    e. No Temporary or Final Certificate of Occupancies shall be issued until the

public sewer improvements are completed and accepted by the City, upon which time the facilities will be turned over to the City for operation and maintenance purposes.

f. The Development is required to connect to the City's sanitary sewer system along the reaches marked as 'A' on the map included ib the first page of SCA Rev 3, meaning between maintenance holes (MH) 20-168 to MH 20-250, and MH 20-169 to 20-170.

94. Any construction activity that results in soil disturbances greater than one acre is subject to the General Permit for Storm Water Discharges Associated with Construction Activity Permit Order 2009-0009-DWQ (2009 Construction General Permit) – see:

    http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

    Additionally, if the construction activity less than one acre is part of a larger common plan of development that encompasses a total of one or more acres of soil disturbance or if there is significant water quality impairment resulting from the activity, it is subject to the 2009 Construction General Permit.

95. A Pool Discharge Permit is required each time a pool is emptied for multi-family/commercial properties. The permit may be obtained at the Public Works Permits counter and is subject to a fee per the currently adopted Citywide Fee Schedule. Please note that through the City's Industrial Pretreatment Program and BMC § 8-1-501.4 (Local Limits), the City prohibits commercial and industrial properties from installing saltwater pools.

96. Best Management Practices (BMPs) shall apply to all construction projects and shall be required from the time of land clearing, demolition or commencement of construction until receipt of a certificate of occupancy (BMC § 9-3-407).

97. Certain construction and re-construction activities on private property will need to comply with post-construction BMPs, which include BMC Sections 8-1-1007 and 9-3-414.D authorizing the City to require projects to comply with the Standard Urban Stormwater Mitigation Plan provisions and the City's Low Impact Development (LID) ordinance. For questions on these requirements, please contact the City's Building Division at (818) 238-5220.

98. Discharges from essential non-emergency firefighting activities (i.e., fire sprinkler system testing) is a conditionally allowed non-storm water discharge into the storm drain system, provided appropriate BMPs are implemented. The Applicant shall follow the requirements in the City's Fire Suppression Systems discharge form to comply when conducting the conditionally allowed non-storm water discharge.

99. Landscape irrigation discharges using potable or reclaimed/recycled waters are a conditionally allowed discharge per Table 8 of *Final LA County MS4 Permit (Order No. R4-2021-0105)*, which can be found at:

    https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/public_docs/2022/1_Order(ACC-RPSignature).pdf

100. Certain construction and re-construction activities within the City's transportation corridors (i.e., public streets, public alleys, public parkway areas, private streets, and private parking) will be subject to the City's Green Streets Policy requirements should the transportation corridor redevelopment area exceed 5,000 square feet. This policy can be reviewed at the following address:

    https://www.burbankca.gov/web/public-works/permits-online-counter

    For questions on these requirements, please contact the City's Waste water Division at 818-238-3915.

101. Dewatering an area where water accumulates (i.e., crawl space, foundation, or basement) is now considered a prohibited discharge into the storm drain system. As such, private property applicants have the following options for dewatering accumulated volumes of water:

    a. Depending on the volume and having controls in place to keep the discharge on-site, direct the dewatering discharge to a planted/vegetated area located on private property; or

    b. Apply for an individual NPDES permit with the Regional Board to allow the dewatering discharge into the storm drain system through ORDER NO. R4-2018-0125: page 9 of this Dewatering Order state that temporary dewatering including subterranean seepage dewatering, requires individual coverage and is no longer covered/allowed under the MS4 permit. Questions need to be directed to the Regional Board at (213) 576-6600.

PUBLIC WORKS DEPARTMENT – TRAFFIC ENGINEERING

102. Parking spaces shall be constructed per BMC §§ 10-1-1401, 10-1-1403, 10-1-1417, 10-1-1606. Parking stalls for commercial or retail use shall be minimum of 9-feet wide.

103. ADA parking stalls shall be constructed per Caltrans Standard Plan A90A (BMC § 10-1-1401).

104. End stalls shall be a minimum of 11 feet wide or an access aisle shall extend 3 feet beyond the bay per Burbank Standard Plan BT-400. This applies to both the parking garage and surface-level parking lot (BMC § 10-1-1401).

105. If an obstruction is located outside of the permitted areas, on one or both sides of the parking stall, a standard parking space shall be minimum 10-feet wide per Burbank Standard Plan BT-400 (BMC § 10-1-1401).

106. Every commercial and retail parking space shall maintain a vertical height clearance of 8'-2" per Burbank Standard Plan BT-402 (BMC § 10-1-1401).

107. Concrete wheel stops shall be installed where parking stalls are adjacent to the sidewalk BMC § 10-1-1417(D)).

108. No visual obstruction shall be erected or maintained above 3' high or below 10' high in a 10' by 10' visibility cut-off at intersection of streets (BMC § 10-1-1303(A)).

109. No visual obstruction shall be erected or maintained above 3' high or below 10' high in a 5' by 5' visibility cut-off at intersection of street and driveway (BMC § 10-1-1303(C)).

110. Prior to the issuance of a Final Certificate of Occupancy for any portion of the Project, the Project shall construct the off-site improvements listed in these Conditions of Approval. Off-Site Improvement Plans shall be submitted to the Public Works Department for review and acceptance prior to commencing work within the public right-of-way. The Off-site Improvement Plans shall meet the following conditions:

    a. The Applicant shall construct offsite Improvements along Thornton Avenue consistent with Exhibit 1 of Attachment D. Notwithstanding the foregoing, modifications to these improvements may be required if the Public Works Director, or their designee determines that implementation of the improvements as proposed is technically infeasible or impractical. When making a finding of "technically infeasible," the Director will consider limitations to successfully implementing the improvements due to existing or planned physical or site constraints, including any constraints within the City's right-of-way or conflicts with existing or planned utilities. When making a finding of "impractical," the Director will consider factors such as, but not limited to, the safety and utility of a development feature based on site-specific conditions, and long-term maintenance requirements. These improvements shall be constructed to the satisfaction of the Public Works Director.

    b. The Project shall submit Signing and Striping design plans to Public Works for review and acceptance. Signing and Striping plans shall conform to the requirements of the Caltrans Standard Plans 2015, California Manual on Uniform Traffic Control Devices (CA MUTCD) latest edition, the California Vehicle Code (CVC), Burbank Standard Plans. Contact Traffic Engineering for striping and signing plan drafting standards. Traffic Signal Modification plans shall also be submitted if any existing traffic signal equipment is impacted. The plans shall be submitted as part of the Off-site improvement Plans to be approved by the Public Works Director or designee.

c. Per the CA MUTCD, if a shared signal face that provides protected/permissive mode left turns is mounted overhead at the intersection, it must be positioned over or slightly to the right of the extension of the lane line separating the left-turn lane from the adjacent lane. At the intersection of Hollywood Way and Thornton Avenue, the westbound shared signal indication must maintain its alignment with the striping for westbound left-turn lane.

d. The proposed bike lane striping must provide gaps in the bike lane buffer where the bike lane intersects with a driveway/curb cut. This Condition applies to the driveways located on both the north and south side of Thornton Avenue. The gaps in the bike lane shall be wide enough to accommodate vehicle turning. The design should 1) reduce conflicts with turning vehicles using the driveways and bicyclists using the bike lane, and 2) allow for safe maneuvering of vehicles in & out of impacted properties. The Project shall provide vehicle turning templates at the driveways to verify the length of gaps for the bike lane buffer.

e. The minimum bike lane transition/shift shall be 1:5 (W:L); though a 1:10 transition is preferred. The Project shall verify that the proposed bike lane shifts will meet the minimum requirement and note the transitions on the striping plan.

f. The Striping and Signage Plans shall provide proper bike lane drop or transition towards the approach of the signalized intersections.

g. The proposed bike lane will impact on-street parking on Thornton Avenue. As such, the Project shall install appropriate signs, per the CA MUTCD, where on-street parking is prohibited. The signs shall be shown on the Signage and Striping Plans.

PUBLIC WORKS DEPARTMENT – FIELD SERVICES

111. The Project shall have a common location(s) for trash enclosures large enough to house an appropriate number of sources separated trash, organics and recycling bins.

112. Operations of the development shall comply with the requirements in BMC Sections 4-2-101 through 4-2-128.

113. There shall be an appropriate location on the Project Site for all solid waste containers or bins. Solid waste containers and/or bins shall not be visible from the street.

PARKS AND RECREATION DEPARTMENT

114. Prior to the issuance of Building Permits, the Applicant shall submit landscape and irrigation plans prepared by a licensed landscape architect. They shall comply with Municipal Water Efficient Landscape Ordinance (MWELO) requirements if over 500 square feet of landscape.

115. The Applicant shall not remove any street/parkway trees unless the Parks and Recreation Director or their designee gives an approval. The Applicant is subject to pay the value of any tree removed (BMC §§ 7-4- 111(A), 7-4-102, and 7-4-105).

116. Existing Mexican Fan Palms within the Project Site can be removed. However, they will require replacement, but may be replaced with a different tree species.

117. Contact the Parks and Recreation Department's Forestry Division for a list of approved trees should a replacement tree be required. All trees shall be a minimum of 24" box size. Trees shall be installed with Arbor Guards.

118. Prior to the issuance of Building Permits, the Applicant shall add the following note to the planting plan:

Applicant to install street trees, must contact the Forestry Supervisor, at (818) 238-5343, at least forty-eight (48) hours prior to installation. Failure to contact the City for inspection and installation may cause the removal and replacement at the owner's expense.

119. Tree wells shall be required if planting in public right-of-way (BMC § 7-4-118).

120. The Applicant shall provide irrigation bubblers to street trees (BMC § 10-4-2713).

121. The Applicant shall provide an automatically controlled irrigation system to the parkway (BMC § 10-1-2713).

122. Prior to the issuance of Building Permits, the Applicant shall comply with Art in Public Places Ordinance (BMC § 10-1-1114).

123. Prior to the issuance of Building Permits, the Applicant shall provide an arborist/landscape architect valuation of any tree removed from the public rights-of-way for the Project (BMC § 7-4-105).

BURBANK WATER AND POWER – ELECTRIC DIVISION

124. The Project shall comply with the latest version of the Burbank Water and Power Rules & Regulations for Utility Service. The Rules are authorized by Burbank Municipal Code; Title 8, Chapter 2, Section 8.2 and are approved by the Council of the City of Burbank annually. Rules and Regulations can be viewed at https://www.burbankwaterandpower.com/rules-regulations

125. The Project shall comply with the latest version of Burbank Water and Power Electric Specifications as authorized by the Burbank Water and Power Rules & Regulations for Utility Service. The latest Electric Specifications can be viewed at https://burbankwaterandpower.com/electric/specifications.

126. Loads 5MVA or greater will require a new customer substation. BWP has agreed to explore additional options through a feasibility study. Offsite substation options, if applicable, will be made available to the Applicant based on BWP's feasibility study. If an onsite customer substation is required, the Applicant must provide the necessary space (a minimum of 125' x 80', with two 20' access roads on two sides) per latest version of BWP Rules and Regulations. Feasibility Study has been completed. The results and requirements have been shared with the Applicant and must be incorporated into the proposed plans for this development.

127. If the Applicant does not install an onsite substation, prior to the issuance of a building permit for the structure the Applicant shall execute a lease agreement with the City of Burbank - Burbank Water and Power ("BWP") which allows BWP to use and access an Applicant-funded solar-ready rooftop and/or upper levels of the parking structure for the installation and maintenance of solar panels to be installed and owned by BWP. At the conclusion of the lease, ownership of all solar panels and ancillary equipment shall be immediately transferred to the Applicant and BWP shall have no obligation to remove or restore the site to its original condition. The lease shall also include space on ground level to accommodate associated solar equipment such as switchgear and battery energy storage. The leased area(s) for solar panels, associated equipment and battery energy storage equipment must be sufficient in size for a system equivalent to at least 10% of the Applicant's total development demand (minimum of 550 kVA AC). The lease shall be for a 99-year period, with total rent equaling $1.00 per lease year to be paid in full upfront by Burbank Water and Power-Electric for a total of $99.00 for the life of the Lease. The Applicant shall coordinate with Burbank Water and Power - Electric and the Community Development Department to determine the extent of infrastructure that needs to be installed by the Applicant so that the building rooftops and upper levels of the parking structure are solar ready and designed to accommodate any future solar panels and battery storage equipment. All power generated from the photovoltaic system on the parking structure shall be owned by the City unless assigned by the City.

128. Outdoor meter locations are preferred. When adequate exterior wall space is not available, a separately locked, clearly labeled meter room is acceptable. For this project all meter rooms shall be located on the ground floor and have two exit doors equipped with panic hardware. At least one door must lead directly outside. BWP shall be supplied an access key to the room, which will be installed in a lock box adjacent to the door. The Applicant shall consult BWP for approved location and obtain a service confirmation prior to any installations.

129. The following information shall be included on the construction plans:

    a. Location of the existing electric service panel and existing electric utilities

    b. Dimensions/location of existing/proposed public improvements adjacent to project.

    c. The width and the location of all the existing and proposed easements.

d. Fully dimensioned building elevations showing height of structure from natural grade.

e. Proposed location of the electric service panel/meters.

f. Proposed location of any pad-mounted electrical equipment.

130. Construction plan approval will not be given until an electric service confirmation is obtained. Contact BWP Engineering at (818) 238-3575. The plans must show pertinent information related to the method of service as specified on the confirmation.

131. A load schedule and secondary service schematic will be required to determine the extent of the electrical load requirements. An electronic copy of a plot plan of the Project Site, showing all the existing and proposed substructures, complying with BWP AutoCAD standards should also be provided to BWP Electrical Engineering to aid the electrical design. BWP will provide full comments after the electrical sheets are provided. A meeting should be scheduled between the Applicant, project architect, electrical engineer, and BWP Electrical Engineering early in the design stage of each phase of the project to discuss all the issues and to finalize the location of the facilities. Latest version of BWP Rules and Regulations ("Rule") 2.01(d).

132. Loads below 5MVA will be fed from the existing system but will require upgrades to accommodate the new development, at Applicant's cost. Latest version of BWP Rules and Regulations 2.01(j).

133. The proposed development will require the installation of pad-mounted switches and transformers. The pad-mounted switches will be looped on the line side.

134. The proposed development will require transformer and switch pads, which have a vault underneath them. No structures are allowed to be constructed underneath these vaults.

135. The installation of pad-mounted transformers and switches will require the use of a crane or boom truck. To facilitate this installation, a vertical clearance of 40' from the transformer or switch pad level should be maintained. Any design that would restrict vertical access clearance to a level below 40' shall be subject to BWP review and approval if deemed feasible.

136. Provide a minimum 14' x 18' clear accessible area at grade level on undisturbed soil with easy crane access 20-foot wide for each three-phase pad-mount transformer facility.

137. Provide a minimum 10’ x 17’ clear accessible area at grade level on undisturbed soil with easy crane access 20-foot wide for each single-phase pad-mount transformer facility.

138. The proposed development will require the installation of 4’ x 6’ primary and secondary pull-boxes.

139. The proposed development will require the installation of 8’ x 14’ primary manholes.

140. The Applicant is required to extend underground substructure through the Project Site to connect Thornton Ave. and Avon St. and provide 10-foot-wide easements for all substructure. The substructure may include padmount switch vaults, conduit, manholes, and pullboxes.

141. The Applicant is responsible for offsite conduit extensions and underground substructure that will be required to serve the Project Site.

142. Additional conduits may be required to provide for future needs.

143. The Applicant shall provide 10’ wide recorded easement for the new underground system within the property and a minimum 27’ x 15’ clear accessible easement for a pad-mount switch. The Applicant’s surveyor will provide a legal description of the easements, which will be reviewed by Burbank Water and Power and then processed by the Community Development Department (contact 818-238-5250 for recording).

144. No new permanent structures are allowed within utility easements on the Project Site.

145. The Applicant’s contractor will provide as-built drawings showing the exact location of underground substructure installed to serve the Project Site.

146. All substructure work including transformer pads, switch pads, pull boxes, grounding systems, primary conduits and secondary conduits are the responsibility of the Applicant and shall be done in accordance with Burbank Water and Power drawings and specifications.

147. Any existing and proposed substructure on-site and off-site, which may affect the location of the new underground electrical system and any other improvements shall be identified and shown on the final plans to avoid a potential conflict with other substructure.

148. BWP will provide the following items at the Applicant’s cost:

a. Construction drawings for all substructure work.

b. Engineering support during construction.

c. Inspection of the work performed by the Applicant's contractor to ensure the work is done per the plans provided by BWP and per BWP specifications.

d. Installation of all transformers, switches, primary cables, and metering devices.

e. Termination of the secondary cables at the transformer.

149. The Applicant's contractor shall install secondary conduits, pull cable from the transformer to the switchboard, and terminate the secondary cables on the switchgear.

150. Depending on the location of the switchgear (whether it is outside or inside the building), secondary conduits and cables will be inspected and approved by both the BWP inspector and the Building Inspector (switchgear inside the building) or by the BWP inspector (switchgear outside the building).

151. The Building Inspector will provide structural inspection of secondary conduits for compliance with the Building code-concrete encasements, fire walls, support of the conduit package, et cetera. The BWP inspector will inspect the amount and size of secondary conduits and cables.

152. The Applicant's contractor is responsible for protecting any existing BWP facilities in place. Power poles must be protected in place to prevent any movement of the pole butt during excavation. Anchors must also be protected to prevent slippage or exposure that could result in the reduction or loss of holding power. If these requirements cannot be met, then no excavation will be allowed within three feet from the face of poles and five feet from anchors. (Latest version of BWP Rules and Regulations 1.14, 2.01(e), 2.54 per BMC 8-2-203)

153. The Applicant's contractor is responsible for protecting any existing BWP underground facilities from damage during construction. No crane-imposed loads will be allowed on any existing manhole or pullbox structures. (California Government Code 4216, Latest version of BWP Rules and Regulations 1.14, 2.01(e), 2.54 per BMC 8-2-203)

154. Any excavation that restricts vehicular access to existing BWP facilities may require the relocation of such facilities prior to excavation at the Applicant's cost. (Latest version of BWP Rules and Regulations 1.12, 1.14, 2.01(e), 2.52(f), 2.54 per BMC 8-2-203

155. The BWP fees for providing electric service are Aid-in-Construction (AIC) charges set forth in Section 3.26 of the latest version of BWP's Rules and Regulations for Electric Service. AIC charges are to recover the actual cost of:

    a. Providing and installing new facilities to serve the customer.
    b. Conducting feasibility studies and engineering.
    c. Relocating existing overhead or underground facilities.

156. A Customer or Applicant requesting a new, upgraded or replacement metered electric panel will be charged a Capacity Charge based on the kVA demand of such new, upgraded, or replaced metered electric panels, which will be applied according to the latest version of the City of Burbank Fee Resolution. The kVA demand is calculated using the formulas in the latest version of the BWP Rules and Regulations 3.26(g).

157. If any portion of existing BWP facilities needs to be upgraded or relocated due to the Project, then it will be done at the Applicant's expense.

158. All electrical installations must conform to the Burbank Water and Power Rules and Regulations for Electric Service (latest revision).

159. Contact BWP Engineering at (818) 238-3565 (commercial) if the existing service panel requires upgrading.

160. For multi-metered services all numbering must be completed in a permanent manner at all individual units and meter sockets before service can be energized. See BWP Rules and Regulations (latest revision), Section 2.68 (c) for acceptable labeling (stenciling or riveted tags required, permanent marker is unacceptable). Contact Public Works Engineering for unit designations.

161. The service switchboard rating shall be limited to 3000 Amps. Five copies of EUSERC drawings of the switchboard shall be provided to BWP for approval prior to submittal to the manufacturer. Service shall not be energized unless these drawings are provided.

162. All new metered services require a path for meter communications to BWP communication networks. Installation of meters that fail to continuously communicate with BWP communication networks will require additional BWP approved equipment to be installed at the Applicant's expense in order to create the appropriate communications path.

163. The Applicant is responsible for the street lighting system traversing or adjacent to the Project. The street light system is required to be underground fed with LED

luminaires. If existing lighting conditions do not satisfy this requirement or current light-level standards on Thornton Ave. (or streets adjacent to the development) are deemed insufficient, then modifications shall be made at the Applicant's expense. Standards and luminaires will be supplied by BWP at the Applicant's expense. A plot plan of the site must be submitted to BWP during the initial planning stage of the Project for street light design.

164. Any construction related to or for the Project that impacts existing streetlight standards or infrastructure will require relocation at the Applicant's cost.

165. BWP offers high-speed, high-quality fiber optics-based services through its ONE Burbank program. Fiber service is available to the Project if desired. To facilitate connection, a conduit should be installed between the electric meter room and the telecom/data MPOE. For further information, email support@oneburbank.com or call 818- 238-3113.

166. Contact AT&T at (866) 577-7726 for any phone company facility conflicts. Contact Charter Communications at (818) 847-5013 for any cable T.V. facility conflicts.

167. Any trees planted in the area adjacent to a street/alley shall be of a type that will not grow into the existing power lines and will also have sufficient clearance from the streetlight facilities.

168. All equipment locations and screening structures will be indicated on the plans and must meet the Community Development Department Equipment Screening Guidelines. The plans will include the proposed screening method, height of screening, material finish, and color or species of vegetation. All screen walls, which are a part of, or adjacent to, the proposed building will be shown on the building elevations. All screen walls detached from the building will be included as a separate elevation. Verification of submittal requirements and recommendations for screening requirements shall be by the Community Development Director or their designee.

169. BWP landscaping requirements for transformer pads and switch pads: Due to the natural maturation of trees and other landscaping elements, the following requirements are to be adhered to:

    a. New plantings within three feet of the back or sides of the pad and within eight feet of the front shall be of a groundcover type. This is considered the working zone.
    b. Outside of the working zone, shrubbery is acceptable within eight feet of the pads, but trees must be beyond an eight-foot radius to lessen future root conflicts.

c. Landscaping grade shall be a minimum of five inches below the grade level of the top of transformer pads.

d. All irrigation and sprinkler systems shall be constructed so that water shall not be directed onto the switch, the transformers, or the concrete pads. Additionally, surface water shall drain away from the concrete pads.

Landscape plans shall adhere to the above requirements, showing proper working clearances for electrical facilities on L-sheets.

170. The electrical design shall comply with California Building Code Title 24 energy efficiency requirements and shall use, wherever practical, surge suppressors, filters, isolation transformers, or other available means to preserve a quality of power of its electrical service and to protect sensitive electronic and computer-controlled equipment from voltage surges, sags, and fluctuations. BWP also recommends the use of an uninterruptible power supply (UPS) and a standby generator for critical loads.

171. Power factor correction to a minimum of 90% will be requested to minimize kVA demand as well as energy use. The Applicant must use California Nonresident Building Standard to consider and implement energy efficient electrical equipment and devices for minimizing peak demand and wasteful energy consumption. (Latest version of BWP Rules and Regulations 2.21 per BMC 8-2-203)

172. Electric Vehicle (EV) parking capacity shall be in accordance with Title 24 building code requirements. Plans shall detail all planned EV charger installations as well as all EV capable parking spaces. The electrical service panel shall include capacity to simultaneously charge all EV capable parking spots at their full-rated amperage whether installed or not.

173. As part of our efforts to reduce greenhouse gas emissions, improve air quality, and enhance customer service, BWP's Electric Vehicle Charging program promotes the use of electric vehicles by providing rebates for the installation of Level 2 (240V) charging equipment. BWP also installs and maintains a public electric vehicle charging network, consisting of 45 Level 2 charging ports and 2 DC Fast Chargers (480V), with new stations added each year depending on budget and availability. More information can be found at https://www.burbankwaterandpower.com/electric-vehicles/residential-ev-charger-rebate

174. For loads above 750 KVA, the Applicant shall be required to execute an Electrical Services Agreement with Burbank Water and Power prior to order of material or start of construction.

BURBANK WATER AND POWER – WATER DIVISION

175. The Applicant shall submit the following to BWP Water Division (Water) in accordance with BWP Rules and Regulations Section 4.30:

    a. A Utility Plan showing the size & location of existing and proposed water services (domestic, irrigation, fire, and recycled water, the type and location of all backflow prevention assemblies), all existing facilities to remain, relocate or be abandoned and locations of stub-out(s) for future connection(s).

    b. Calculations for sizing domestic water meters and services.

    c. Landscape Irrigation Plans.

    d. Plumbing Plans.

    e. Domestic water demand calculations, and fire flow requirements for the Project.

    f. Irrigation water demand calculations for all proposed landscaped areas.

176. Applicant shall design proposed water service connections in accordance with BWP Rules and Regulations Sections 1.10, 4.14, 4.15, 4.30, 4.31, 4.32, 4.33, 4.34, 4.36, and as follows:

    a. New potable/fire water services shall connect from a 10-inch main located in Thornton Avenue at a static pressure of approximately 100+ per square inch (PSI).

    b. The static pressure at the Project exceeds 80 pounds (PSI). Pressure regulators shall be installed to meet Building Division's requirements in accordance with the California Plumbing Code (CPC).

    c. Domestic meter size shall be adequate to provide the required flow, as determined by a licensed plumber, architect or engineer, calculated from the number of fixture units for the Project, pursuant to the CPC, CCR, Title 24, Part 5.

    d. A service connection shall not be used to supply utility services to any parcel of land other than the parcel for which the service connection is assigned. If multiple parcels are not consolidated into one parcel, each parcel will require their own potable and fire water services.

    e. If the proposed Water owned meter is located on private property, the Applicant shall dedicate an easement to Water for the purpose of access and maintenance of the meter. The Applicant shall pay for all costs and responsibilities in the preparation of the legal description, map, exhibits, and recordation of the easement.

    f. The Applicant shall verify that the existing public water system has adequate capacity to serve the Project. If off-site water system improvements are required to maintain acceptable pressures or fire flows,

the Applicant shall be responsible for those improvements.

g. The Applicant shall identify all existing water services proposed to remain in service and all services proposed to be abandoned or removed. Abandoned services shall be disconnected in accordance with BWP requirements.

177. Prior to final approval and preparation of an estimate by Water, the Applicant shall obtain approval from the Fire Department for appropriate fire service size and appurtenance selection. A deposit will then be collected to cover construction costs for all required services.

178. If the Fire Department requires any new fire hydrants and/or fire services for this development, the Applicant shall request an estimate from Water. The full deposit for any required work (including upgrading the fire service/backflow device) shall be paid prior to Water's approval of project plans.

179. The Applicant shall submit a fire flow analysis approved by the Burbank Fire Department demonstrating that the existing public water system can provide the required fire flow for the Project.

180. The Applicant shall be responsible for all additional costs of connection, installation, and abandonment in accordance with BWP Rules and Regulations, which may include:

1. A Water Main Replacement Fee (WMRF) of $208,500
2. Along Thornton = $250/ft x 492 ft = $123,000
3. Along Hollywood Way = $250/ft x 342 ft = $85,500

Estimated fees are generated during the preparation of the conditions of approval. Actual fees shall be determined at the time of payment, pursuant to Section 4.02 of the Development Agreement.

181. The Applicant shall be responsible for all additional costs of connection, installation, and abandonment in accordance with BWP Rules and Regulations.

a. Water services for the Project must be provided with protective devices that prevent objectionable substances from being introduced into the public water supply system, per Title 17 of the California Administrative Code. A minimum $50 backflow prevention plan check fee and up to actual cost will be applied. Domestic, irrigation, and fire services will require installation of backflow prevention assemblies (BPA). BPAs shall be installed on the Applicant's property and as close as possible to the property line (Standard Drawing No. BWP-615).

b. All domestic, irrigation, fire, and recycled water services shall require the appropriate backflow prevention assemblies as determined by BWP Water

Division and the State Water Board Cross-Connection Control requirements.

182. The Applicant shall be required to use recycled water in accordance with BWP Rules and Regulations Sections 5.01, 5.02, 5.15, and as follows:

a. Recycled water shall be utilized for construction, grading, and dust control. Contact Water Engineering for fees and permitting requirements.

b. Recycled water use will be mandated for all irrigation once available. Separate recycled water services shall be required specifically for irrigation. The Applicant must coordinate with BWP Water Engineering to determine the locations of recycled water service connections.

c. The Applicant shall be responsible for obtaining all required approvals from LA County Department of Public Health and California State Water Board - Division of Drinking Water. It is recommended that the Applicant contact BWP Water Engineering prior to submitting the application to County Public Health.

d. The Applicant shall submit recycled water demand calculations for all proposed irrigation areas.

e. The Applicant shall clearly identify all proposed recycled water facilities on the utility plans, including recycled water mains, meters, service laterals, isolation valves, and cross-connection control devices.

f. Landscape irrigation systems shall be designed to allow future conversion to recycled water where recycled water service is not immediately available.

g. The Applicant shall coordinate with BWP Water Engineering during the design phase to determine the timing and availability of recycled water service.

h. The Applicant shall evaluate the capacity of the existing domestic, fire, and irrigation water services serving the Project. The evaluation shall determine whether the existing infrastructure is adequate to serve the Project or whether additional or upgraded water services are required. The analysis shall be submitted to BWP Water Division for review and approval prior to final design.

FIRE DEPARTMENT

183. The Project shall comply with Fire Sprinkler California Fire Code Section 903 and the City of Burbank Municipal Code.

184. The Project shall comply with Fire Alarm California Fire Code Chapter Section 907. and the City of Burbank Municipal Code.

185. All items reviewed are based on information provided at time of review. The comments provided do not limit or relieve the property owner, Applicant, and

contractors from the responsibility of ensuring compliance with all applicable provisions of fire/life safety codes. Such compliances may include but are not limited to fire department access for firefighting, including fire department vehicle access, fire water supplies and appurtenances. Further reviews may require additional requirements or limitations as the project develops and is not limited to the requirements provided in these comments. Fire Sprinkler, Fire Alarm, Emergency Vehicle Access, Yard Hydrant, Underground Fire Water and Emergency Radio Communication System Plans shall be hard copy delivered to the Burbank Fire Department 311 E. Orange Grove Ave. Burbank California 91502.

186. The Project shall comply with all applicable 2025 Edition of the California Fire Code (CFC) and the California Building Code (CBC) as amended by the Burbank Municipal Code (BMC).

POLICE DEPARTMENT

187. All outside lighting shall comply with the requirements of BMC Section 5-3- 505 - Outside Lighting.

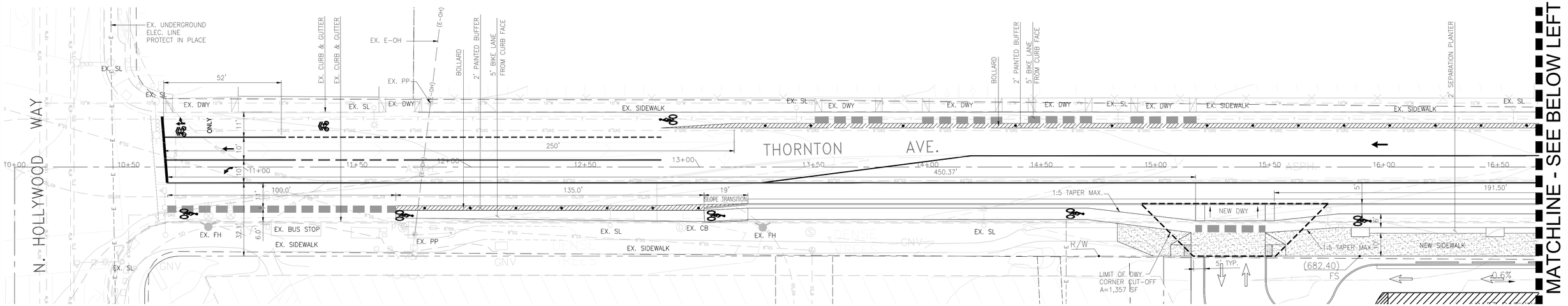
188. A Public Safety UHF Radio Amplification System on all buildings and parking structures shall be capable of supporting emergency safety service radio communication systems. All enclosed and/or subterranean interior areas of this project will be tested upon completion of construction to determine the radio signal transparency. Any buildings or structures which cannot pass the appropriate radio signal strength test may require installation of a radiating cable antennae or internal multiple antennae low power repeater system with or without FCC type accepted bi-directional UHF amplifiers as necessary to meet this requirement.

189. The Project shall comply with the commercial building identification requirements pursuant to BMC Section 9-1-505.1.2.

190. The Project requires a “key box for police,” also known as KnoxBox, to be installed in the following location(s): Police KnoxBox to be mounted on the wall adjacent to the main front door. The box must be visible while standing at the front door, and easily accessible.

EXHIBIT 1, TO ATTACHMENT D

THORNTON AVENUE AND AVON STREET OFF-SITE IMPROVEMENTS



LEGEND

	PROPERTY LINE/ RIGHT-OF-WAY
	GREEN BIKE BOXES
CB	CATCH BASIN
CL	CENTERLINE
FF	FINISHED FLOOR
FL	FLOWLINE
FS	FINISHED SURFACE
HP	HIGHPOINT
INV	INVERT
PL	PROPERTY LINE
ROW	RIGHT-OF-WAY
TC	TOP OF CURB
TG	TOP OF GRATE
TW	TOP OF WALL
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE
FH	FIRE HYDRANT
PP	POLE-POWER
SL	STREET LIGHT
SDMH	STORM DRAIN MAN HOLE

30' 0' 15' 30'
SCALE: 1" = 30'

CONCEPTUAL OFFSITE IMPROVEMENT PLAN – THORNTON

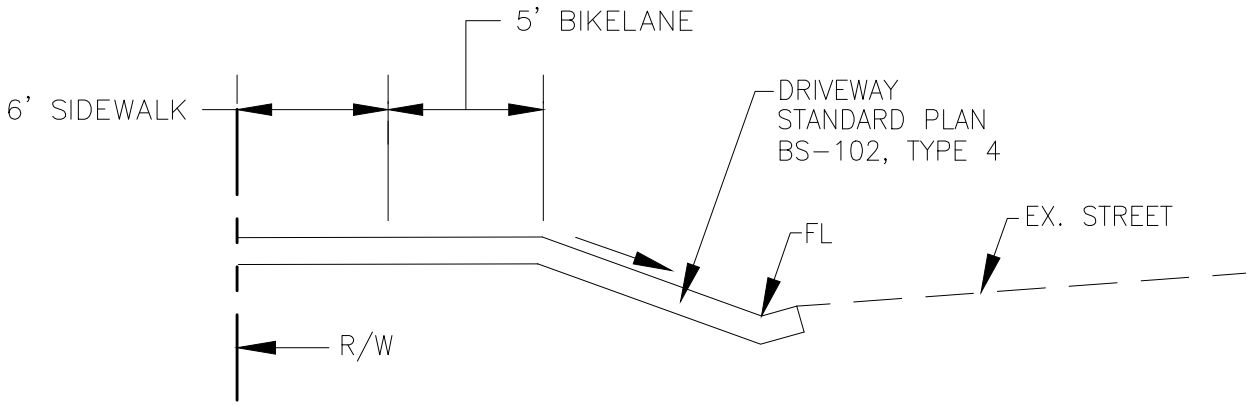
ARCHITECTURAL DIMENSIONS
801 Ygnacio Valley Road
Suite #230
Walnut Creek, CA 94549
TEL. 510.463.8300 • FAX. 510.463.8395

PROJECT INFO.
1 RESPONSE TO CITY COMMENTS 9/4/2023, UPDATE STREET IMPROVEMENT PLANS
2 RESPONSE TO CITY COMMENTS 03/06/2024, UPDATE STREET IMPROVEMENT PLANS
3 RESPONSE TO CITY COMMENTS 05/31/2024, UPDATE STREET IMPROVEMENT PLANS

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

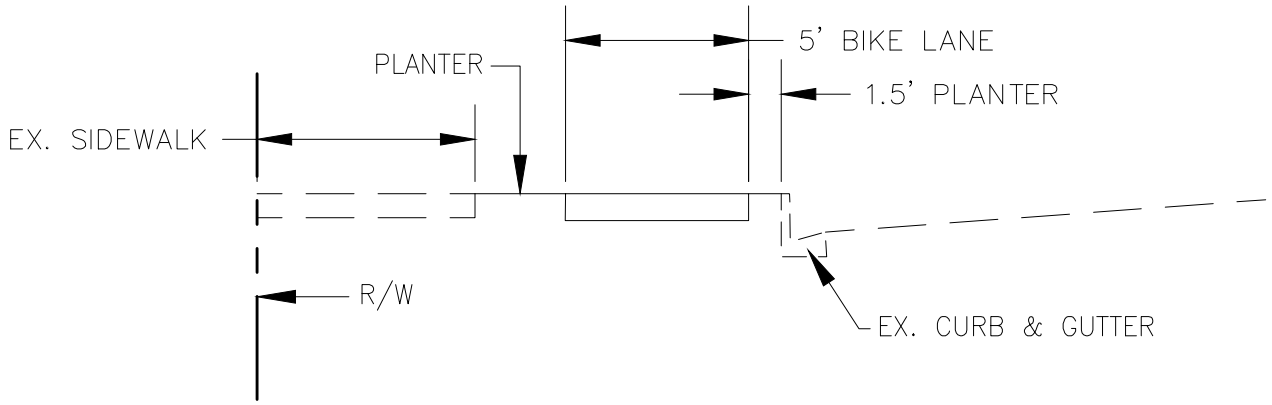
FUSCOE ENGINEERING
full circle thinking

JOB NO. **AWH04**
DATE. **09/09/2024**
DRAWING NO. C7.0



SECTION AT DRIVEWAY

NOT TO SCALE



SECTION AT SIDEWALK

NOT TO SCALE

FUSCOE ENGINEERING

FULL CIRCLE THINKING®

06/17/2024

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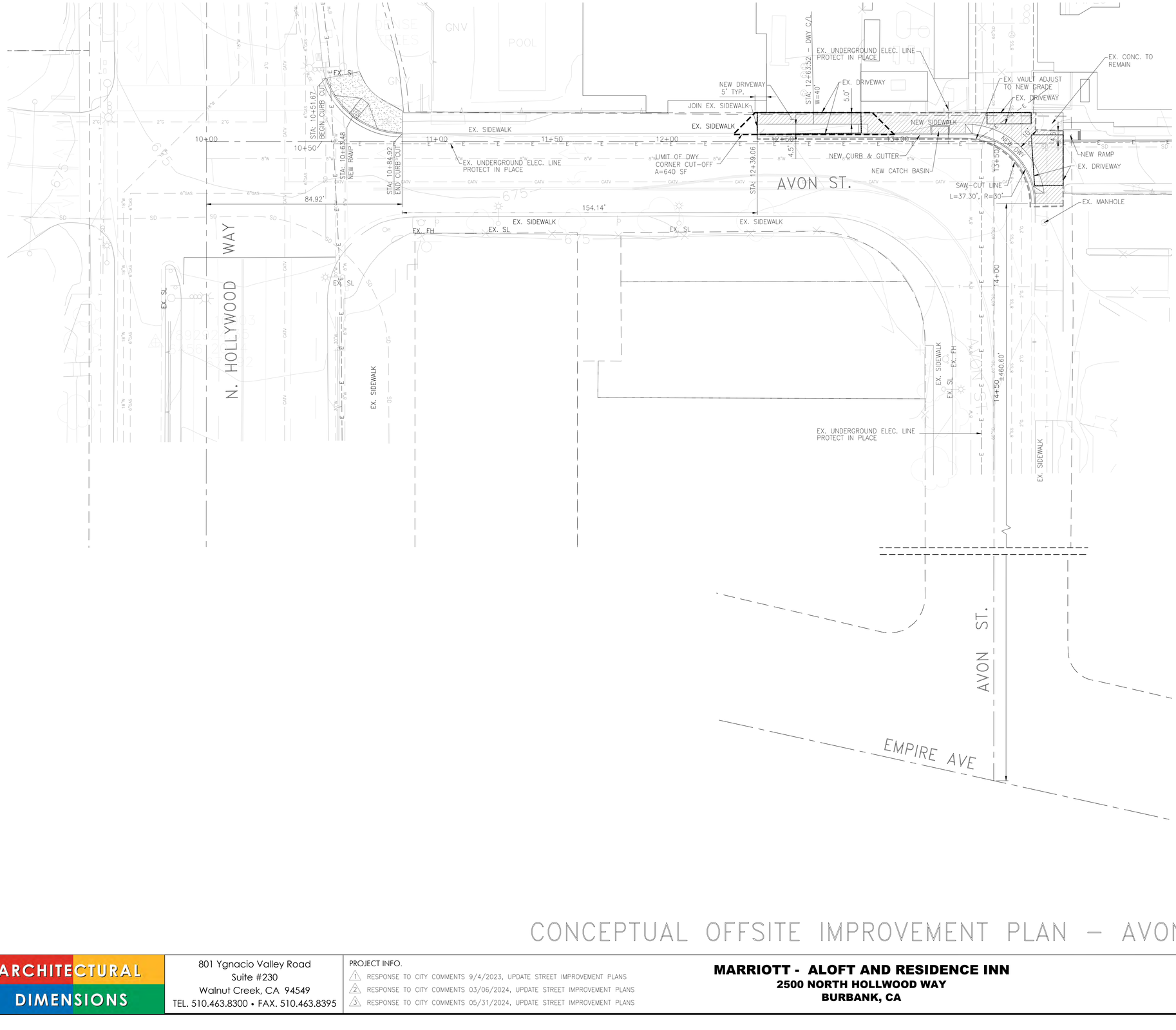

LEGEND

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CL	CENTERLINE
FF	FINISHED FLOOR
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PP	POLE-POWER
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SDMH	STORM DRAIN MAN HOLE

CONCEPTUAL OFFSITE IMPROVEMENT PLAN – AVON

30' 0' 15' 30'
SCALE: 1" = 30'

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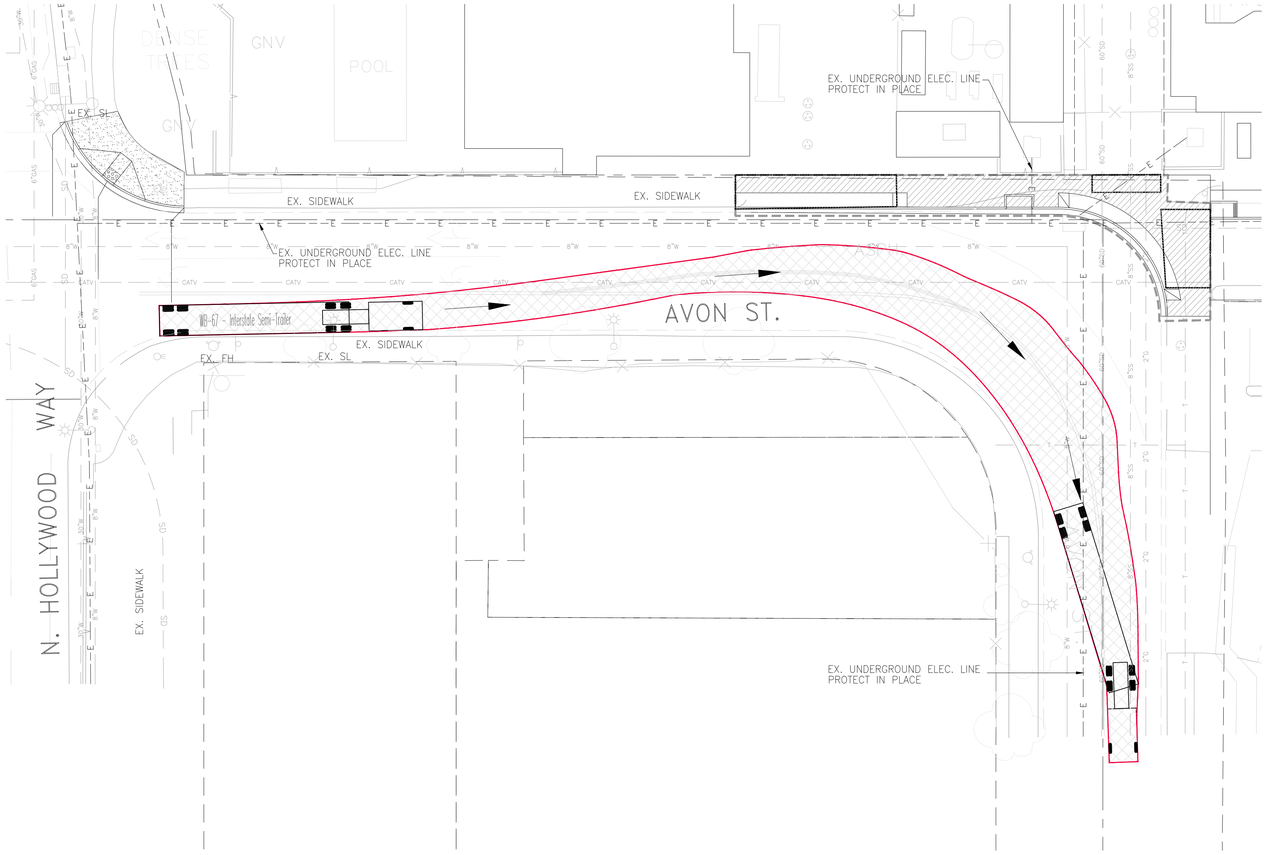
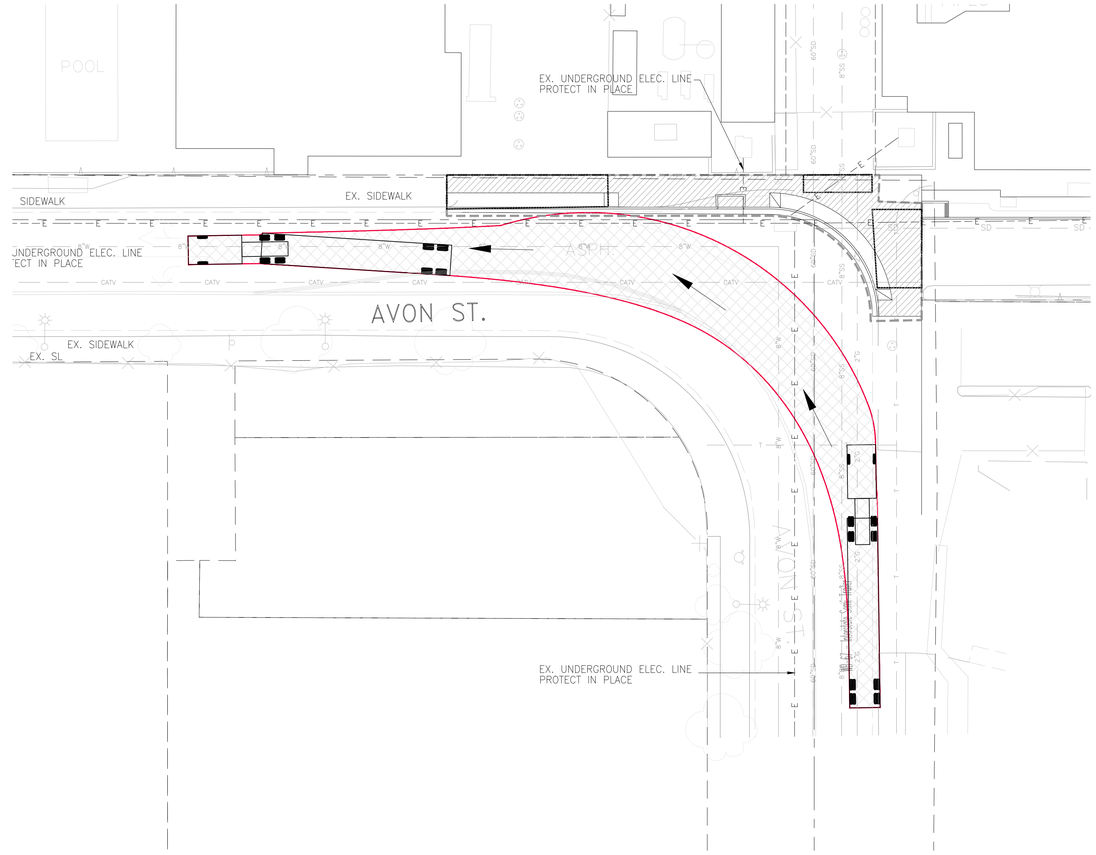
FUSCOE ENGINEERING full circle thinking

JOB NO. **AWH04**
DATE. **09/09/2024**
DRAWING NO. C7.1



TRUCK TURNING – AASHTO WB–67

FROM WEST AVON ST TO SOUTH AVON ST.



TRUCK TURNING – AASHTO WB–67

FROM SOUTH AVON ST TO WEST AVON ST.

30' 0' 15' 30'

SCALE: 1" = 30'

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PROJECT INFO.

1 RESPONSE TO CITY COMMENTS 9/4/2023, UPDATE STREET IMPROVEMENT PLANS
2 RESPONSE TO CITY COMMENTS 03/06/2024, UPDATE STREET IMPROVEMENT PLANS
3 RESPONSE TO CITY COMMENTS 05/31/2024, UPDATE STREET IMPROVEMENT PLANS

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

FUSCOE ENGINEERING
full circle thinking

JOB NO. **AWH04**
DATE. **09/09/2024**
DRAWING NO. C7.2

ATTACHMENT E

PLANNED DEVELOPMENT 2026-1:
PLANNED DEVELOPMENT ZONING REGULATIONS

DEFINITIONS

The definitions in Title 10 Chapter 1 Article 2 of the Burbank Municipal Code shall apply to this Planned Development Zone (the "PD Zone") and are incorporated here by reference (Attachment G).

LIST OF PERMITTED USES

The permitted uses in the PD Zone are listed in the table below.

P = Permitted
AUP = Administrative Use Permit
CUP = Conditional Use Permit

LIST OF USES	Planned Development 2026-1
RESIDENTIAL AND LODGING	
Hotel - including accessory commercial uses	CUP [1]
Multi-family Residential w/ permitted non-residential uses	P
Multi-family Residential-only	P
RECREATION, EDUCATION, AND ASSEMBLY	
Art gallery	P
Auditorium, labor union meeting hall, lodge hall	P
Convention/Conference Center	CUP [2]
Personal or Physical Arts Studios	P
RETAIL SALES AND DINING	
Alcoholic beverages - Sale and consumption on or off premises pursuant to Section 10-1-1116	P
Antique shop	P
Art shop	P
Bakery	P

[1] The "Existing Hotel" onsite is developed at a Gross Floor Area of 277,600 SF and a number of 488 hotel rooms, as of the date of approval of this Planned Development. The Hotel approved as part of this Planned Development ("Proposed Hotel"), is approved at a Gross Floor Area of approximately 262,338 SF and a number of 420 hotel rooms. Both the Existing Hotel and Proposed Hotel shall not require approval of a CUP at the existing and approved size. A CUP shall only be required for each one should there be a proposal to increase (1) the number of hotel rooms; or (2) the Gross Floor Area of either hotel by more than 5%.

[2] The "Existing Convention/Conference Center" onsite that is developed at a Gross Floor Area of approximately 39,000 SF shall not require approval of an CUP at the existing and approved size. A CUP shall only be required should there be a proposal to increase the size of the Existing Convention/Conference Center by more than 10% of the existing Gross Floor Area.

LIST OF USES	Planned Development 2026-1
Book store	P
Clothing store	P
Cocktail lounge/bar pursuant to 10-1-1116	P
Florist shop	P
Food specialty store	P
Market, convenience	P
Newsstand	P
Newsstand in c.e.b.	P
Restaurant, Full Service	P
Restaurant, Fast Service	P
Restaurant / Drinking Establishment (Section 10-1-1116)	P
Restaurant with incidental alcohol (Section 10-1-1116)	P
Retail store/sales	P
PROFESSIONAL OFFICES AND SERVICES	
Automated teller machine (Freestanding)	P
Bank	P
Barber shop	P
Beauty salon	P
Child day care facility	P
Dry cleaning agency - no on-site dry cleaning	P
Massage parlor	P
Offices - business, professional, or medical	P
Photocopy service, with incidental printing	P
Shoe shine shop	P
Ticket agency - incidental use only	P
TRANSPORTATION AND COMMUNICATION	
Wireless Telecommunications Facilities pursuant to 10-1-1118	P[3]
Advertising signs & structures – Billboards (Non-LED, Static Signs Only)	CUP
VEHICLE RELATED	
Public Parking and/or Parking for off-site users.	P
TEMPORARY USES & EVENTS	
Temporary Outdoor Events (can include live/amplified music)	P
Temporary Indoor Events (can include live/amplified music)	P

[3] An Administrative Use Permit (AUP) shall be required for all Freestanding Wireless Telecommunications Facilities.

CITY PLANNER CLASSIFICATION OF USES NOT LISTED
The City Planner may classify any use not listed in this Planned Development as an allowed use subject to approval of an Administrative Use Permit (AUP), where such proposed use is determined by the City Planner to be substantially similar to uses specifically allowed in the Planned Development, or the C-3 (Commercial General Business) Zone, per Title 10, Zoning Regulations of the Burbank Municipal Code. In the case that any of the similar uses require approval of a Conditional Use Permit, a Conditional Use Permit (CUP) shall be required, in lieu of the AUP.

In establishing that a use is substantially similar to uses specifically allowed in the Planned Development, or the C-3 (Commercial General Business) Zone, per Title 10, Zoning Regulations of the Burbank Municipal Code, the City Planner shall first make a finding that the following condition exists:

- The subject use is similar to two (2) or more uses allowed in this Planned Development, or the C-3 (Commercial General Business) Zone, per Title 10, Zoning Regulations of the Burbank Municipal Code.

Uses classified as allowed subject to this section shall be regarded as listed uses allowed in the Planned Development subject to approval of an AUP (or a CUP, if applicable). The City Planner shall maintain in the office of the City Planner a current list of all such classifications, which have been made for this Planned Development. For purposes of this section and this section only, the City Planner shall use the list of permitted uses applicable to the C-3 (Commercial General Business) Zone that is in effect at the time of the request for a City Planner Classification of Uses Not Listed.

DEVELOPMENT STANDARDS
The following property development standards shall apply in the PD 2026-1 Zone:

DENSITY and FLOOR AREA RATIO
The permitted density and floor area ratio shall be consistent with the limitations in the associated General Plan land use designation in effect at the time of submittal of a project application, but no less than the limitations of the Regional Commercial land use of 58 du/acre and 1.25 FAR (General Plan Land Use Element, Exhibit LU-1, p. 3-15.) that were in effect at the time of approval of this Planned Development.

STRUCTURE HEIGHT.

1. The maximum height of a building or structure shall be determined by its distance from the closest lot line of any residentially zoned property as follows, unless otherwise preempted by state law:

Distance from Residentially Zoned Lot or Comparable PD Zone	Maximum Height

0 feet to 500 feet	100 feet.
Greater than 500 feet	100 feet. Heights above 100-feet can be considered through approval of a CUP. The maximum height limit would be determined through the CUP.

2. The maximum height of a building shall be measured to the ceiling height of the highest room permitted for human occupancy.

3. Structure height shall be measured from grade as defined by Burbank Municipal Code Title 10, Chapter 1 (the "Zoning Code") (Attachment G).

4. Structures may exceed the maximum height requirement as permitted in Article 13, Division 1 of the Zoning Code (Attachment G).

5. Structures height shall be consistent with the requirements in Article 13, Division 2 of the Zoning Code (Attachment G).

6. The portion of a structure within the distance requirement (e.g. 0 to 500 feet) shall meet the height requirement for that section (e.g. 25 feet). Should a structure extend beyond one (1) or more of the distance requirements, the portions of that structure may meet each height requirement separately.

YARDS.

1. Front Yard - Definition.

   For the purpose of this section, side yards on corner lots shall be considered as front yards.

2. Setbacks.

   a. All structures, including semi-subterranean garages, but excluding above-grade parking structures, shall be set back at least five (5) feet from the front lot line or 20 percent of the building height, whichever is greater; this setback requirement may be averaged. Such setback shall be required for that portion of a building that is within 20 feet above grade and shall be calculated for the length of the building frontage only. Any open space or surface parking lots not in front of a structure shall not be included in calculating average setbacks. Portions of buildings over 20 feet in height may extend over required front yard setbacks, except in areas where required trees are planted.

   b. Above-grade parking structures shall be set back from the front lot line at least five (5) feet or 20 percent of building height, whichever is greater, but in no event shall the setback be less than three (3) feet. This setback requirement may be averaged.

c. For setbacks for surface parking lots, see Title 10 Chapter 1 Article 14, Division 4 of the Burbank Municipal Code (Attachment G).

3. Landscaping.

a. A minimum of 50 percent of front and exposed side yards shall be landscaped.

b. The provision of outdoor amenities and decorative hardscape, such as outdoor seating areas with benches permanently affixed to the ground or hardscaped areas enriched with decorative materials, which are under a tree canopy, shall be credited toward up to 50 percent of the required landscaping in all yards. Vehicular access areas may not be considered as decorative hardscape.

c. The planting of vines on masonry buildings is encouraged.

d. To qualify as landscaped area, all areas not occupied by trees or shrubs must be planted with turf or other ground cover or covered with 3” of bark mulch with a minimum soil depth of 12 inches. All planters must be a minimum of 18 inches deep and two (2) feet in their smallest inside dimension, unless a tree is required, in which case a three (3) foot planter depth shall be required, and the planter must have a minimum inside dimension (length and width) of four (4) feet.

e. In required front and exposed side yards, a minimum of one tree shall be planted for every 40 linear feet of street frontage or fraction thereof. Turf is allowed in up to 50 percent of required landscaped areas. In shrub areas, a minimum of one five (5) gallon shrub is required for every ten (10) square feet of shrub area.

f. A minimum of 50 percent of required trees shall be a minimum 36-inch box size, with the remainder a minimum 24-inch box size. The required 36-inch box trees shall be equally distributed in required front or street side yards.

g. Trash enclosures, utility boxes, and other similar structures must be screened by planting hedges or tall shrubs.

h. For additional landscaping requirements for above-grade parking structures and surface parking lots, see Article 14, Division 4 of this Chapter (Attachment G).

WINDOW RECESS STANDARDS
Windows, glass panels and other similar features proposed as part of any new development or building addition shall provide a recess of, or extend outward, no less than 2-inches from the abutting building façade.

ADDITIONAL STANDARDS.
For additional standards see Articles 11 through 16 of Burbank Municipal Code, Title 10, Zoning Regulations (Attachment G).

MIXED USE MULTIFAMILY RESIDENTIAL IN PD ZONE
Unless superseded by the regulations in these PD 2026-1 Zoning Standards, for mixed use residential developments in the PD 2026-1 Zone, the standards in Title 10 Chapter 1 Article 9 Division 4 of the Burbank Municipal Code shall apply and are incorporated here by reference (Attachment G).

MULTIFAMILY RESIDENTIAL-ONLY IN PD ZONE
Unless superseded by the regulations in these PD 2026-1 Zoning Standards, for multifamily residential-only developments in the PD 2026-1 Zone, the standards in Title 10 Chapter 1 Article 6 Division 3.5 of the Burbank Municipal Code shall apply and are incorporated here by reference (Attachment G).

OFF-STREET PARKING, LOADING AND GENERAL VEHICLE ACCESS STANDARDS
Off-street parking, loading and general vehicle access standards shall be consistent with Articles 14, 15 and 16 of the Zoning Code (Attachment G), unless superseded by the regulations below. In addition, a Parking Management Plan (PMP) shall be prepared for the Project Site[4]. The PMP shall be submitted to the Community Development Director or their designee for review and approval. A copy of the approved PMP shall be kept on file with the Community Development Department Planning Division. Off-street parking shall be managed and operated consistent with the PMP. The PMP can be updated from time to time. However, any updates to the PMP shall require an approval from the Community Development Director, or their designee.

MINIMUM VEHICLE PARKING SPACES REQUIRED.
Off-street parking shall be provided consistent with the rates in the table below, unless preempted by State Law.

Reductions to the below parking rates, or reductions in the event that there is shared parking, can be considered. They shall be subject to the applicant providing a parking study prepared by a qualified professional to justify the reduction in parking[5]. Upon consideration of such requests the Community Development Director shall also find that the reduced parking rate will not detrimentally impact the surrounding area. Any granted reductions in the below parking rates, or reductions because of shared parking, shall be kept on file with the Community Development Department Planning Division.

Uses	**Minimum Parking Spaces Required**
RESIDENTIAL AND LODGING	
Residential	

[4] As of the adoption date of Planned Development 2026-1, an approved PMP is on file with the City,

[5] As of the adoption date of Planned Development 2026-1, a parking study is on file with the City that grants parking reductions to account for shared parking. The parking study requires that 1021 parking spaces be provided for the 2 hotels (Existing Hotel with 488 hotel rooms and a Proposed Hotel with 420 rooms) and a convention center event with up to 879 attendees.

Uses		Minimum Parking Spaces Required
	Studio	1 space
	1 Bedroom Units	1 space
	2 or more Bedroom Units	1.5 spaces
Hotels		0.8 spaces for each room/suite.
RECREATION, EDUCATION, AND ASSEMBLY		
Any Recreation, Education, and Assembly use that is listed in the List of Uses and not listed below.		2 spaces for each 1,000 sq. ft. of adjusted gross floor area.
	Convention/Conference Center	1 space for every 2.15 attendees.[6]
	Personal Physical Arts Studio (less than 1,500 sq. ft.) (1,500 sq. ft. and above)	 2 spaces per each 1,000 sq. ft. of adjusted gross floor area for 3 spaces per each 1,000 sq. ft. of adjusted gross floor area
RETAIL SALES AND DINING		
Any Retail Sales and Dining use that is listed in the List of Uses and not listed below.		2 spaces for each 1,000 sq. ft. of adjusted gross floor area.
	Restaurant Uses (except take-out) and Cocktail lounge/bar over 1,500 square feet of adjusted gross floor area in size.	3 spaces for each 1,000 sq. ft. of adjusted gross floor area.
PROFESSIONAL OFFICES AND SERVICES		
Any Professional Offices and Services use that is listed in the List of Uses and not listed below.		2 spaces for each 1,000 sq. ft. of adjusted gross floor area.
	Child Day Care Facilities	1 space for every 8 children and 1 space for each State Department of Social Services required employee.

[6] 1,021 on-site parking spaces were required as part of approval of Planned Development 2026-1. This allows for the 2 hotels (Existing Hotel with 488 hotel rooms and a Proposed Hotel with 420 rooms) and a convention center event with up to 879 attendees. Should convention center events exceed 879 attendees, additional temporary parking shall be provided at the Convention/Conference Center parking rate.

Uses	Minimum Parking Spaces Required
TRANSPORTATION AND COMMUNICATION	
Any Transportation and Communication use that is listed in the List of Uses and not listed below.	2 spaces for each 1,000 sq. ft. of adjusted gross floor area.
Wireless Telecommunications Facilities pursuant to 10-1-1118	1 space per facility.
Advertising signs & structures – Billboards (Non-LED, Static Signs Only)	No parking minimum is required.
VEHICLE RELATED	
Any Vehicle Related use that is listed in the List of Uses and not listed below.	2 spaces for each 1,000 sq. ft. of adjusted gross floor area.
Public Parking and/or Parking for off-site users.	No parking minimum is required.
TEMPORARY USES & EVENTS	
Any Temporary Event use that is listed in the List of Uses and not listed below.	1 space for every 2.15 attendees. [7]

MINIMUM BICYCLE PARKING REQUIRED.
Bicycle parking requirements shall comply with standards in effect in the Burbank Municipal Code, or Complete Streets Objective Development Standards (CSODS), at the time a development application is submitted for City review.

LANDSCAPING FOR PARKING STRUCTURES.

Landscaping for parking structures shall be provided consistent with the requirements in Article 14 of the Zoning Code (Attachment G), with the following exception:

1. Above-grade and semi-subterranean parking structures shall only be required to include potted or boxed trees and landscaping on all open-air parking decks that are at or above grade and visible from any public right-of-way immediately adjacent to the project frontage, so as to provide visual relief and shading, subject to the limitations

[7] 1,021 on-site parking spaces were required as part of approval of Planned Development 2026-1. This allows for the 2 hotels (Existing Hotel with 488 hotel rooms and a Proposed Hotel with 420 rooms) and a convention center event with up to 879 attendees. Should convention center events exceed 879 attendees, additional temporary parking shall be provided at the Convention/Conference Center parking rate.

posed by the engineering of the structure with respect to the weight loads generated by such landscaping, or any limitations caused by photovoltaic improvements on the parking structure.

SIGNS AND ADVERTISING STRUCTURE REGULATIONS

Unless otherwise stated in these Planned Development 2026-1 Zone, Planned Development Zoning Standards, signs shall comply with the requirements in Article 10, Chapter 1, Title 10 of the Burbank Municipal Code, included herein for reference (Attachment G). In addition, a Master Sign Program shall be prepared for the Project Site. The Master Sign Program shall be reviewed and approved by the Community Development Director or their designee.

ALCOHOL SALES FOR ON-SITE AND OFF-SITE CONSUMPTION

All Department of Alcoholic Beverage Control rules and regulations shall be enforced and complied with. The Applicant shall submit to the City Planner a copy of the Department of Alcoholic Beverage Control license, including all conditions imposed, which will be kept on file in the Community Development Department Planning Division office.

NONCONFORMING LAND, USES AND STRUCTURES

Unless otherwise stated in these Planned Development 2026-1 Zone, Planned Development Zoning Standards, nonconforming conditions regarding land, uses and structures shall comply with the requirements provided in Article 18, Chapter 1, Title 10 of the Burbank Municipal Code, included herein for reference (Attachment G).

DEVELOPMENT REVIEW

Unless specifically exempted by Burbank Municipal Code Section 10-1-1914, no structure shall be erected in the PD 2026-1 Zone, nor shall any permits related thereto be issued until an application for Development Review has been submitted to and approved by the Community Development Director, as provided in Division 2, Article 19, Chapter 1, Title 10 of the Burbank Municipal Code. These permits include but are not limited to site preparation permits such as demolition permits and grading permits (Attachment G).

ZONING PROCEDURES AND AMENDMENTS

Unless otherwise stated in the Project Development Agreement and these Planned Development 2026-1 Zone, Planned Development Zoning Standards, Conditional Use Permit Applications, Administrative Use Permits, Development Reviews, Amendments to the Planned Development, and any other entitlement applications shall be processed consistent with the requirements provided in Article 19, Chapter 1, Title 10 of the Burbank Municipal Code, included herein for reference (Attachment G).

ATTACHMENT F

APPROVED PROJECT PLANS

PROJECT PLANS TO BE INCLUDED AFTER A FINAL DECISION IS MADE BY THE CITY COUNCIL

ATTACHMENT G

SECTIONS OF THE BURBANK MUNICIPAL CODE REFERENCED IN THE PLANNED DEVELOPMENT 2026-1, PLANNED DEVELOPMENT ZONING REGULATIONS

THE SECTIONS OF THE BURBANK MUNICIPAL CODE ARE TO BE INCLUDED AFTER A FINAL DECISION IS MADE BY THE CITY COUNCIL. THE SECTIONS WILL INCLUDE THE FOLLOWING:

- *TITLE 10, CHAPTER 1, ARTICLE 6, DIV 3.5*
- *TITLE 10, CHAPTER 1, ARTICLE 9, DIV 4*
- *TITLE 10, CHAPTER 1, ARTICLES 10 – 16, 18 AND 19*

LINK TO THE BURBAK MUNICIPAL CODE: https://ecode360.com/50621442

ATTACHMENT H

MITIGATION, MONITORING, AND REPORTING PROGRAM (MMRP): PROJECT MITIGATION MEASURES

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
CULTURAL RESOURCES						
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 monitor(s) shall meet the Secretary of the Interior's Professional Qualification Standards for archaeology, 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 and offsite sewer improvement area. A copy of the executed contract shall be submitted to the City of Burbank Community Development Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Archaeological Monitor shall complete monitoring logs daily, providing descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The onsite 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	Prior to the issuance of any permit for ground-disturbing activity/On-going during ground-disturbing activities	Executed contract/ Monitoring logs	Project Applicant; Contractor; Archaeological Monitor/ City of Burbank Community Development Department Planning Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
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: If an archaeological or Native American resource is 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 and Native American Monitor(s) to determine if any discovered potential resource meets the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique resources (Public Resources Code 21083.2(g)). The City of Burbank Community Development Department shall be immediately notified. If the resource is determined to be potential a tribal cultural resource, the Applicant shall retain the services of a Native American Monitor to work in consultation with the Archaeological Monitor to delineate the resource. Work on areas outside of the buffered area may continue during the assessment period. The Applicant shall, in good faith, consult with the Tribe(s) on the disposition and treatment of any tribal cultural resource encountered during all ground disturbing activities. If the find is considered an "tribal cultural 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	If resources are encountered during ground-disturbing activities	Disposition and treatment of any tribal cultural resource or if not a tribal cultural resource, preparation of a treatment plan and archaeological testing; data recovery, excavation, and archaeological mitigation if cannot be protected	Project Applicant; Contractor; Archaeological Monitor/ City of Burbank Community Development Department Planning Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines Sections 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 resource is 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.						
CUL-3: In the event that human remains are discovered during onsite construction activities, the Archaeological Monitor 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 and Safety Code Section 7050.5. The City of Burbank Community Development Department shall also be immediately notified. 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,	If human remains are discovered during ground-disturbing activities	Notification of Los Angeles County Coroner/ Notification of Native American Heritage Commission if identified remains are Native American in origin	Project Applicant; Contractor; Archaeological Monitor/ City of Burbank Community Development Department Planning Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
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 State CEQA Guidelines Section 15064.5(e).						
GEOLOGY AND SOILS						
Mitigation Measures						
GEO-1: Prior to commencement of ground-disturbing activities a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall develop Worker Awareness and Environmental Program (WEAP) Training for construction personnel. This training shall be presented to construction personnel and include what fossil remains may be found within the Project area and policies and procedures that must be followed in case of a discovery. Verification of the WEAP Training shall be provided to the Burbank Community Development Department.	Prior to commencement of ground-disturbing activities	Verification of development and provision of WEAP training for construction personnel	Project Applicant; Contractor; Qualified Vertebrate Paleontologist/ City of Burbank Community Development Department Planning Division			
GEO-2: Paleontological resources monitoring by a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall be required during ground disturbances (including grading, trenching, foundation work, and other excavations) in previously undisturbed sediments that exceed 10 feet in depth. The duration and timing of the monitoring shall be determined by the qualified paleontologist and the location and extent of the proposed ground disturbance. If the	On-going during ground-disturbing activities in previously undisturbed sediments that exceed 10 feet in depth	Executed contract/ Monitoring logs	Project Applicant; Contractor; Qualified Vertebrate Paleontologist/ City of Burbank Community Development Department Planning Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
qualified paleontologist determines that fulltime monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, the qualified paleontologist may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring shall not be required in artificial fill or for activities that do not reach 10 feet in depth.						
GEO-3: In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. The qualified paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources: • Salvage of Fossils. The qualified paleontologist (or paleontological monitor) shall recover significant fossils following standard field procedures for collecting paleontological resources, as described by the Society of Vertebrate Paleontology standards. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the	If fossils are discovered during ground-disturbing activities	If fossils are significant, documentation of salvage and preparation and curation of recovered fossils	Qualified Vertebrate Paleontologist/ City of Burbank Community Development Department Planning Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
fossil(s) can be removed in a safe and timely manner. • Preparation and Curation of Recovered Fossils. Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the University of California Museum of Paleontology), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the qualified paleontologist.						
GREENHOUSE GAS EMISSIONS						
Mitigation Measures						
GHG-1: Prior to the issuance of building permits, the Project applicant shall provide documentation (e.g., building plans, site plans) to the City of Burbank Community Development Department to verify implementation of the design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements: • The Project applicant shall prepare a Transportation Management Plan with the help of certified Traffic Engineer which includes voluntary and mandatory trip reduction measures such as discouraging single-occupancy vehicle trips and	Prior to the issuance of building permits; prior to the issuance of the certificate of occupancy	Approval of Transportation Demand Management Plan/Verification of design requirements	Project Applicant/ City of Burbank Community Development Department Planning Division and Transportation Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
encouraging alternative modes of transportation such as carpooling, taking transit, walking, and biking, implementing employee parking cash-outs, thereby reducing VMT and GHG emissions. The Transportation Management Plan shall grant all employees located within the Project site eligibility to participate. The Transportation Management Plan shall be reviewed and approved by the Transportation Planning Division. • The Project applicant shall join the Burbank Transportation Management Organization (TMO), which helps provide services to employees that encourages the use of public transit, carpooling, vanpooling, walking, and biking. • The Project applicant shall demonstrate to the Planning Division that new vehicles owned and operated by the Project operators that provide transport between the Hollywood Burbank Airport and the Project will be clean-fuel vehicles. • No wood-burning or gas-powered fireplaces shall be installed in the proposed development. • All major appliances provided/installed (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) shall be electric-powered EnergyStar-certified or of equivalent energy efficiency, where applicable.						

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
HAZARDS AND HAZARDOUS MATERIALS						
Mitigation Measures						
HAZ-1: Prior to the issuance of building permits, the Applicant shall include on the building plans an appropriate vapor intrusion mitigation system using a VOC-compatible vapor barrier that is incorporated into the design of new onsite structures, where there may be a potential for vapor intrusion risk to occupants. The elements of the vapor intrusion mitigation system shall include the design of an appropriate vapor barrier compatible with known VOCs, installation oversight to ensure compliance with VOC barrier manufacturers' warranty requirements, and subsequent post-installation VOC barrier integrity testing. The Applicant shall incorporate all requirements in the design of the Project as set forth by the applicable regulatory oversight agency for issuance of building permits, including the following measures: The proposed design of the vapor barrier shall be pre-approved by the applicable regulatory oversight agency (e.g., DTSC, the LARWQCB, or other appropriate local regulatory agency). The design of a physical vapor barrier beneath the structure(s) foundation shall prevent soil gas from seeping into breathing spaces inside the structure. The system shall include a passive or powered vapor mitigation system layer that draws soil gas out of the under-foundation base rock and directs that soil gas to a treatment system to prevent people from being exposed	Prior to the issuance of building permits	Review and approval of building plans *Following implementation*: Documentation of testing and vapor barrier installation; Submittal of Operations, Maintenance, and Monitoring (OMM) Plan	Project Applicant; Contractor/Regulatory Agency City of Burbank Community Development Department Building & Safety Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
outdoors. Any contaminants found in shallow soil vapor shall be mitigated to levels that are protective of human health for the proposed commercial uses. Upon completion, the Project Applicant shall prepare a report documenting the testing results and installed vapor mitigation method and submit the report to the regulatory agency with jurisdiction. An Operations, Maintenance, and Monitoring (OMM) Plan shall be prepared and implemented to maintain the vapor barrier system and confirm that the vapor barrier system continues to be protective of human health. The OMM Plan shall include details of methods for monitoring the vapor barrier system, provide monitoring frequencies and maintenance procedures for the system components and provide for post construction indoor air quality monitoring. The OMM Plan shall be approved by the regulatory agency with jurisdiction.						
HAZ-2: Prior to the issuance of a grading permit, the Applicant shall submit a Soils Management Plan (SMP) to the City of Burbank Community Development Department Building & Safety Division that addresses the proper characterization and handling of potential VOC-impacted soils, and other contaminants of concern that may be present. The SMP shall require that, as grading, excavation, and trenching are performed, exposed soil shall be monitored for stained or discolored soil, wet or saturated soils, or odors. If impacted soil is encountered, the soil shall be analyzed to identify and characterize the impact and determine if soil remediation is required. Soil samples shall be analyzed by an appropriate State-certified	Prior to the issuance of grading permit	Approval of Soils Management Plan	Project Applicant; Contractor/ City of Burbank Community Development Department Building & Safety Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
laboratory using appropriate methods based on the parameters to be analyzed. When a new area of contamination is identified, it shall be characterized to assess its lateral and vertical extent. The likely excavation of impacted soil shall be followed by segregated stockpiling or direct-loading, waste profiling, and offsite disposal or recycling, which shall be performed in accordance with applicable federal, State, and local regulations.						
NOISE						
Mitigation Measures						
NOI-1: The Project Applicant and/or Contractor shall implement the following noise-attenuating measures during construction of the proposed Project: • Construction contracts shall specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers. • A sign, legible at 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.	Prior to the issuance of grading or building permit; On-going during construction	Approval of notices and signs; Proof of Noise Disturbance Coordinator; Verification during construction activities; Approval of construction haul routes	Project Applicant; Contractor/ City of Burbank Community Development Department Planning Division; City of Burbank Building Official; City of Burbank Public Works Department – Traffic Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
• 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 reviewed and approved by the City's Building Official						

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
and City Traffic Engineer and 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.						
NOI-2: The following measure shall be incorporated on all grading and building plans and specifications subject to approval of the City's Building and Safety Division prior to issuance of a grading permit: • Sonic pile drivers shall be used as an alternative to impact pile drivers to reduce groundborne vibration levels. Impact pile driver operations shall be prohibited.	Prior to the issuance of grading permit	Review and approval of grading and building plans	Project Applicant; Contractor/ City of Burbank Community Development Department Building and Safety Division			
TRIBAL CULTURAL RESOURCES						
Mitigation Measures						
Refer to Mitigation Measures CUL-1 and CUL-2.	--	--	--			
UTILITIES AND SERVICE SYSTEMS						
Mitigation Measures						
Refer to Mitigation Measure NOI-1.	--	--	--			

STAFF REPORT

COMMUNITY DEVELOPMENT

DATE: October 12, 2026

TO: City Planning Commission

FROM: Fred Ramirez, Assistant Community Development Director - Planning SP for FR
Via: Scott Plambaeck, Planning Manager SP
By: Daniel Villa, Principal Planner SP for DV
Vanessa Quiroz, Senior Planner VQ

SUBJECT: Adoption of a Resolution of the Planning Commission Recommending that The City Council Approve the 2500 North Hollywood Way Dual Brand Hotel Project (Project No. 16-0003953) by 1) Adopting a resolution certifying the Final Environmental Impact Report (FEIR) for the Project, Adopting a Mitigation Monitoring Reporting Program (MMRP) with a Statement of Overriding Considerations (SOC) and Adopting Findings of Fact Pursuant to the California Environmental Quality Act (CEQA); and 2) Adopting an Ordinance approving a Planned Development, Development Agreement, and Development Review for the Project

RECOMMENDATION

Adopt a Resolution (Attachment 1) of the Planning Commission Recommending that the City Council:

1. Adopt a resolution certifying the FEIR for the Project, Adopting a MMRP with a SOC and adopting Findings of Fact Pursuant CEQA (Exhibit A);
2. Adopt an Ordinance approving a Planned Development, Development Agreement, and Development Review for the Project (Exhibit B).

EXECUTIVE SUMMARY

The Applicant and Developer, AWH Burbank Hotel II, LLC, proposes to redevelop a portion of the approximately 11.76-acre property at 2500 North Hollywood Way (the "Project Site") with a new seven-story, 420-room dual-brand hotel and a separate four-story parking garage. The proposed hotel would contain approximately 262,338 square feet and would operate under the Aloft and Residence Inn brands. The parking garage would contain approximately 208,040 square feet and provide 673 valet-only parking spaces, with capacity to accommodate up to 93 additional valet parking spaces during special events, for a maximum of 766 spaces within the parking garage. Additional surface parking would provide for a total of 1,051 on-site parking spaces. The existing

488-room Marriott Hotel and approximately 39,000-square-foot convention center would remain on the Project Site and continue to operate.

The Project Site is designated Regional Commercial by the Burbank2035 General Plan and is currently zoned Planned Development (PD 89-1). The Applicant requests approval of a new Planned Development (PD 26-1) with site-specific zoning regulations, a ten-year Development Agreement, and Development Review for construction of the Project. The Project also includes off-site public improvements, including sidewalks, bicycle facilities, utility improvements, and pedestrian circulation improvements along Thornton Avenue, Avon Street, and other surrounding streets.

The City prepared a Final Environmental Impact Report (Final EIR) for the Project in accordance with the California Environmental Quality Act (CEQA). The Final EIR identifies significant and unavoidable impacts related to greenhouse gas emissions, construction noise, and utilities and service systems associated with construction noise from on-site and off-site infrastructure improvements. If the Project is approved, the City Council must adopt the applicable CEQA findings and a Statement of Overriding Considerations, together with a Mitigation Monitoring and Reporting Program (MMRP).

Based on the Project plans, draft Planned Development zoning regulations, draft Development Agreement, draft Conditions of Approval, and Final EIR, staff recommends that the Planning Commission recommend approval of the Project to the City Council, subject to the Conditions of Approval and completion of the required Mitigation Monitoring and Reporting Program (Attachment 1).

BACKGROUND

Project Site, Existing On-site Development and Surrounding Context

The Project Site is located in the northwestern portion of Burbank at 2500 North Hollywood Way (Attachment 2). The approximately 11.76-acre site is generally bounded by Thornton Avenue to the north, Hollywood Way to the west, Avon Street to the south, and the Media Studios North campus to the south and east.

The Project Site is currently developed with an existing nine-story, 488-room Marriott Hotel, an approximately 39,000-square-foot convention center, surface parking areas, internal drive aisles, landscaping, and related hotel improvements. The proposed Project would retain the existing Marriott Hotel and convention center and redevelop a portion of the existing surface parking area with the new hotel, parking garage, and related site improvements.

Refer to **Table 1**, below, for more information about the Project Site and surrounding land uses.

Table 1: General Property and Surrounding Land Use Information	
Address	2500 North Hollywood Way (Project Site)

Cross Streets	The site is generally bounded by Thornton Avenue to the north, Hollywood Way to the west and Avon Street to the south.
Assessor's Parcel Number	2464-004-015
General Plan Land Use Designation	Regional Commercial
Existing Zoning	Planned Development (PD 89-1)
Property Size	Approximately 11.76 acres (512,265 square feet).
Current Development	488-room Marriott Hotel (approximately 277,600 square feet), approximately 39,000-square-foot convention center, surface parking, internal circulation, and landscaping
Street Classification and Width	North Hollywood Way: Major Arterial, existing width of public right-of-way is 100 ft.
	Thornton Avenue: Collector, existing width of public right-of-way is 60 - 69 ft.
Surrounding Neighborhood:	
North	Thornton Avenue, airport-related parking.
South	Avon Street, Media/office uses, Sphere Studios, and the Regional Intermodal Transportation Center (RITC).
East	Media and office uses.
West	Hollywood Way, office, commercial, restaurant uses, and the Hollywood Burbank Airport.

Proposed Development and Operational Characteristics

The proposed dual-brand hotel would provide 420 guestrooms, consisting of 203 Aloft rooms and 217 Residence Inn rooms. The hotel would be seven stories and approximately 83 feet, 1 inch in height. Guestrooms would be located on floors two through seven. The ground floor would include separate entrances for the two hotel brands, a porte-cochere and drop-off area accessed from Thornton Avenue, a central courtyard with an approximately 880-square-foot pool and deck, conference and meeting spaces, dining and social areas, a bar, and approximately 2,060 square feet of leasable tenant spaces with an associated patio. Guest laundry and fitness facilities would be located on the sixth floor.

A separate four-story parking garage would provide up to 766 valet-only parking spaces. Together with surface parking, the Project would provide 1,051 parking spaces on the Project Site. The garage would include controlled access to prevent self-parking, rooftop photovoltaic improvements, and battery storage. The Project would also repave portions

of the existing convention center drop-off and surface parking areas and install new landscaping throughout the site.

The existing Marriott Hotel and convention center would remain in operation. Larger events currently occur on the property approximately four times per year in the southeastern parking area east of the convention center. The Project materials (Attachment 3 and 4), and Parking Utilization and Demand Study prepared for the Project (Attachment 5), provide that sufficient parking for these events would be managed through a parking management plan and, when needed, off-site parking arrangements.

The Project also includes public-realm and mobility improvements. The draft Conditions of Approval require pedestrian and bicycle connectivity improvements, pedestrian lighting, a lighted pedestrian paseo connecting Thornton Avenue to Avon Street along the west side of the convention center, transportation demand management measures, and off-site improvements along Thornton Avenue and other surrounding streets.

Requested Entitlement Applications

The Applicant is requesting the following land use approvals for the Project:

Planned Development – Approval of a new Planned Development zoning designation and site-specific land use and development standards for the entire Project Site, replacing the existing PD 89-1 zoning framework for purposes of the Project approvals (Attachment 6).

Development Agreement – Approval of a ten-year Development Agreement between the City and AWH Burbank Hotel II, LLC that establishes the applicable development regulations, Project obligations, community benefits, Conditions of Approval, and vesting provisions for the Project.

Development Review – Approval of the Project's site plan, building design, circulation, parking, landscaping, and related improvements necessary for construction of the proposed hotel and parking garage.

Development Agreement

The draft Development Agreement is proposed for a ten-year term. The Agreement identifies the approved Project, applicable development regulations, Conditions of Approval, Planned Development zoning regulations, and approved Project plans, and provides the Developer with development certainty during the term of the Agreement subject to compliance with its obligations. The Agreement also establishes procedures for annual review, amendments, assignment, and enforcement.

The draft Development Agreement and Conditions of Approval include Project-specific public/community benefits and obligations. These include:

- $30,000 one-time fair-share contribution toward future fire equipment replacement for mid-rise structures in the Golden State area.
- $30,000 one-time fair-share contribution toward future police equipment replacement in the Golden State area.

- $80,000 one-time fair-share contribution toward operation of a BurbankBus fixed-route transit service serving the Golden State area.
- $20,000 one-time fair-share contribution toward annual maintenance of Metrolink stations serving the Golden State area.
- $250,000 one-time contribution toward neighborhood protection and traffic-calming improvements.
- Long-term maintenance by the Applicant of specified public right-of-way improvements adjacent to the Project Site, including sidewalks, curb and gutter, landscaping, bicycle facilities, and related improvements, pursuant to an operation and maintenance agreement.
- Transit, bicycle, pedestrian, and transportation-demand-management measures, including shuttle service, participation in the Burbank Transportation Management Organization, employee transit-pass subsidies, pedestrian lighting, and a Thornton Avenue-to-Avon Street pedestrian paseo.
- Sustainability measures, including an all-electric proposed hotel, on-site photovoltaic generation, water-efficient landscaping, recycling/waste-diversion measures, and other energy-efficiency requirements.

These obligations are incorporated into the draft Conditions of Approval and would be enforceable through the Project approvals and Development Agreement.

ANALYSIS

Pursuant to Burbank Municipal Code (BMC) Section 10-1-19127, the Planning Commission is required to review the proposed Planned Development and make a recommendation to the City Council to approve, deny, or modify the request. Because the Development Review and Development Agreement are being processed concurrently with the Planned Development, the Planning Commission is also reviewing these entitlements as part of its recommendation to the City Council. The Planned Development is governed by BMC Sections 10-1-19118 through 10-1-19134, the Development Agreement by BMC Sections 10-1-1997 et seq., and the Development Review by the applicable provisions of Article 19, including BMC Sections 10-1-1909 through 10-1-1912. The following discussion evaluates the Project's consistency with the Burbank2035 General Plan, applicable zoning regulations, and the findings and criteria required for approval of the requested entitlements.

Consistency with the Burbank2035 General Plan

The Project Site has a Regional Commercial land use designation in the Burbank2035 General Plan. The Regional Commercial designation is intended to provide regional employment and service destinations that contribute to the City's economy and serve both Burbank residents and visitors. The designation specifically identifies the Airport Marriott hotel and convention center as a Regional Commercial use and supports large-scale development, which is appropriately sited in this portion of the City.

To keep the discussion in this staff report concise, the analysis below highlights several of the key General Plan consistency findings. A more comprehensive analysis of the

Project's consistency with applicable goals and policies from the General Plan's various elements is provided in Attachment 7.

- **Land Use Goal 1 (Quality of Life), Policy 1.1.** This policy supports an appropriate mix of residential and non-residential uses that meet the needs of residents, businesses, and visitors and provide opportunities for commerce, employment, recreation, entertainment, and other activities.

  The Project is consistent with Policy 1.1 because it would establish a visitor-serving commercial use at a location already developed with a hotel and convention center. The new dual-brand hotel would provide additional accommodations for business and leisure travelers, conference and meeting space, dining and guest amenities, and new employment opportunities. The Project would therefore enhance the range of commercial, and visitor-serving uses available within the area while supporting the needs of visitors, businesses, and employees.

- **Land Use Goal 2 (Sustainability), Policies 2.2 and 2.3.** Policy 2.2 directs new development toward infill locations, while Policy 2.3 requires new development to contribute its fair share toward necessary infrastructure and ensure that adequate infrastructure and services are available to support development.

  The Project is consistent with these policies because it would redevelop an underutilized portion of an existing surface parking area within an already-developed hotel and convention center site, which would increase the lodging amenities available to future visitors and not displace other uses from the site. The Project would also construct and fund transportation, pedestrian, bicycle, utility, and other public improvements and provide financial contributions toward transit, Metrolink station maintenance, and neighborhood traffic improvements.

- **Land Use Goal 6 (Economic Vitality and Diversity), Policy 6.1.** Goal 6 supports a healthy and diverse economy with a full range of commercial and employment opportunities, while Policy 6.1 encourages the City to attract businesses and use new investment to enhance economic vitality.

  The Project is consistent with Goal 6 and Policy 6.1 because it would expand Burbank's hospitality and visitor-serving economy through the development of a new 420-room hotel adjacent to Hollywood Burbank Airport, the existing Marriott Hotel and convention center, and nearby transit facilities. The Project is anticipated to generate construction and long-term employment, support surrounding businesses, attract additional visitors, and provide additional City revenue through visitor spending, increased property values, and transient occupancy tax.

- **Land Use Goal 11 (Regional Commercial Land Use), Policies 11.1 through 11.4.** Goal 11 seeks to maintain successful regional commercial centers that provide employment, services, and revenue to the City. Its policies emphasize access to public transit, safe and direct pedestrian and bicycle circulation, and high-quality site design, architecture, and landscaping.

The Project is consistent with Goal 11 and these policies because it would further develop an existing Regional Commercial hotel and convention center destination while improving connections to surrounding transit and transportation facilities. Conditions of Approval require shuttle service between the Project Site and the Burbank Airport North and South Metrolink stations, participation in the Burbank Transportation Management Organization, and implementation of transportation demand management measures. The Project would also provide enhanced sidewalks, pedestrian lighting, bicycle facilities, a circulation system for pedestrians and bicyclists, and a lighted pedestrian paseo connecting Thornton Avenue and Avon Street. These improvements, together with the proposed landscaping and coordinated site design, further the General Plan's objectives for accessibility, circulation, and high-quality development within Regional Commercial centers.

- **Mobility Goal 1 (Balance), Policy 1.4, and Mobility Element Performance Criteria.** Policy 1.4 seeks to ensure that future land uses can be adequately served by the planned transportation system. The Mobility Element also establishes performance criteria for evaluating roadway operations and identifies Level of Service (LOS) D as the lowest acceptable LOS for signalized intersection movements during the peak hour.

  Although LOS is no longer the metric used to evaluate transportation-related environmental impacts under CEQA, in accordance with the City's Transportation Study Guidelines, because of its scale the Project was required to conduct an operational analysis to demonstrate it would not add congestion resulting in the degradation of the City's roadway network, nor result in any identified study intersection operating below LOS D pursuant to the Burbank2035 General Plan. The Project aligns with these provisions based on the operational analysis in Attachment 8, which evaluated 19 study intersections under baseline and future conditions (with and without the Project). Under Future Plus Project conditions, 18 of the 19 study intersections are projected to operate at LOS D or better during morning and afternoon peak hours. The intersection of Hollywood Way and Victory Boulevard is projected to operate at LOS E during the PM peak hour; however, it is also projected to operate at LOS E under Future Base conditions without the Project. The Project will therefore not cause any intersection operating at LOS D or better to deteriorate to LOS E or F. Furthermore, Project-generated traffic will cause only minor delay increases that are imperceptible to most drivers and will not create operational deficiencies on the City roadway network. Additionally, all Project driveways are projected to operate at LOS D or better, with vehicle queues remaining clear of City streets. Consequently, the Project will not conflict with the Mobility Element's LOS performance criteria or the Burbank2035 General Plan.

Based on the foregoing, there is sufficient support for Planning Commission's recommendation that the Project is consistent with the applicable goals, policies, and performance criteria of the Burbank2035 General Plan Land Use and Mobility Elements and with the purpose and intent of the Regional Commercial land use designation.

Compliance with Applicable Zoning Regulations

The Project Site is currently zoned Planned Development (PD) 89-1. The proposed Planned Development would replace the existing zoning regulations with site-specific regulations governing the entire Project Site. Under BMC Section 10-1-19121, a Planned Development may establish specific regulations and development standards through the approved development plan and Development Agreement. BMC Sections 10-1-19122 and 10-1-19123 further provide for permitted and conditional uses to be specifically established as part of the Planned Development.

The proposed Planned Development regulations establish standards addressing permitted uses, development intensity and FAR, building height, setbacks, parking and loading, bicycle parking, landscaping, signage, alcohol sales, nonconforming conditions, and future Development Review procedures. The regulations would allow the existing and proposed hotel uses at their approved size and would establish the development standards applicable to future development of the Project Site.

The Project plans demonstrate compliance with the development standards and uses established by the proposed Planned Development. The proposed hotel would have a height of approximately 83 feet, 1 inch, below the proposed maximum building height of 100 feet. The proposed adjusted gross floor area is below the 1.25 FAR maximum associated with the Regional Commercial designation. The Project also provides setbacks that meet or exceed the minimum requirements identified in the proposed development standards. The Project also provides the three loading spaces required for the proposed hotel.

Parking would be provided in accordance with the Project's Parking Utilization and Demand Analysis (Attachment 5) and a parking management plan. The proposed Planned Development regulations require 1,021 on-site parking spaces to serve the existing 488-room hotel, proposed 420-room hotel, and convention center events with up to 879 attendees. The Project would provide a total of 1,051 on-site parking spaces.

Based on the Project plans and proposed Conditions of Approval, staff finds that the Project would comply with the proposed Planned Development zoning regulations and other applicable provisions of the BMC.

Compliance with the Findings Required for Approval of a Planned Development

Pursuant to BMC Section 10-1-19127, the Planning Commission is required to review the proposed Planned Development and make a recommendation to the City Council. Approval of the Planned Development is subject to the applicable findings and design criteria set forth in BMC Sections 10-1-19127 and 10-1-19124. Staff recommends that the required findings outlined in BMC Section 10-1-19127.H.3 can be made as follows.

1. *The Planned Development is consistent with the General Plan and applicable community plans.*

   This finding can be made. The Project is consistent with several goals and policies of the Burbank2035 General Plan, including Land Use Goal 1, Policy 1.1 (Quality of Life); Land Use Goal 2, Policies 2.2 and 2.3 (Sustainability); Land Use Goal 6, Policy

6.1 (Economic Vitality and Diversity); and Land Use Goal 11, Policies 11.1 through 11.4 (Regional Commercial Land Use). The Project Site is designated Regional Commercial, which is intended to accommodate larger-scale commercial and employment destinations that serve both the local community and the broader region, including hotel, convention, dining, entertainment, and other visitor-serving uses, while promoting high-quality development and access by multiple modes of transportation. The Project would advance these objectives by further developing an established hotel and convention center site, redeveloping an underutilized portion of the site, generating new employment, visitor spending, and transient occupancy tax revenue, and providing public infrastructure and transportation improvements. Enhanced sidewalks, pedestrian lighting, bicycle facilities, a pedestrian paseo, Metrolink shuttle service, and transportation demand management measures would also support the General Plan's emphasis on accessibility, sustainable infill development, economic vitality, and the continued success of Regional Commercial centers.

2. *The design criteria identified in BMC Section 10-1-19124 are satisfied.*

This finding can be made. BMC Section 10-1-19124 establishes nine design criteria for Planned Developments addressing comprehensive site planning, circulation and parking, compatibility with adjoining uses, private and public circulation, residential common areas where applicable, architectural compatibility, variety of uses and facilities, and energy conservation. The Project satisfies these criteria as follows:

A. **Comprehensive Design.** The proposed Planned Development provides a comprehensive regulatory and development framework for the entire 11.76-acre Project Site, including the existing Marriott Hotel and convention center, the proposed dual-brand hotel and parking garage, landscaping, circulation, parking, permitted uses, and future development standards. The Project is also substantially consistent with the Regional Commercial General Plan designation.

B. **Open Areas, Circulation, Parking, and Pedestrian Amenities.** The Project provides coordinated internal circulation, 1,051 on-site parking spaces, landscaped areas, bicycle facilities, pedestrian lighting, and pedestrian connections throughout the Project Site. The Project also includes a lighted pedestrian paseo providing a connection between Thornton Avenue and Avon Street. These improvements integrate the proposed hotel and garage with the existing hotel and convention center, while providing enhanced bike and pedestrian improvements within the adjacent public right-of-way to the benefit of the surrounding community.

C. **Compatibility with Adjoining Land Uses.** The Project Site is already developed with hotel and convention uses and is surrounded predominantly by commercial, office, transportation, and airport-related uses. The proposed hotel would provide an additional visitor-serving use on the property. Project design features and Conditions of Approval addressing building placement, circulation, landscaping, lighting, construction, enhanced bike and pedestrian

infrastructure within the adjacent public right-of-way and operation further support compatibility with surrounding uses.

D. **Private Circulation.** Internal drive aisles, hotel drop-off and valet areas, pedestrian pathways, bicycle facilities, loading areas, and access points have been designed to provide for the safe and efficient movement of vehicles, pedestrians, and bicyclists throughout the Project Site.

E. **Public Street System.** The Project includes improvements along Thornton Avenue, Avon Street, and surrounding streets to improve pedestrian, bicycle, and vehicular circulation. These improvements include sidewalks, bicycle facilities, pedestrian lighting, and other public right-of-way improvements. Conditions of Approval also require final review and approval of off-site improvement, signing, striping, and circulation plans.

F. **Residential Common and Recreational Facilities.** This criterion is not applicable because no residential uses are proposed as part of the Project.

G. **Architectural Design and Appearance.** The proposed hotel and parking structure have been designed as coordinated components of the overall Project Site. The proposed Planned Development also requires a comprehensive Master Sign Program and establishes development standards addressing building setbacks, height, landscaping, and other design features to maintain a coordinated appearance throughout the site.

H. **Variety of Uses and Facilities.** The Project Site would continue to provide hotel and convention uses and would add a second dual-brand hotel with associated guest amenities. Together, these uses provide a range of visitor-serving and commercial facilities that complement the existing convention center and nearby airport and transit facilities.

I. **Energy Conservation.** The Project incorporates energy-conservation and sustainability measures, including energy-efficient systems and photovoltaic generation with battery storage equipment.

Based on the foregoing, the Project is consistent with the Burbank2035 General Plan and satisfies the Planned Development design criteria in BMC Section 10-1-19124. Therefore, staff recommends that the Planning Commission recommend approval of the proposed Planned Development to the City Council.

Compliance with the Findings Required for Approval of a Development Agreement

The City's Development Agreement regulations are contained in BMC Sections 10-1-1997 et seq. Pursuant to BMC Section 10-1-19110.B, the City Council may approve a Development Agreement only when the agreement is consistent with the General Plan and any applicable specific plans. The Planning Commission reviews the Development Agreement and provides a recommendation to the City Council as part of the entitlement process. These findings can be met as discussed below:

1. *The proposed Development Agreement is consistent with the Burbank2035 General Plan and any applicable specific plans.*

   This finding can be made. There is no applicable specific plan governing the Project Site; therefore, pursuant to BMC Section 10-1-19110, the Development Agreement is evaluated for consistency with the Burbank2035 General Plan. As discussed above, the Project is consistent with the Regional Commercial land use designation and advances the General Plan's economic development and mobility objectives by providing additional visitor-serving commercial development, employment opportunities, transportation improvements, and other community benefits.

   The Development Agreement would establish the framework for implementation of the Project over a ten-year term, including the respective rights and responsibilities of the City and Developer, and would incorporate the Project's Conditions of Approval and environmental mitigation requirements. It would also secure a range of community benefits, including monetary contributions for public safety, transit, Metrolink maintenance, and neighborhood protection; ongoing maintenance of specified public right-of-way improvements; transportation demand management measures; sustainability requirements; and off-site pedestrian, bicycle, and utility improvements. Collectively, these provisions support orderly development of the Project Site while providing tangible benefits to the City and community. Therefore, staff finds that the proposed Development Agreement is consistent with the Burbank2035 General Plan and satisfies the requirements of BMC Section 10-1-19110.

Compliance with the Findings Required for Approval of a Development Review

Pursuant to BMC Section 10-1-1912.A, a Development Review application may be approved when the review authority finds that the application and Project are consistent with all applicable provisions of the BMC. Where necessary, conditions may be imposed to ensure compliance with applicable Code requirements. The required finding can be made based upon staff's analysis below:

1. *The Project is consistent with all applicable provisions of the Burbank Municipal Code.*

   This finding can be made. The Project has been reviewed for compliance with the proposed Planned Development zoning regulations and other applicable provisions of the BMC. The Project's proposed use, FAR, building height, setbacks, parking, loading, circulation, landscaping, and other development features are consistent with the standards established by the proposed Planned Development, as conditioned.

   The proposed hotel would be integrated into the existing hotel and convention center site through coordinated internal drive aisles, a new hotel entrance and porte-cochere along Thornton Avenue, pedestrian connections, and a lighted paseo extending between Thornton Avenue and Avon Street. The detached parking garage would consolidate a substantial portion of the required parking while retaining surface and

event parking. The Project would provide 1,051 on-site parking spaces, exceeding the 1,021 spaces identified as necessary under the Project's Parking Utilization and Demand Analysis.

The Project plans also include landscaping, pedestrian lighting, bicycle facilities, valet circulation, loading areas, and associated on- and off-site circulation improvements. The Conditions of Approval require further review and approval of construction, grading, utility, off-site improvement, traffic-control, and parking-management plans prior to issuance of applicable permits. Based on the Project plans and Conditions of Approval, staff finds that the Project can comply with all applicable provisions of the BMC and that the finding required by BMC Section 10-1-1912(A) can be made.

INTERDEPARTMENTAL REVIEW

The Project application, plans, Development Agreement, and draft Conditions of Approval have been reviewed by the City's Interdepartmental Review Committee (IDRC), which includes representatives from multiple City departments and divisions. The draft Conditions of Approval incorporate requirements from Planning, Transportation Planning, Building and Safety, Public Works, Burbank Water and Power, Parks and Recreation, Fire, and Police related to construction management, pedestrian and bicycle circulation, parking, utilities, public safety, sustainability, and off-site improvements. With implementation of the Conditions of Approval, the Project would satisfy the applicable requirements identified through the IDRC review process.

The Los Angeles County Airport Land Use Commission (ALUC) reviewed the Project, including the proposed hotel development and rezoning, for consistency with the Los Angeles County Airport Land Use Plan. Because the Project Site is partially located within the Hollywood Burbank Airport Influence Area and the Project includes a rezoning, ALUC review was required. On August 12, 2026, ALUC staff issued a consistency determination finding that the Project is consistent with the applicable policies of the Airport Land Use Plan and ALUC Review Procedures (Attachment 9). ALUC staff further determined that the proposed hotel development would be located outside of the Airport Influence Area and that the proposed rezoning would not create an airport land use compatibility concern.

PUBLIC NOTIFICATION AND INPUT

Public notice for the Planning Commission hearing was provided in accordance with applicable State law and BMC Section 10-1-19127(G), which establishes the public hearing and noticing requirements for Planned Developments. Notices of the time, place, and purpose of the hearing were mailed to all property owners and occupants within a 1,000-foot radius of the Project Site on September 21, 2026. A public notice was also published in the Burbank Leader on September 19, 2026, and a Public Notice Sign was posted on the Project Site at least 20 days prior to the Planning Commission hearing, on September 15, 2026. The Project information on the City's "Planning Pending Projects" webpage was also updated to provide the public with access to information regarding the Project. The public notice included a description of the Project and information regarding the public hearing, how to contact City staff, provide comments, and obtain additional information about the

Project. As of the date of preparation of this report, staff had not received any public comments

ENVIRONMENTAL REVIEW

A Draft Environmental Impact Report (Draft EIR) was prepared for the Project in accordance with CEQA (Attachment 10). The Draft EIR was circulated for a 45-day public review period from December 16, 2024, through January 29, 2025. A Final Environmental Impact Report (Final EIR), dated October 2026, was subsequently prepared and includes responses to comments and the Project's Mitigation Monitoring and Reporting Program (MMRP) (Attachment 11). The Final EIR was made available to the public and provided to all commenters on the Draft EIR in advance of the Planning Commission meeting, on October 1, 2026.

Link to the Project Page: The Project webpage includes the environmental documents associated with the proposed Project. https://www.burbankca.gov/web/community-development/2500nhw

Draft Environmental Impact Report (Draft EIR) – The Draft EIR evaluated the Project's potential environmental effects across the environmental resource areas identified in Appendix G: Environmental Checklist Form of the State CEQA Guidelines, including topics such as air quality, biological and cultural resources, energy, greenhouse gas emissions, hazards, noise, transportation, and utilities and service systems. Based on this analysis, the EIR identifies mitigation measures to reduce potentially significant environmental impacts. However, significant and unavoidable impacts would remain related to greenhouse gas emissions, construction noise, and utilities and service systems.

- **Greenhouse Gas Emissions:** The Project would exceed the City's applicable GHG efficiency threshold, primarily due to emissions associated with Project operations and vehicle trips. Mitigation measures include transportation demand management, participation in the Burbank Transportation Management Organization, measures to reduce single-occupancy vehicle trips, and energy-efficiency requirements. Even with mitigation, the impact would remain significant and unavoidable.

- **Construction Noise:** Construction activities would generate temporary elevated noise levels from the operation of heavy equipment, construction vehicles, and other construction activities that could affect nearby noise-sensitive receptors. Mitigation measures include construction-noise reduction practices, review of haul routes, and placement of stationary equipment away from sensitive receptors. Despite these measures, construction noise impacts would remain significant and unavoidable.

- **Utilities and Service Systems:** The Project requires construction of on-site and off-site infrastructure improvements, including sewer and electrical improvements. Construction of these improvements would involve excavation, trenching, equipment operation, and other activities that would generate noise near sensitive

receptors. Although mitigation measures would reduce construction-related noise, these impacts could not be reduced to a less-than-significant level and would therefore remain significant and unavoidable.

Public Comments and Responses, and Final Environmental Impact Report (Final EIR) – The City received nine comment letters during the Draft EIR public review period from public agencies, organizations, and other interested parties. The Final EIR includes written responses to the comments received in accordance with State CEQA Guidelines Section 15088.

Findings of Fact and Statement of Overriding Considerations – Before approving the Project, the City Council must consider and certify the Final EIR. Pursuant to Public Resources Code Section 21081 and State CEQA Guidelines Section 15091, the City Council must make one or more of the following findings for each significant environmental effect:

1. Changes or alterations have been required in, or incorporated into the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Based on the environmental analysis, mitigation measures, and Project record, staff believes the required CEQA findings can be made. Because significant and unavoidable impacts would remain, approval of the Project would also require adoption of a Statement of Overriding Considerations pursuant to State CEQA Guidelines Section 15093. Staff believes the Project's economic, employment, transportation, infrastructure, and other community benefits provide a sufficient basis to find that the Project's benefits outweigh its significant and unavoidable environmental impacts. The City Council would also adopt the MMRP to ensure implementation of the required mitigation measures during Project implementation.

FISCAL IMPACT

Approval of the Project is not anticipated to result in a significant adverse impact to the City's General Fund. The Project consists of private development of a new 420-room dual-brand hotel and associated parking, site, transportation, and utility improvements. Project-specific improvements, utility improvements, applicable permit and cost-recovery fees, Development Impact Fees (DIFs), and required financial contributions would be the responsibility of the Applicant in accordance with the Conditions of Approval and Development Agreement. These fees and contributions are intended to recover City costs

associated with Project review and implementation and to address the Project's fair share of impacts on public facilities, infrastructure, and municipal services.

The Project is also anticipated to provide ongoing fiscal and economic benefits through increased Transient Occupancy Tax, property tax, sales tax, and other revenues associated with hotel operations and visitor spending. The Project would support construction and permanent employment, expand Burbank's hospitality and visitor-serving economy, and increase economic activity in the Hollywood Burbank Airport area.

In addition, the Project would provide community benefits and other public improvements through the Development Agreement with a total anticipated value of approximately $1,112,000.

Together, the Project's payment of applicable fees, fair-share contributions, community benefits, public improvements, and generation of ongoing tax revenues are anticipated to provide fiscal and economic benefits to the City.

CONCLUSION

Staff recommends that the Planning Commission adopt a resolution recommending City Council approval of Project No. 16-0003953, including the Planned Development, ten-year Development Agreement, and Development Review to allow construction of a new 420-room dual-brand hotel and associated parking garage at 2500 North Hollywood Way. The Project would retain the existing 488-room Marriott Hotel and convention center and provide new hotel accommodations, structured parking, circulation and public-realm improvements, and community benefits. Staff finds that the Project is consistent with the applicable policies of the Burbank2035 General Plan, the proposed Planned Development zoning regulations, and other applicable City zoning and building code requirements. It is staff's determination that the findings required for approval of the Planned Development, Development Agreement, and Development Review can be made.

Staff further recommends that the Planning Commission recommend that the City Council certify the Final EIR, adopt the required CEQA Findings of Fact and Statement of Overriding Considerations, and adopt the MMRP prior to approving the Project.

ATTACHMENTS

Attachment 1 – Draft Planning Commission Resolution
- Exhibit A – Draft City Council resolution certifying the FEIR for the Project, Adopting a MMRP with a SOC and adopting Findings of Fact Pursuant CEQA
- Exhibit B – Draft City Council ordinance approving a Planned Development, Development Agreement, and Development Review for the Project

Attachment 2 – Zoning and Fair Political Practices Act Compliance Map & Aerial Photograph
Attachment 3 – Project Application
Attachment 4 – Project Plans
Attachment 5 – Parking Utilization and Demand Analysis
Attachment 6 – Existing and Proposed Zoning Designation of Property

Attachment 7 – Burbank2035 General Plan Consistency Analysis
Attachment 8 – Operations Analysis for the 2500 N Hollywood Way Project
Attachment 9 – Los Angeles County Airport Land Use Plan Consistency Determination
Attachment 10 – Draft EIR
Attachment 11 – Final EIR
Attachment 12 – Public Comments Received

Link to the Planning Commission Staff Report Attachments:

https://burbank.granicus.com/GeneratedAgendaViewer.php?view_id=6&event_id=9895

city of burbank
community development department

Planning Commission Minutes

October 12, 2026

CALL TO ORDER	6:00 p.m.
MOMENT OF REFLECTION	Chair Wick led the moment of reflection.
FLAG SALUTE	Chair Wick led the flag salute.

ROLL CALL

Present:	Planning Commission Members: Bennett, Mendez, Van Gorder, Vice Chair Safarian and Chair Wick.
Absent:	
Also Present:	Senior Assistant City Attorney, Kane Thuyen; Assistant Community Development Director, Fred Ramirez; Planning Manager, Scott Plambaeck; Principal Planner, Daniel Villa; Senior Planner, Vanessa Quiroz; Assistant Planner, Johana Valencia; Senior Transportation Planner, Marcos Fuentes; Intermediate Clerk, Diana Arias.
ANNOUNCEMENTS	None.
ORAL COMMUNICATION	Appear to comment: Joe Pimienta, Dustin Blankenship, Gina M., Emiko Sawanobori Calling in to comment: None.

HEARINGS

1. Project No. 16-0003953; A Request to Adopt

PROJECT DESCRIPTION:
A recommendation that the Planning Commission adopt a Resolution recommending that City Council approve the 2500 North Hollywood Way Dual Brand Hotel Project by 1) Adopting a

a Resolution of the Planning Commission Recommending that The City Council approve a Planned Development, Ten-Year Development Agreement and Development Review for a 420-Room Dual Brand Hotel Project and certifying the Final Environmental Impact Report (EIR) and Mitigation Monitoring Reporting Program (MMRP) and making the California Environmental Quality Act (CEQA) Findings and Statement of Overriding Considerations (SOC) for the Project at 2500 North Hollywood Way.

Resolution certifying the Final Environmental Impact Report (FEIR) for the Project, Adopting a Mitigation Monitoring Reporting Program (MMRP) with a Statement of Overriding Considerations (SOC) and Adopting Findings of Fact Pursuant to the California Environmental Quality Act (CEQA) and; 2) Adopting an Ordinance approving a Planned Development, Ten-Year Development Agreement, and Development Review for a new seven-story, 420-room dual-brand hotel and a separate four-story parking garage. The project site is an 11.76-acre site bounded by Thornton Avenue to the north, Hollywood way to the west and Avon Street to the south. The Burbank2035 General Plan Land Use Designation for the site is Regional Commercial.

ENVIRONMENTAL REVIEW:
Staff prepared an Environmental Impact Report, Mitigation Monitoring Reporting Program (MMRP), the California Environmental Quality Act (CEQA) Findings and Statement of Overriding Considerations (SOC) for the Project.

Meeting Disclosures:
Commissioner Van Gorder disclosed he talked to stakeholders of the project and said he can be an unbiased participant in the public hearing.

Notices Given:
Assistant Community Development Director Ramirez confirmed for the Commission that notices were given per the Burbank Municipal Code requirements.

Written Communication:
Assistant Community Development Director Ramirez stated there were several emails received prior to the hearing.

Staff Report:
Daniel Villa, Principal Planner, presented the project to the Commission.

Applicant Presentation:
Aaron Green, representative of AWH Burbank Hotel II, LLC presented to the Commission.

Public Comment:
Appearing to comment: Jamie Hall, Loosema Hukherdian, Robert McDonald, Pedro Tosscano, Carmeaita Helligan, James Brinc, Mark Scroggs, Desiree Lamp, Alex Perez, Irma Lee, Kurt B. Farmer,

Angela Nalbandia, Rene Castanon de Dios, Robert Balter, Charlie Carnow, Melanie Carroll, Jamie Keyser

Calling in to comment: Shannon

Applicant Response:
Aaron Green and Emily Murray, Council, responded to the comments made.

Staff Comments:
Principal Planner Villa responded to the comments made.

Deliberation:
Vice Chair Safarian made a motion to approve the item, subject to amendments to Conditions of Approval Nos. 16 and 24(c), and to authorize staff to make any non-substantive editorial revisions to the Planning Commission Resolution as deemed necessary by the City Attorney's Office.

The motion was seconded by Commissioner Bennett, and carried 5-0 by roll call vote, to approve Project No. 16-0003953; A Request to Adopt a Resolution of the Planning Commission Recommending that The City Council approve a Planned Development, Ten-Year Development Agreement and Development Review for a 420-Room Dual Brand Hotel Project and certifying the Final Environmental Impact Report (EIR) and Mitigation Monitoring Reporting Program (MMRP) and making the California Environmental Quality Act (CEQA) Findings and Statement of Overriding Considerations (SOC) for the Project at 2500 North Hollywood Way.

REPORTS TO COMMISSION

Planning Manager Plambaeck notified the Commission there will be two public hearing items for the scheduled Planning Commission meeting on October 26, 2026.

APPROVAL OF MINUTES

Commissioner Bennett made motion, seconded by Commissioner Mendez, and carried 5-0 by roll call vote, to approve the minutes for Planning Commission of September 28, 2026.

INTRODUCTION OF ADDITIONAL AGENDA ITEMS

None.

CITY PLANNER COMMENTS	Assistant Community Development Director Ramirez thanked the Commission for their work and feedback.
ADJOURNMENT TO THE PLANNING COMMISSION MEETING OF OCTOBER 26, 2026.	Respectfully Submitted, Secretary of the Planning Commission

Updates to Conditions of Approval

Five changed conditions: 16, 24(c), 42(d), 93, and 127.

Bold = additions.
~~Strikethrough~~ = deletions.

Condition of Approval No. 16
The Applicant shall provide ~~10%~~ **11%** of the **Project's total annual** energy ~~of the Proposed Hotel and Parking Garage~~ **consumption** through an on-site photovoltaic system. ~~This shall be provided to the extent reasonably feasible, as determined by the City's Community Development Department and Burbank Water and Power.~~

Condition of Approval No. 24
The Emission Reduction Features below shall be included as part of the Project. These are not applicable to the improvements existing on the Project Site as of the date of this Approval:

c. The Project shall install solar panels on-site capable of generating ~~10%~~ **11%** of the ~~Proposed Hotel's actual~~ **Project's** annual energy consumption, as described in Condition 16.

Condition of Approval No. 42
Applicant, Hotel Operator and any commercial tenants of the Hotel shall be a member(s) of the Burbank Transportation Management Organization (TMO), shall comply with the applicable requirements of Burbank Municipal Code Sections 10-12132 through 10-12139. Applicant//Hotel Operator/commercial tenants of the Hotel shall participate in all TDM strategies and programs of the TMO, and shall pay any applicable annual membership fee as required by the TMO and/or the City of Burbank. This includes, but is not limited to:

d. Applicant shall, upon request, provide a monthly transit subsidy or transit pass to any employee of the Hotel. The subsidy amount shall be equal to the cost of 75 percent of the cost of a monthly or 30-day Metro TAP pass. Applicant may require evidence of use by the recipient of the transit pass as a condition of receiving the subsidy. The number of transit passes/subsidies offered to employees of the Hotel shall not exceed a number equal to ~~20~~ **25** percent of the total number of employees located at the Hotel. Applicant shall no longer be obligated to provide transit pass subsidies/passes or a transportation coordinator if the Hotel achieves the 38 percent reduction in commute trips as documented by the Hotel annual travel mode survey conducted as part of the TMO.

Condition of Approval No. 93
Per the latest SCA for the Project, it was determined that offsite improvements are necessary to the existing City sewer infrastructure to accommodate the increased sewage flow introduced to the system by the proposed Project. The results of the SCA and SCA Addendum dated September ~~25, 2028~~ **24, 2026** determined that

connection to the sewer system would be granted contingent on the following conditions being met:

[Subsections (a) through (e) remain unchanged.]

f. The Development is required to connect to the City's sanitary sewer system along the reaches marked as 'A' on the map included ~~ib~~ **on** the first page of SCA Rev 3, meaning between maintenance holes (MH) 20-168 to MH 20-250, and MH 20-169 to 20-170.

Condition of Approval No. 127

~~If the Applicant does not install an onsite substation, prior to the issuance of a building permit for the structure the Applicant shall execute a lease agreement with the City of Burbank - Burbank Water and Power ("BWP") which allows BWP to use and access an Applicant-funded solar-ready rooftop and/or upper levels of the parking structure for the installation and maintenance of solar panels to be installed and owned by BWP. At the conclusion of the lease, ownership of all solar panels and ancillary equipment shall be immediately transferred to the Applicant and BWP shall have no obligation to remove or restore the site to its original condition. The lease shall also include space on ground level to accommodate associated solar equipment such as switchgear and battery energy storage. The leased area(s) for solar panels, associated equipment and battery energy storage equipment must be sufficient in size for a system equivalent to at least 10% of the Applicant's total development demand (minimum of 550 kVA AC). The lease shall be for a 99-year period, with total rent equaling $1.00 per lease year to be paid in full upfront by Burbank Water and Power-Electric for a total of $99.00 for the life of the Lease. The Applicant shall coordinate with Burbank Water and Power - Electric and the Community Development Department to determine the extent of infrastructure that needs to be installed by the Applicant so that the building rooftops and upper levels of the parking structure are solar ready and designed to accommodate any future solar panels and battery storage equipment. All power generated from the photovoltaic system on the parking structure shall be owned by the City unless assigned by the City.~~

The Applicant shall install rooftop solar generating equipment and infrastructure (Solar Infrastructure) on-site as further described in this Condition, capable of generating 11% of the Project's annual energy consumption, as described in Condition Nos. 16 and 24c. The Applicant shall provide documentation to the City demonstrating compliance with this requirement prior to issuance of a Certificate of Occupancy.

If the Applicant does not install an onsite substation, upon the issuance of a Certificate of Occupancy for the Project, Burbank Water and Power (BWP) shall immediately have the exclusive option (but not the obligation) for a period of ten (10) years, to lease the rooftop and the battery storage equipment area of the Project's parking structure for a 99-year period, with total rent equaling $1.00 per year to be paid in full upfront by BWP for a total of $99.00 for the life of the Lease, and BWP shall simultaneously purchase the Solar Infrastructure existing on the parking structure at the time of the

Lease's signing (collectively, the Option). The terms and conditions of the Lease and Solar Infrastructure purchase (excluding the purchase price) shall be established in the Electric Service Agreement and finalized prior to the issuance of a Certificate of Occupancy from the City.

For purpose of this Condition, Solar Infrastructure shall be defined as:

The photovoltaic electricity generating facility with an aggregate nameplate capacity of at least 425 kW AC, including PV modules, mounting structures, inverters, combiners, disconnects, wiring, conduits, meters, metering panels, switchgear, transformers, data acquisition systems, and all other associated electrical and mechanical equipment, extending up to and including the point of interconnection with BWP facilities within the electric utility easement.

The Lease shall allow BWP to use, access, and maintain the Solar Infrastructure and to install and maintain an equivalent sized battery energy storage system and related equipment in the battery storage equipment area. The Lease shall allow BWP to connect the Solar Infrastructure to the battery storage equipment area for ease of future installation and modifications. All power generated by the purchased Solar Infrastructure during the Lease term shall be owned by BWP, unless assigned by BWP. At the conclusion of the Lease, all Solar Infrastructure, including any battery energy storage system, shall immediately be transferred to the Applicant in its then-existing condition, and BWP shall have no obligation to remove or maintain it.

Should BWP exercise the Option, BWP shall be responsible for the maintenance and operation of the Solar Infrastructure during the term of the Lease. The Applicant shall remain responsible for the maintenance and capital improvement of the underlying parking structure and any other leased area(s). The purchase price of the Solar Infrastructure shall equal the actual documented cost that the Applicant paid to purchase and install the Solar Infrastructure, and shall not exceed One Million Six Hundred Thousand Dollars US ($1,600,000.00). In the event the actual documented cost the Applicant paid to purchase and install the Solar Infrastructure exceeds One Million Six Hundred Thousand Dollars US ($1,600,000.00), the Applicant and BWP shall renegotiate, in good faith, the purchase price of the Solar Infrastructure to a price that is mutually agreed to by the Applicant and BWP. If the price cannot be mutually agreed upon, BWP may immediately terminate its Option including any resulting Lease or purchase agreement at no cost to BWP.

At BWP's sole discretion, BWP may pay for the purchase of the Solar Infrastructure by providing an equivalent dollar amount to the purchase price in the form of a credit toward the Applicant's Aid-in-Construction Fee within the Electric Service Agreement or by making payment in US dollars. If payment is made in US dollars, it shall be made within 60 days after the effective date of the Lease, unless otherwise mutually agreed to in writing by the Applicant and BWP.

If BWP does not exercise its Option to enter into the Lease and purchase the Solar Infrastructure, the Applicant shall retain ownership of the Solar Infrastructure and shall be responsible for its continued operation and maintenance in accordance with applicable requirements and Condition Nos.16 and 24c. The expiration or non-exercise of BWP's Option shall not relieve the Applicant of its obligations under those conditions.

2500 N. Hollywood Way – Dual Brand Hotel Project

Final Environmental Impact Report

Revised November 2026

Lead Agency:

City of Burbank
Community Development Department
Planning Division
150 North Third Street
Burbank, CA 91502

Prepared by:

De Novo Planning Group
180 E. Main Street, Suite 108
Tustin, CA 92780

De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm

2500 N. Hollywood Way – Dual Brand Hotel Project

Final Environmental Impact Report

LEAD AGENCY: CITY OF BURBANK
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Revised November 2026

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1.0 INTRODUCTION

This Final Environmental Impact Report (Final EIR or FEIR) for the 2500 N. Hollywood Way – Dual Brand Project has been prepared in accordance with the California Environmental Quality Act (CEQA), the guidelines for implementation of the California Environmental Quality Act (State CEQA Guidelines), and the City of Burbank's policies and practices for implementing CEQA.

The City of Burbank (City) is the lead agency for the environmental review of the 2500 N. Hollywood Way – Dual Brand Hotel Project (Project) and has the principal responsibility for approving the Project. The 2500 N. Hollywood Way – Dual Brand Hotel Project (Project) site encompasses approximately 11.76 acres (APN 246-004-015) generally bounded by Thornton Avenue on the north, Hollywood Way on the west, Avon Street on the south and a commercial office campus (Media Studios), comprised primarily of office uses with various onsite support amenities, on the south and east. Implementation of the Project would involve development of a new seven-story dual brand hotel (the Hotel), consisting of approximately 262,338 square feet and a separate, detached four-story parking garage (the Garage). The Garage would consist of 208,040 square feet of valet-only parking, providing up to 766 parking spaces, with an additional 285 parking spaces at grade. The proposed Hotel and Garage would be located within the same parcel as the existing Marriott Hotel. No changes to the existing Marriott Hotel are proposed; existing uses would remain in operation during construction and upon Project completion.

Refer to Section 3.0, *Project Description,* of the Draft EIR for a more comprehensive description of the details of the proposed Project.

1.1 PURPOSE AND INTENDED USES OF THE EIR

CEQA REQUIREMENTS FOR A FINAL EIR

State CEQA Guidelines Section 15132, Contents of Final Environmental Impact Report, requires that a Final EIR consist of the following:

- The Draft EIR or a revision of the draft;
- Comments and recommendations received on the Draft EIR, either verbatim or in summary;
- A list of persons, organizations, and public agencies commenting on the Draft EIR;
- The responses of the lead agency to significant environmental concerns raised in the review and consultation process; and
- Any other information added by the lead agency.

Due to its length and in accordance with State CEQA Guidelines Section 15132(a), the text of the Draft EIR is not included within this document; however, it is incorporated by reference into this Final EIR.

An EIR must disclose the expected environmental impacts, including impacts that cannot be avoided, growth-inducing effects, impacts found not to be significant, and significant cumulative impacts, as well as identify mitigation measures and alternatives to the proposed project that could reduce or avoid its adverse environmental impacts. CEQA requires government agencies to consider and, where feasible,

minimize environmental impacts of proposed projects, and obligates them to balance a variety of public objectives, including economic, environmental, and social factors.

PURPOSE AND USE

The City of Burbank, as the lead agency, has prepared this EIR to provide the public and responsible and trustee agencies with an objective analysis of the potential environmental impacts resulting from development of the proposed Project. The environmental review process enables interested parties to evaluate the proposed Project in terms of its environmental consequences, to examine and recommend methods to eliminate or reduce potential adverse impacts, and to consider a reasonable range of alternatives to the project. While CEQA requires that consideration be given to avoiding adverse environmental effects, the lead agency must balance adverse environmental effects against other public objectives, including the economic and social benefits of a project, in determining whether a project should be approved.

1.2 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR has involved, or will involve, the following general procedural steps:

NOTICE OF PREPARATION

A Notice of Preparation (NOP) (State Clearinghouse No. 2019110032) was distributed to various responsible agencies, trustee agencies, and interested parties. The NOP was distributed on November 4, 2019, with the 30-day public review period concluding on December 4, 2019. The NOP provided preliminary information regarding the anticipated range of impacts to be analyzed within the EIR. In addition, notice of a joint Community Meeting and EIR Scoping Meeting for the Project was included in the NOP.

A joint Community Meeting and EIR Scoping Meeting was held on November 20, 2019 at 6:00 p.m. in the Community Room (Room 104) on the first floor of the Community Services Building at 150 North Third Street in Burbank. The intent of the meeting was to provide interested individuals, groups, and public agencies with information regarding the proposed Project and a forum in which to orally present input directly to the Lead Agency to assist in further refining the intended scope and focus of the EIR, as described in the NOP. The NOP is provided as Appendix A, Notice of Preparation and Recirculated Notice of Preparation, and the NOP comment letters are provided as Appendix B, Notice of Preparation/Recirculated Notice of Preparation Comment Letters of the Draft EIR.

Subsequent to distribution of the 2019 NOP and initiation of the Draft EIR, modifications to the proposed Project occurred, including revisions to the site plan and proposed on- and off-site improvements. A Recirculated NOP was distributed directly to public agencies (including the State Clearinghouse Office of Planning and Research), special districts, and members of the public, who had requested such notice on March 6, 2024, with the 30-day public review period concluding on April 4, 2024.

The purpose of the Recirculated NOP was to provide an updated description of the proposed Project and formally reannounce the preparation of a Draft EIR for the proposed 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 City requested that individuals and agencies provide comment letters and/or input on the Recirculated NOP, which provided preliminary information regarding the anticipated range of impacts to be analyzed within the EIR. In addition, the notice of a joint Informational Meeting and EIR Scoping Meeting for the Project was included in the Recirculated NOP.

A joint Informational Meeting and EIR Scoping Meeting was held via webinar on March 20, 2024 at 6:00 p.m. The intent of the meeting was to provide interested individuals, groups, and public agencies information regarding the updated proposed Project and a forum in which to orally present input directly to the Lead Agency in an effort to assist in further refining the intended scope and focus of the EIR, as described in the Recirculated NOP. The Recirculated NOP is provided as Appendix A, and the Recirculated NOP comment letters are provided as Appendix B of the Draft EIR.

NOTICE OF AVAILABILITY AND DRAFT EIR

The City published a public Notice of Availability (NOA) for the Draft EIR on December 16, 2024, inviting comment from the general public, agencies, organizations, and other interested parties. The Draft EIR was available for public review and comment from December 16, 2024, through January 29, 2025. The NOA was filed with the State Clearinghouse and the County Clerk and was published in a local newspaper pursuant to the public noticing requirements of CEQA. The Draft EIR and Appendices were made available on the City's website and at the following locations:

- City of Burbank, Community Services Building, 1st Floor, Planning Division Public Counter
- 150 North Third Street, Burbank, California 91510 (by appointment only; Principal Planner, Daniel Villa)
- Buena Vista Branch Library, 300 North Buena Vista Street, Burbank, CA 91505
- Burbank Central Library, 110 North Glenoaks Boulevard, Burbank, CA 91502
- Northwest Branch Library, 3323 West Victory Boulevard, Burbank, CA 91505

RESPONSE TO COMMENTS/FINAL EIR

The City received nine (9) comment letters regarding the Draft EIR from public agencies, organizations, and members of the public during the 45-day review period, as identified in Table 2-1 of this Final EIR.

In accordance with CEQA Guidelines Section 15088, Evaluation of Responses to Comments, this Final EIR responds to the written comments received on the Draft EIR. This Final EIR also contains minor edits to the Draft EIR, which are included in Chapter 3.0, Errata to the Draft EIR. This document, as well as the Draft EIR as amended herein, constitute the Final EIR.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The Burbank City Council will review and consider the Final EIR. If the City Council finds that the Final EIR is "adequate and complete," then it may certify it in accordance with CEQA. The rule of adequacy generally holds that an EIR can be certified if:

1) The EIR shows a good faith effort at full disclosure of environmental information; and

2) The EIR provides sufficient analysis to allow decisions to be made regarding the proposed project in contemplation of environmental considerations.

Upon review and consideration of the Final EIR, the City Council may take action to approve, revise, or reject the Project. A decision to approve the proposed Project, for which this EIR identifies significant environmental effects, must be accompanied by written findings in accordance with State CEQA Guidelines Sections 15091, Findings and 15093, Statement of Overriding Considerations.

A Mitigation Monitoring and Reporting Program, as described below, would also be adopted in accordance with Public Resources Code Section 21081.6(a) and CEQA Guidelines Section 15097, Mitigation Monitoring or Reporting, for mitigation measures that have been incorporated into or imposed upon the proposed Project to reduce or avoid significant effects on the environment. This Mitigation Monitoring and Reporting Program has been designed to ensure that these measures are carried out during Project implementation, in a manner that is consistent with the EIR.

1.3 ORGANIZATION OF THE FINAL EIR

This Final EIR has been prepared consistent with Section 15132 of the State CEQA Guidelines, which identifies the content requirements for Final EIRs. This Final EIR is organized in the following manner:

SECTION 1.0 – INTRODUCTION

Section 1.0 briefly describes the purpose of the environmental evaluation, identifies the lead agency, summarizes the process associated with preparation and certification of an EIR, and identifies the content requirements and organization of the Final EIR.

SECTION 2.0 – COMMENTS ON DRAFT EIR AND RESPONSES

Section 2.0 provides a list of commenters, copies of written comments made on the Draft EIR (coded for reference), and responses to those written comments.

SECTION 3.0 – ERRATA TO THE DRAFT EIR

Chapter 3.0 consists of minor revisions or errata to the Draft EIR.

SECTION 4.0 – MITIGATION MONITORING AND REPORTING PROGRAM

Chapter 4.0 consists of a Mitigation Monitoring and Reporting Program (MMRP). The MMRP is presented in a tabular format that presents the impacts, mitigation measures, responsibility, timing, and verification of monitoring.

2.0 COMMENTS ON DRAFT EIR AND RESPONSES

In accordance with State CEQA Guidelines Section 15088, the City of Burbank (City), as the lead agency, has evaluated the comments received on the 2500 N. Hollywood Way – Dual Brand Hotel Project Draft Environmental Impact Report (Draft EIR) (State Clearinghouse No. 2019110032).

2.1 LIST OF COMMENTERS

Table 2-1, *List of Commenters*, lists the comments on the Draft EIR that were submitted to the City during the 45-day public review period. The assigned comment letter, letter author, affiliation, if presented in the comment letter or if representing a public agency, and letter date are also listed.

Table 2-1
List of Commenters

Response Letter	Individual or Signatory	Affiliation	Date
1	Richard Drury	Lozeau Drury LLP On behalf of Supporters Alliance for Environmental Responsibility (SAFER)	1/15/2025
2	Jeremy Herwitt	Mitchell M. Tsai Law Firm On behalf of Western States Regional Council of Carpenters (WSRCC)	1/13/2025
3	Kevin Finkel	Los Angeles County Airport Land Use Commission	1/29/2025
4	Joshua Christensen	WSRCC	1/27/2025
5	Robert Bisno	Law Offices of Robert H. Bisno On behalf of Hollywood Way SHG, LLC	1/20/2025
6	Jordan Sisson	Law Office of Jordan R. Sisson On behalf of UNITE HERE Local 11	1/29/2025
7	Jamie Keyser	Burbank Chamber of Commerce	1/27/2025
8	Anthony Higgins	California Department of Transportation (Caltrans), District 7	1/27/2025
9	Sheila Sannadan	Adams Broadwell Joseph & Cardozo On behalf of Coalition for Responsible Equitable Economic Development Los Angeles (CREED LA)	1/17/2025

2.2 COMMENTS AND RESPONSES

REQUIREMENTS FOR RESPONDING TO COMMENTS ON A DRAFT EIR

CEQA Guidelines Section 15088 requires that lead agencies evaluate comments on the environmental issues received from persons who reviewed the Draft EIR and respond to comments raising significant environmental issues received during the noticed comment period. The written response must address the significant environmental issues raised and be detailed, especially when specific comments or

suggestions (e.g., additional mitigation measures) are not accepted. In addition, the written response must be a good faith and reasoned analysis. The level of detail contained in the response may correspond to the level of detail provided in the comment; a general response may be appropriate. Lead agencies only need to respond to significant environmental issues associated with the project and do not need to provide all the information requested by the commenter as long as a good faith effort at full disclosure is made in the EIR (CEQA Guidelines Section 15204(a)).

CEQA Guidelines Section 15204, Focus of Review, recommends that commenters provide detailed comments that focus on the sufficiency of the Draft EIR in identifying and analyzing the possible environmental impacts of the project and ways to avoid or mitigate the significant effects of the project and that commenters provide evidence supporting their comments. Pursuant to CEQA Guidelines Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

CEQA Guidelines Section 15088 also recommends that revisions to the Draft EIR be noted as a revision in the Draft EIR or as a separate section of the Final EIR.

RESPONSES TO COMMENT LETTERS

Written comments on the Draft EIR are reproduced on the following pages, along with responses to those comments. To assist in referencing comments and responses, the following coding system is used:

- Each comment letter is numbered (i.e., Letter 1), each comment within each letter is numbered (i.e., 1-1, 1-2, etc.), and each response is numbered correspondingly (i.e., 1-1, 1-2, etc.).

LOZEAU DRURY LLP
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1939 Harrison Street, Ste. 150
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www.lozeaudrury.com
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Via Email

January 15, 2025

Daniel Villa, Principal Planner
Planning Division
Community Development Department
City of Burbank
150 North Third Street
Burbank, CA 91502
dvilla@burbankca.gov

Re: Comment on Draft Environmental Impact Report, 2500 N. Hollywood Way – Dual Brand Hotel Project

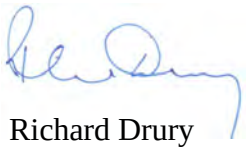
Dear Mr. Villa: 1-1

This comment is submitted on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") regarding the Draft Environmental Impact Report ("DEIR") prepared for the 2500 N. Hollywood Way – Dual Brand Hotel Project, which proposes development of a new seven-story dual brand hotel consisting of approximately 262,338 square feet and a separate, detached four-story parking garage on a portion of the 11.76-acre site generally bounded by Thornton Avenue, Hollywood Way, and Avon Street in the City of Burbank, California ("Project").

SAFER is concerned that the DEIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's impacts. SAFER requests that the Community Development Department address these shortcomings in a revised draft environmental impact report ("RDEIR") and recirculate the RDEIR prior to considering approvals for the Project. 1-2

SAFER reserves the right to supplement these comments during the administrative process. *Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal. App. 4th 1109, 1121 (1997).

Sincerely,



Richard Drury
Lozeau Drury LLP

Responses to Comment Letter 1

Richard Drury
Lozeau Drury LLP
January 15, 2025

Response 1-1

This introductory paragraph identifies the commenter as representing SAFER and summarizes the proposed Project. The comment does not contain any information requiring changes to the Draft EIR. No further response is warranted.

Response 1-2

This comment makes a vague and unsubstantiated statement that the Draft EIR fails as an informational document and that a revised Draft EIR should be recirculated. There are no reasons provided to support the commenter's assertion. The commenter further indicates that they are reserving their right to supplement their comments during the administrative process. The comment does not contain any information requiring changes to the Draft EIR. No further response is warranted.

P: (626) 314-3821
F: (626) 389-5414
E: info@mitchtsailaw.com

Mitchell M. Tsai
Law Firm

139 South Hudson Avenue
Suite 200
Pasadena, California 91101

VIA E-MAIL

January 13, 2025

Daniel Villa
Principal Planner
City of Burbank
150 North Third Street
Burbank, CA 91502
Em: DVilla@burbankca.gov

RE: City of Burbank's Marriott Hotel Expansion Project (Project No. 16-0003953; SCH#: 2019110032); 1/13/25 PC Hearing, Agenda item 2

Dear Daniel Villa:

2-1

On behalf of the Western States Regional Council of Carpenters ("**Western Carpenters**" or "**WSRCC**"), my Office is submitting these comments for the City of Burbank's January 13, 2025, Planning Commission Meeting addressing the Marriott Hotel Expansion Project located at 2500 North Hollywood Way ("**Project**").

WSRCC would like to express its support for this Project. After further reviewing this Project, WSRCC believes that the Project will benefit the environment and the local economy by practicing protocols that will protect worker health and safety and will incorporate adequate environmental mitigation.

Should the City have any questions or concerns, the City should feel free to contact my office.

Sincerely,

Jeremy Herwitt
Attorneys for Western States Regional Council of Carpenters

Response to Comment Letter 2

Jeremy Herwitt
Mitchell Tsai LLP
Attorneys for Western States Regional Council of Carpenters
January 13, 2025

Response 2-1

The introductory paragraph identifies the commenter as representing the WSRCC and summarizes the proposed Project. This comment further goes on to express support for the proposed Project. The comment does not contain any information requiring changes to the Draft EIR. No further response is warranted.

LOS ANGELES COUNTY AIRPORT LAND USE COMMISSION

DAVID W. LOUIE
Chair

ELVIN W. MOON
Vice Chair

YOLANDA DUARTE-WHITE
Commissioner

PAM O'CONNOR
Commissioner

MICHAEL R. HASTINGS
Commissioner

January 29, 2025

Daniel Villa, Principal Planner
Community Development Department
Planning Division
150 North Third Street
Burbank, California 91510

SUBJECT: NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT ("EIR") FOR 2500 N. HOLLYWOOD WAY – DUAL BRAND HOTEL PROJECT

Thank you for the opportunity to comment on the Notice of Availability of a Draft EIR for 2500 N. Hollywood Way – Dual Brand Hotel Project ("Proposed Project"). Staff of the Los Angeles County Airport Land Use Commission ("ALUC") have reviewed the environmental document and have the following comments. 3-1

The Proposed Project is located on a parcel that is partially within the Burbank Airport Influence Area ("AIA"). According to the environmental document and associated plans, no new construction will occur within the AIA. Typically, no review would be required in cases where no construction will occur within an AIA. However, the Proposed Project also includes zone change. As such, the Proposed Project is subject to ALUC review.

In accordance with the California Public Utilities Code, Section 21676(b), prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation, within a planning boundary established by the airport land use commission, the local agency shall first refer the proposed action to the ALUC for a consistency determination.

ALUC review shall occur after a jurisdiction has taken preliminary action, such as through the Planning Commission's initial approval, but before the City Council considers the project for final approval. All project information should be filed with the Los Angeles County Department of Regional Planning. 3-2

The types of potential airport impacts that the ALUC considers are: 1) Exposure to aircraft noise; 2) Land use safety – the risks, both to people on the ground and the occupants of aircraft, associated with aircraft accidents near airports; 3) Protection of airport airspace from hazards to flight; and 4) General concerns, especially annoyance, related to aircraft overflights.

A pre-consultation with ALUC staff is recommended before the formal submission of project materials, which can be arranged by sending an email to 3-3

LOS ANGELES COUNTY AIRPORT LAND USE COMMISSION

DAVID W. LOUIE
Chair

ELVIN W. MOON
Vice Chair

YOLANDA DUARTE-WHITE
Commissioner

PAM O'CONNOR
Commissioner

MICHAEL R. HASTINGS
Commissioner

aluc@planning.lacounty.gov. 3-3 cont'd

For additional information on project submittal materials, please visit our webpage at: http://planning.lacounty.gov/aluc. 3-4

If you have any questions regarding this matter, please contact Bryan S. Moller at (213) 893-7411 or via email at bmoller@planning.lacounty.gov.

Sincerely,

DEPARTMENT OF REGIONAL PLANNING
Amy J. Bodek, AICP
Director of Regional Planning

Kevin Finkel, Supervising Regional Planner
Operations and Major Projects Section / ALUC Staff

Responses to Comment Letter 3

Kevin Finkel, Supervising Regional Planner
Los Angeles County Airport Land Use Commission
January 29, 2025

Response 3-1

This comment is introductory in nature and describes that the Los Angeles County Airport Land Use Commission (ALUC) has reviewed the Draft EIR for the proposed Project, identifying that it is located partially within the Burbank Influence Area (AIA). As indicated by the ALUC, typically, their review would not be required since no construction would occur within the AIA; however, because there is a proposed zone change, the proposed Project would subject to ALUC review, in accordance with California Public Utilities Code Section 21676(b). The comment does not contain any information requiring changes to the Draft EIR. No further response is warranted.

Response 3-2

This comment describes the ALUC review process discussed under Impact LU-1 on page 5.8-19 of the Draft EIR, and the types of potential impacts that the ALUC considers, including exposure to aircraft noise (discussed under Impact NOI-3 of the Draft EIR) and land use safety and hazards (discussed under Impact HAZ-3 of the Draft EIR). The comment does not contain any information requiring changes to the Draft EIR. No further response is warranted.

Response 3-3

This comment recommends pre-consultation with ALUC staff prior to formal submission of Project information, including the contact information to arrange consultation. The comment does not contain any information requiring changes to the Draft EIR. No further response is warranted.

Response 3-4

This comment includes additional contact information and a conclusion to the letter, with direct contact details for ALUC staff. The comment does not contain any information requiring changes to the Draft EIR. No further response is warranted.

CARPENTERS LOCAL UNION NO. 661

AFFILIATED WITH WESTERN STATES REGIONAL COUNCIL OF CARPENTERS

Joshua Christensen
Vice President

Josh Raper
President

Joe Fuchs
Financial Secretary

January 27, 2025

To: Daniel Villa, Principal Planner
Community Development Department
Planning Division
150 North Third Street
Burbank, CA 91510

From: Western States Regional Council of Carpenters

Subject: 2500 N. Hollywood Way – Dual Brand Hotel Project

4-1

Dear Mr. Villa:
The Western States Regional Council of Carpenters strongly supports the proposed dual-brand hotel and accompanying parking structure at 2500 North Hollywood Way.
We are excited to see this important project move forward as it will not only bolster Burbank's local economy by bringing in more tourism dollars, but it will also supply good, local, skilled workforce jobs.
In Burbank, we are proud to partner with John Burroughs High School to run a Carpenters training program that provides pathways to good job opportunities for Burbank's youth, and we look forward to this project getting approved as soon as possible so we can present it as an opportunity to new graduates and do our part to keep local jobs local.
We look forward to your consideration and recommendation of approval once the City completes its environmental review process, and we look forward to seeing this exciting hotel getting built and strengthening the City of Burbank.
Thank you for your time and consideration.
Sincerely,

Joshua Christensen
Team Lead
Western State Regional Council of Carpenters
JChristensen@wscarpenters.org

Response to Comment Letter 4

Joshua Christensen, Team Lead
Western States Regional Council of Carpenters
January 27, 2025

Response 4-1

This comment expresses general support for the proposed Project. The comment does not contain any information requiring changes to the Draft EIR. No further response is warranted.

COMMENT LETTER 5

Law Offices of Robert H. Bisno
14820 Mulholland Dr.
Los Angeles, CA 90077
Tel:(310) 488-0110 Fax:(310) 277-3787
Email: rhbisno@gmail.com

January 20, 2025

Mr. Daniel Villa,
Senior Planner, Planning Department
City of Burbank
275 East Olive Avenue
Burbank, CA 91502
Sent by US Mail and Email: *dvilla@burbankca.gov*

RE: 2500 N. HOLLYWOOD WAY–DUAL BRAND HOTEL PROJECT
PUBLIC REVIEW DRAFT ENVIRONMENTAL IMPACT REPORT [“DEIR”]

5-1

Dear Mr. Villa;

This office represents Hollywood Way SHG, LLC, the owner of 2550 N. Hollywood Way, Burbank, CA 91505, the adjacent property (“Office Parcel” or Office Building”) and as such provides the following comments to the “Dual Brand Hotel Project” DEIR. As you are aware the [Proposed} Project described in the DEIR, makes material and detrimental changes to the parking rights of the Office Parcel and negatively impacts several other rights of the Office Parcel, all protected by a Reciprocal Easement Agreement (“REA”) between 2500 Hollywood Way and the Office Parcel and the current zoning.

This letter provides comments and details where additional studies must be made and where additional information must be provided.

Nothing herein limits the rights of the Office Parcel to assert their rights under the REA and/or California law.

5-2

OVERVIEW

The following is not intended to be a comprehensive list of failures or shortcomings of the DEIR, only those which were identified in the short period of time available to review the DEIR. Consultants for each specialty were not able to review the DEIR also due to time constraints.

The Office Parcel believes the DEIR is deficient for the following (and likely more) reasons.

1. The DEIR fails to study the limitations of the REA, which, unless amended with the consent of the owners of the Office Parcel, prohibits any portion of the additional building and/or uses as proposed for 2500 N. Hollywood Way.
2. More specifically, the DEIR fails to study the detrimental impact to the parking of the Office Building.
3. The DEIR fails to study relocating the two *[proposed]* Hotels and Parking Structure to the East of the Convention Center, distant from Thornton Ave. This is a failure of Section 1.5 Summary of Project Alternatives, Alternatives Considered But Rejected "Alternative Site" Alternative. Relocating the 2 [proposed] Hotels and Parking Structure must be studied as a Project Alternative and legally sufficient reasons must be provided if the alternative of relocating the two [proposed] Hotels and Parking Structure to the East of the Convention Center, distant from the Office Parcel is not approved by the City and the Applicant.
4. The Parking Study by Walker Consultants is deficient as it fails to study the parking requirements of tenants employing medical uses of the Office Parcel, which medical uses absolutely require significantly more parking than is currently used on the Office Parcel. This is current work in process by the Office Parcel which was not consulted by Walker Consultant. The Parking Study is further deficient as it fails to take into account that the occupancy of the Office Building located on the Office Parcel, like offices nationwide, is significantly lower than the historic occupancy of the Office Parcel. The combination of an increase in the number of tenants having medical uses (which require significantly more parking spaces than other office tenants) as is the current focus

5-3

5-4

5-5

5-6

and practice of the Office Parcel in and of itself creates substantially more demand than addressed in the Parking Study. The process of leasing to additional and various medical uses is currently being practiced by the Office Building. When the addition of tenants having medical uses, therefore requiring more parking, is combined with the tenancy of the Office Parcel increasing to historical levels, neither of which is studied by the Parking Study, the deficiencies of the Parking Study is further revealed. The Parking Study is further deficient as it has internal inconsistencies and fails to accurately reflect existing conditions where 2500 N. Hollywood Way currently complains of not enough parking with the current hotel buildings. The parking Study is further deficient as it fails to study the massive parking requirements and related pollution and other negative impacts when 2500 N. Hollywood Way hosts its large conventions. 5-6 cont'd 5-7 5-8

5. The DEIR fails to study the reduction of view corridors from the Office Building. This must be studied. 5-9
6. The DEIR fails to study the negative economic impacts that are caused by the Project including the loss of value to the Office Building as the negative impacts are coupled with other negative impacts. 5-10
7. The DEIR Section 8 fails to study PD 89-1 and the REA fully enforceable agreements joining 2550 Hollywood Way with the Office Building. 5-11
8. Because the DEIR fails to study that which is required the DEIR study of Cumulative Effects fails. 5-12
9. The Parking Study is more of a document not clear on deficiencies of parking for the {proposed] Project than an actual study that clearly defines how the proposed parking differs from the parking required under City Parking Requirements. The Parking Study must be revised to inform the public and the decisionmakers of the absolutely huge underparked situation the proposed Project will create when compared to the City's parking Requirements. 5-13
10. Even under SB 743 (Public Resources Code Section 21099(d, if the reduction in parking or changes in traffic patterns due to a project create other significant environmental impacts, these must be studied in the DEIR.

5-14

ANALYSIS

1. **The DEIR fails to study the limitations of the REA, which, unless amended with the consent of the owners of the Office Parcel, prohibits any portion of the additional building and/or uses as proposed for 2500 N. Hollywood Way.**

The DEIR concedes in Section 2.1 *"Purpose of the EIR, The purpose of this Environmental Impact Report (EIR) is to review the existing conditions, analyze potential environmental impacts, and identify feasible mitigation measures to avoid or lessen the Project's potentially significant effects. This EIR addresses the Project's environmental effects, in accordance with CEQA Guidelines Section 15161. As referenced in the CEQA Guidelines Section 15121(a), as an information document, the EIR will:*

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

Having acknowledged the requirement of an EIR the DEIR fails to consider the absolute wall provided by the REA unless consensually amended by the Office Parcel.

Clover Valley Foundation v. City of Rocklin (2011) 197 Cal.App.4th 200,219,

"Without accurate and complete information pertaining to ***the setting of the project and surrounding uses,*** *it cannot be found that the [EIR] adequately investigated and discussed the environmental impacts of the development project.' (Ibid.)" (Cadiz Land Co. v. Rail Cycle (2000) 83 Cal.App.4th 74, 87, 99 Cal.Rptr.2d 378 (Cadiz Land Co.).)"*

See also, § 26:15. Contents of the environmental impact report—General requirements Miller and Starr California Real Estate 4th • 8 Cal. Real Est. § 26:15 (4th ed.)

5-15

The DEIR fails to study the current zoning, PD 89-1, also shown in the REA.

5-16

The reciprocal parking rights of the Office Parcel are referenced but not at all studied in the DEIR.

5-16 cont'd

DEIR Section 3.1 last paragraph, "*proposed Project. A reciprocal parking and access agreement exists between the owners of the Project site and 2550 N. Hollywood Way...*"

1. Regulations: • 14 CCR § 15125(d) specifies that an EIR must discuss any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans**, including zoning ordinances**.

5-17

2. **More specifically, The DEIR fails to study the detrimental impact to the parking of the Office Building.**

   The DEIR 3-13, "The Garage, SE Lot, and Parking Plans" contains no mention of the easement rights in favor of the Office Parcel.

   Studying the detrimental effects on the Office Building is a requirement of an EIR, Taxpayers for Accountable School Bond Spending v. San Diego Unified School Dist. (2013) 215 Cal.App.4th 1013, 1050,1054,

"***Contrary to District's assertion, CEQA does not provide that a project's direct impact on parking cannot constitute a significant impact on the physical environment.*** *In support of its assertion, District cites language from San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (2002) 102 Cal.App.4th 656, 125 Cal.Rptr.2d 745 (SFUDP), which states:*

"[T]here is no statutory or case authority requiring an EIR to identify specific measures to provide additional parking spaces in order to meet an anticipated shortfall in parking availability. The social inconvenience of having to hunt for scarce parking spaces is not an environmental impact; the secondary effect of scarce parking on traffic and air quality is. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. An EIR need only address the secondary physical impacts that could be triggered by a social impact. (Guidelines, § 15131, subd. (a).)

"Thus, the EIR correctly concluded that '[p]arking shortfalls relative to demand are not considered significant environmental impacts in the urban context of San Francisco. Parking deficits are an inconvenience to drivers, but not a significant physical impact on the environment.' (Italics added.) The EIR then

5-17 cont'd

fulfilled its CEQA-mandated purpose by identifying ways in which the secondary environmental impacts resulting from the projected parking deficits could be mitigated, in keeping with the specific environmental strictures imposed by the City's own transit-first policy." (SFUDP, at p. 697, 125 Cal.Rptr.2d 745.)

1051 District argues that under SFUDP the parking shortage created by the Project is merely a "social inconvenience," and cannot constitute a significant physical impact on the environment. However, as Taxpayers argues, that language from SFUDP is likely dicta because the court alternatively concluded there was substantial evidence to support the EIR's conclusion that proposed measures to mitigate the parking shortage were adequate. (Id. at pp. 696–698 & fn. 24, 125 Cal.Rptr.2d 745.) Furthermore,* ***SFUDP's language applied only to the special circumstances in that case in which there was a strong public policy, reflected in a city ordinance, against providing private off-street parking to encourage the use of public transit**.24 (**479 SFUDP,supra, 102 Cal.App.4th at pp. 696–698 & fn. 24, 125 Cal.Rptr.2d 745.)* ***In any event, we disagree with the broad statement made in SFUDP that a parking shortage is merely a social inconvenience and can never constitute a primary physical impact on the environment****. As Taxpayers notes, cars and other vehicles are physical objects that occupy space when driven and when parked. Therefore, whenever vehicles are driven or parked, they naturally must have some impact on the physical environment. The fact that a vehicle's impact may be only temporary (e.g., only so long as the vehicle remains parked) does not preclude it from having a physical impact on the environment around it.* ***Therefore, as a general rule, we believe CEQA considers a project's impact on parking of vehicles to be a physical impact that could constitute a significant effect on the environment.***

5-18

Although the Guidelines apparently do not specifically list parking as one of the potential impacts that must be addressed in an initial study or EIR, ***the Guidelines do not set forth an exclusive list of all potential impacts that must be addressed.25 Rather, they provide a sample list of those impacts of projects that are most common and should be addressed by lead agencies.*** *(See, e.g., Guidelines, append. G.) The Guidelines expressly advise: "Substantial evidence of potential impacts that are not listed on this form*

5-18 cont'd

*must also be *1052 considered." (Guidelines, append. G.) Furthermore, the Guidelines include a section on transportation and traffic, which issues presumably include parking issues even though parking is not expressly listed. (Guidelines, append. G, § XVI.) We reject SFUDP's language, quoted above, and are unpersuaded by its reasoning. Therefore, we decline to apply it in the circumstances of this case.*

5-19

*Furthermore, **regardless of whether parking is considered a primary or secondary impact of a project, a project's impact on parking generally should be studied for any potential impact on the environment. "CEQA requires a governmental agency [to] prepare an environmental impact report (EIR) whenever it considers approval of a proposed project that 'may have a significant effect on the environment.'** ([Pub. Resources Code,] § 21100, italics added.)" (Quail Botanical Gardens Foundation, Inc. v. City of Encinitas, supra, 29 Cal.App.4th at p. 1601, 35 Cal.Rptr.2d 470.) CEQA does not limit consideration of a project's effects on the environment to only those that are "direct" or "primary." The Guidelines define "[s]ignificant effect on the environment" as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment**. ***A social or economic change related to a physical change may be considered in determining whether the physical change is significant."** (Guidelines, § 15382, italics added.) If a project causes a direct or indirect adverse change in a physical condition in an area, any social impact on humans related to that physical change may be considered by a lead agency in determining whether the physical change is "significant" under CEQA. (Guidelines, §§ 15360 [significant effects may be either direct or indirect], 15064, subd. (e) **["If the physical change causes adverse economic or social effects on people, those adverse effects may be used as a factor in determining whether the physical change is significant."]**; see also Pub. Resources Code, § 21065 [defining a "project" as an activity that may cause "either a direct physical change in the *1053 environment, or a reasonably foreseeable indirect physical change in the environment"].) The Guidelines define the*

5-20

"environment" as "the physical conditions which exist within the area which will be affected by a proposed project ... [and] includes both natural and man-made conditions." (Guidelines, § 15360; see Pub. Resources Code, § 21060.5.)

Vehicles, whether driven or parked, in effect constitute man-made conditions and therefore may constitute physical conditions in an area that may be affected by a proposed project, thereby requiring a lead agency to study whether a project's impact on parking may cause a significant effect on parking and thus the environment. Furthermore, to the extent the lack of parking affects humans, that factor may be considered in determining whether the project's effect on parking is significant under CEQA. (Cf. Guidelines, § 15064, subd. (e) [overcrowding of a public facility that causes an adverse effect on people may be regarded as a significant effect].)

Based on our review of the record in this case, District did not properly study the question of whether the Project may have a significant effect on parking in the area. Initially, it did not properly establish a baseline attendance number to which it could compare the expected attendance on completion of the Project, which comparison would ultimately allow it to consider the nature and scope of the Project's adverse change on parking in the area. ***The record includes extensive evidence (e.g., letters and photographs) from residents in the area showing the Project may have an adverse effect on parking. The personal observations and opinions of local residents on the issue of parking in the area may constitute substantial evidence that a project may have a significant impact on parking and thus the environment****. (Cf. Mejia,supra, 130 Cal.App.4th at p. 339, 29 Cal.Rptr.3d 788; **481 Architectural Heritage,supra, 122 Cal.App.4th at pp. 1117–1118, 19 Cal.Rptr.3d 469; Arviv Enterprises, Inc. v. South Valley Area Planning Com. (2002) 101 Cal.App.4th 1333, 1347, 125 Cal.Rptr.2d 140.)*

5-20 cont'd

3. **The DEIR fails to study relocating the two Hotels to the East of the Convention Center. This is a failure of Section 1.5 Summary of Project Alternatives, Alternatives Considered But Rejected "Alternative Site" Alternative.**

5-21

The Office Building owner advised the owner of 2500 N. Hollywood Way that they would like to have the 2 Hotels moved East of the Convention Center. This location, or any other location for the buildings and parking structures was not studied in the DEIR. Exhibit A, included herewith provides where the Hotel buildings and parking structure should be located, or at a minimum, studied.

Relocating the 2 [proposed] Hotels and Parking Structure, as set forth above, would result in a far superior Project as it would mitigate many of the concerns and objections of the Office Parcel. I attach hereto a site plan taken from the DEIR where I have outlined the area the Office Parcel believes must be studied and approved. I believe the area I have outlined has approximately the same land area as is the currently proposed Project.

5-21 cont'd

4. **The Parking Study by Walker Consultants is deficient as it fails to study the parking requirements of medical uses of the Office Parcel, which medical uses require significantly more parking than is currently used on the Office Parcel. The Parking Study is further deficient as it fails to take into account that the occupancy of the Office Parcel, like offices nationwide, is lower than the historic occupancy of the Office Parcel. The Parking Study is further deficient as it has internal inconsistencies and fails to accurately reflect existing conditions where 2500 N. Hollywood Way currently complains of not enough parking with the current hotel buildings. The parking Study is further deficient as it fails to study the massive parking requirements and related pollution and other negative impacts when 2500 N. Hollywood Way hosts its large conventions.**

5-22

The Parking Study evades any mention of the growing medical uses within the Office Building and turns a blind eye to the fact that the occupancy of the Office Building is at historic lows, mirroring office occupancy across the country.

The combination of an increase in the number of tenants having medical uses (which require significantly more parking spaces than other office tenants) as is the current focus and practice of the Office Parcel in and of itself creates substantially more demand than addressed in the Parking Study.

When the addition of tenants having medical uses, therefore requiring more parking, is combined with the tenancy of the Office Parcel increasing to historical levels, neither of which is studied by the Parking Study, the deficiencies of the Parking Study is further revealed. The process of leasing to additional and various medical uses is currently being practiced by the Office Building. Apparently no effort was made to contact representatives of the Office Building to get any of this information. I invite Walker Consultants to meet with my client for further information on this, should Walker Consultants wish such a meeting. Please see above in the Overview Section for further information. 5-22 cont'd

Furthermore, the Parking Study makes a reader search for a needle in a haystack to see the extraordinary deficiency of parking spaces for the proposed project compared to the current parking requirements of the City of Burbank. This amounts to a whitewash. 5-23

The Parking Study fails to study the widening of Marriott Drive as to its impact on the Office Building's parking and traffic circulation 5-24

From DEIR Section 1.2 paragraph 4 therein

"Between the Hotel and the convention center, Marriott Drive would be widened to maintain existing access to the Office Parcel parking lot, as well as optimizing the drive aisles in front of the convention center for loading and unloading guests and to facilitate more efficient parking management during events."

According to the Walker Parking report the new 420 room Hotel is required to have 494 parking spaces. Also, according to the same report, the existing hotel with 488 rooms was using 745 parking spaces (without Office Building's 105 shared spaces) under the current condition but always complaining about its insufficiencies. Even if you accept the existing condition as satisfactory, which is an incorrect assumption, should not be used and if used will be challenged as intentionally misleading, with a new Hotels they should have a minimum of 745 + 494 = 1,239 parking spaces available at all times or if using recommended supply of 85% (per page 40 of report), 1,053 parking spaces should be available for both old and new Hotel uses, without access to the shared parking spaces. Furthermore, the Hotel Study must study the 5-25

peak parking requirements of the [proposed] Project, cumulative with the current hotels, when the huge conventions hosted by 2500 Hollywood Way (slated to increase in scope and number) occur. Parking at these time will require substantial valet or otherwise transportation to offsite locations, triggering a gaggle of negative environmental impacts. 5-25 cont'd

An EIR must study the reduction of view corridors of neighboring properties by providing a detailed description of the existing physical conditions, assessing the project's impact on scenic vistas, and including visual depictions and discussions of anticipated impacts. The EIR must also respond to public comments and include feasible mitigation measures to address significant visual impacts (Clover Valley Foundation v. City of Rocklin (2011)197 Cal.App.4th 200) 5-26

An EIR must focus on the secondary effects of parking issues, such as traffic congestion and air quality, rather than the parking shortage itself (Covina Residents for Responsible Development v. City of Covina, 21 Cal.App.5th (2018) 712. The DEIR fails to do this. 5-27

5. The DEIR fails to study the reduction of view corridors from the Office Building. This must be studied 5-28

See Save Our Capitol! v. Department of General Services (2023) 87 Cal.App.5th 655; Hilltop Group, Inc. v. County of San Diego (2024) 99 Cal.App.5th 890 (2024); Clover Valley Foundation v. City of Rocklin (2011) 197 Cal.App.4th 200.

6. The DEIR fails to study the negative economic impacts that are caused by the Project including the loss of value to the Office Building as the negative impacts are coupled with other negative impacts. 5-29

Under the California Environmental Quality Act (CEQA), an EIR must include a detailed analysis of the significant environmental effects of a proposed project, including the potential negative impacts on neighboring properties. This requirement is supported by several legal principles and case law.

5-29 cont'd

The scope and detail of an EIR's discussion of a project's environmental setting must allow the reader to assess and analyze the project's potential impacts (League to Save Lake Tahoe Mountain etc. v. County of Placer (2022) 75 Cal.App.5th 63. This includes the impacts on neighboring properties.

5-30

Public and Decision-Maker Information: An EIR must provide sufficient detail to enable those who did not participate in its preparation to understand and consider meaningfully the issues raised by the proposed project (Sierra Club v. County of Fresno, 6 Cal.5th (2018) 502.

This ensures that both the public and decision-makers are fully informed about the potential negative impacts on neighbors.

5-31

Mitigation Measures: An EIR must include a meaningful discussion of feasible mitigation measures to reduce the project's adverse environmental effects (Natural Resources Defense Council, Inc. v. City of Los Angeles, 98 Cal.App.5th (2023) 1176. This includes measures that address the negative impacts on neighboring properties.

5-32

Comparative Environmental Effects: The EIR must discuss the comparative environmental effects of a range of reasonable alternatives to the proposed project, including a "no project" alternative, and the cumulative impact of the project's various environmental effects (Natural Resources Defense Council, Inc. v. City of Los Angeles, 98 Cal.App.5th (2023) 1176. This analysis should consider the negative impacts on neighboring properties.

5-33

Significant Effects and Mitigation: Public agencies should not approve projects if there are feasible alternatives or mitigation measures available that would substantially lessen the significant environmental effects of such projects (West's Ann.Cal.Pub.Res.Code § 21002). This includes considering the negative impacts on neighboring properties and identifying ways to mitigate those impacts.

5-34

Purpose of EIR: The purpose of an EIR is to provide detailed information about the effect a proposed project is likely to have on the environment, list ways to minimize significant effects, and indicate alternatives to the project (Banning Ranch Conservancy v. City of Newport Beach (2017) 2 Cal.5th 918.

5-34 cont'd

South of Market Community Action Network v. City and County of San Francisco, 33 Cal.App.5th (2019) 321. This comprehensive analysis includes the negative impacts on neighboring properties.

Based on the above, an EIR must study and address the negative costs of projects to neighbors, ensuring that all significant environmental effects, including those on neighboring properties, are adequately analyzed and mitigated where feasible.

5-35

7. The DEIR Section 8 fails to study PD 89-1 and the REA fully enforceable agreements joining 2550 Hollywood Way with the Office Building

The DEIR Section 8, LAND USE AND PLANNING, goes radio silent in failing to recognize PD 89-1 and the REA. Therefore the list of Mitigations is also insufficient. This omission causes the DEIR in and of itself, to be insufficient. The expiration of the Development Agreement has no effect on the Zoning of the Property, which was created by contract and specifically requires all parties to the contract agree to any change. The violation of the REA will result in significant legal exposure to the City of Burbank. PD 89-1 and the REA must be analyzed in light of the proposed Project.

5-36

8. Because the DEIR fails to study that which is required the DEIR study of Cumulative Effects fails

If any portion of the DEIR is insufficient the DEIR fails to correctly study the cumulative effects

4.0 BASIS OF CUMULATIVE ANALYSIS CEQA Guidelines Section 15355 defines cumulative impacts as follows: “Cumulative impacts” refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

5-37

9. The Parking Study is more of a document concealing deficiencies of parking for the {proposed] Project than an actual study that clearly defines how the proposed parking differs from the parking required under City Parking Requirements. The Parking Study must be

5-37 cont'd

revised to inform the public and the decisionmakers of the absolutely huge underparked condition the proposed Project will create when compared to the City's parking requirements.

The Parking Study does not describe how many parking spaces are being removed due the proposed Project and is unclear on how many will be added and where.

The City of Burbank has well defined the minimum number of parking spaces for various uses, including hotel, restaurant and convention, by example and not by limitation. These requirements have been established based on significant study including public input, many of these requirements are set forth in "*ARTICLE 14. GENERAL OFF-STREET PARKING STANDARDS*

DIVISION 2. PARKING REQUIREMENTS 10-1-1408: SPACES REQUIRED:

The following off-street parking ***spaces shall be provided:"*** (emphasis added).

The word "shall" is not discretionary, however the Parking Study contains no information or analysis showing the specific number of parking spaces which are required under the City General Off-Street Parking Standards, as written, and the number of parking spaces provided by the Project. This comparison should be in narrative and tabular form.

The information and analysis necessary in the Parking Study must address not just the Project but the entire 2500 Hollywood Way property in and of itself and 2500 Hollywood Way in combination with 2550 Hollywood Way, as the City has required these two properties be joined together for parking purposes. The Parking Study must clearly define the bases for obliterating and ignoring the parking requirements under the City General Off-Street Parking Standards simply to accommodate the owner of 2500 Hollywood Way and why this substantial reduction pf the number of parking spaces is not adopted in other parts of the City. Anything less is a whitewash.

5-38

10. Even under SB 743 (Public Resources Code Section 21099(d, if the reduction in parking or changes in traffic patterns due to a project create other significant environmental impacts, these must be studied in the DEIR.

While under SB 743 (Public Resources Code Section 21099(d)), parking impacts are generally not considered significant environmental impacts in urban contexts, and thus, an EIR is not required to address parking reductions themselves unless they result in secondary environmental impacts (Covina Residents for Responsible Development v. City of Covina, 21 Cal.App.5th (2018) 712, if the reduction in parking or changes in traffic patterns due to a project creates other significant environmental impacts, these must be studied in the EIR.

For example, in Save Our Access-San Gabriel Mountains v. Watershed Conservation Authority, the court found that while parking shortfalls themselves were not significant environmental impacts, the EIR needed to address any secondary environmental impacts resulting from the parking deficits (Save Our Access–San Gabriel Mountains v. Watershed Conservation Authority (2021) 68 Cal.App.5th 8. Similarly, in Covina Residents for Responsible Development v. City of Covina, the court emphasized that while parking impacts are exempt from environmental review under Section 21099(d)(1), any secondary physical impacts triggered by parking deficits must be addressed (Covina Residents for Responsible Development v. City of Covina (2018) 21 Cal.App.5th 712.

Clearly the standard below was met by secondary impacts of the altering of parking, vehicular and pedestrian traffic, in violation of PD 89-1 and the REA and otherwise.

"significant effect on the environment" means a substantial, or potentially substantial, adverse change in environment, and means effect on environment of persons in general and not particular persons such as resident of condominium located adjacent to proposed condominium. Markley v. City Council of City of Los Angeles (App. 2 Dist. 1982) 182 Cal.Rptr. 659, 131 Cal.App.3d 656.

5-38 cont'd

Nothing in SB743, or any other California law, eliminates or reduces the requirement the above matters and all other necessary matters, be studied and the results of these studies disclosed.

Covina Residents for Responsible Development v. City of Covina (2018) 21 Cal.App.5th 712,725,

Section 21099 was enacted as part of Senate Bill No. 743 (2013–2014 Reg. Sess.) to further the Legislature's strategy of encouraging transit-oriented, infill development consistent with the goal of reducing greenhouse gases announced in the "Sustainable Communities and Climate Protection Act of 2008" (see Stats. 2008, ch. 728, § 1, p. 5065; Stats. 2009, ch. 354, § 5). Section 21099 was enacted as part of Senate Bill No. 743 (2013–2014 Reg. Sess.) to further the Legislature's strategy of encouraging transit-oriented, infill development consistent with the goal of reducing greenhouse gases announced in the "Sustainable Communities and Climate Protection Act of 2008" (see Stats. 2008, ch. 728, § 1, p. 5065; Stats. 2009, ch. 354, § 5), also known as Senate Bill No. 375. Senate Bill No. 375 (2007–2008 Reg. Sess.). in turn, was enacted to implement the California Global Warming Solutions Act of 2006 (Health & Saf. Code, § 38500 et seq.; seeStats. 2006, ch. 488, § 1, p. 3419),9 and "is one in a series of executive, legislative and administrative measures enacted to reduce greenhouse gas emissions and their adverse effects on our climate." (Bay Area Citizens v. Association of Bay Area Governments (2016) 248 Cal.App.4th 966, 975, 204 Cal.Rptr.3d 224; see also Cleveland National Forest Foundation v. San Diego Assn. of Governments (2017) 3 Cal.5th 497, 506, 220 Cal.Rptr.3d 294, 397 P.3d 989 [discussing Senate Bill 375; "[t]he Legislature ... found the state could not meet its emission reduction goals without improved land use and transportation policy"]; id. at p. 522, 220 Cal.Rptr.3d 294, 397 P.3d 989 ***["When it comes to climate change, the state's long-term environmental goals are clear. Senate Bill 375 and other statutes have codified into California law the scientific consensus that the state must reduce greenhouse gas emissions over the next few decades."****].)10* (emphasis added).

Furthermore, there is nothing in the DEIR to address how the Project advances the above emphasized goal.

5-39

CONCLUSION

The Project, as proposed, cannot be approved. The California Environmental Quality Act (CEQA) contains a "*substantive mandate*" requiring public agencies to refrain from approving projects with significant environmental effects if there are feasible alternatives or mitigation measures that can substantially lessen or avoid those effects. City of Hesperia v. Lake Arrowhead Community Services Dist. (App. 4 Dist. 2019) 250 Cal.Rptr.3d 82.

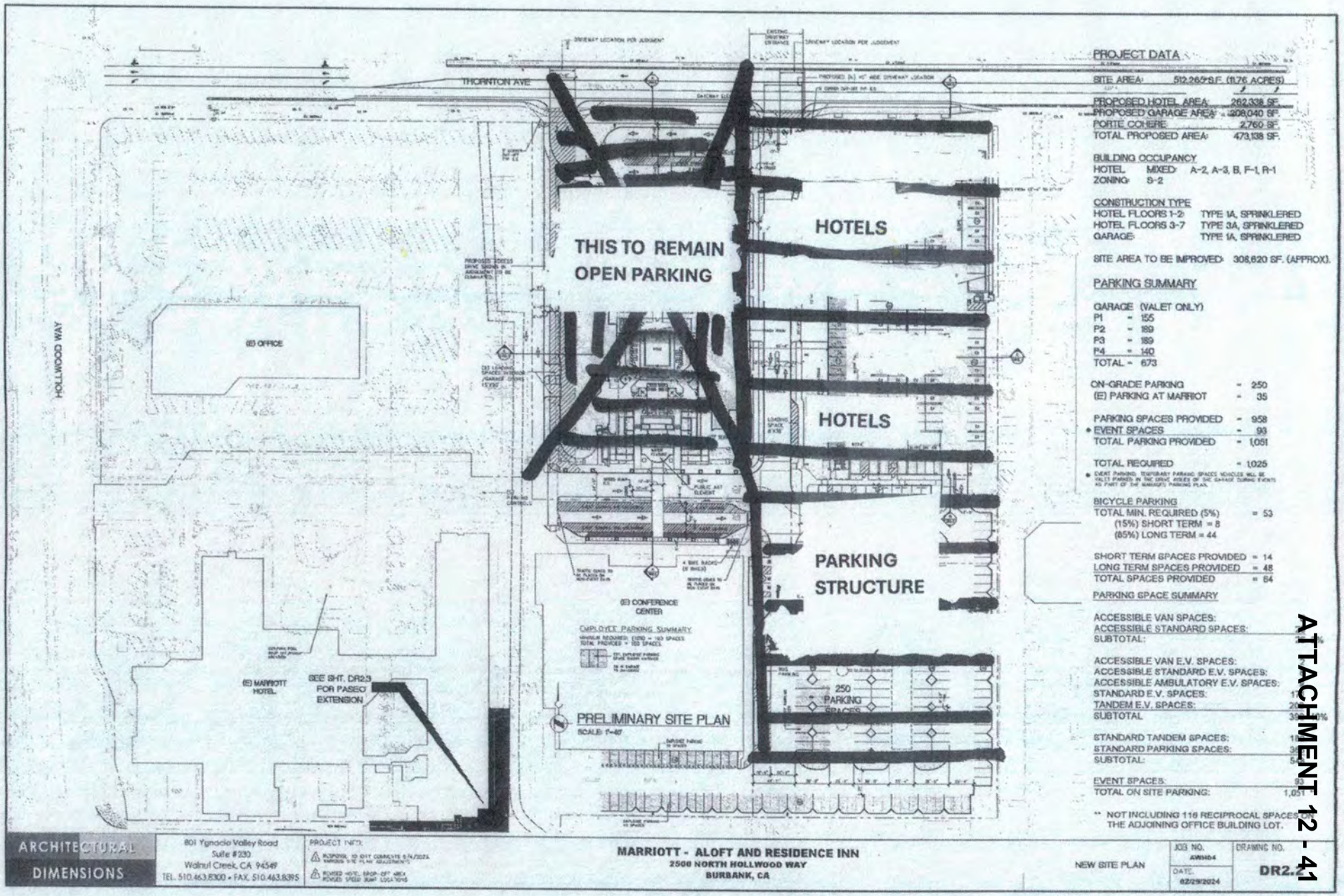
One mistake, even a small one, will result in an EIR being rejected. East Oakland Stadium Alliance v. City of Oakland (2023) 89 Cal.App.5th 1226. That is the instant case, multiplied by orders of magnitude.

Respectfully Submitted.

The Law Offices of Robert H. Bisno

By: S/ Electronically. Robert H. Bisno
Robert H. Bisno, Esq.

EXHIBIT A



ATTACHMENT 12 - 41

5-40 cont'd

Response to Comment Letter 5

Robert H. Bisno, Esq.
The Law Offices of Robert H. Bisno
January 20, 2025

Response 5-1

This introductory comment identifies the commenter as representing Hollywood Way SHG, LLC (the owner of 2550 N. Hollywood Way) and asserts that the Project would result in material and detrimental changes to the parking rights of the 2550 N. Hollywood Way Office Parcel, which are protected by a Reciprocal Easement Agreement (REA). The comment references further comments and details provided in the comment letter (addressed in subsequent responses) and that additional studies and information are required. The comment is introductory in nature and does not contain any information requiring changes to the Draft EIR. No further response is warranted.

Comments 5-2 through 5-13 are an overview of the more detailed comments/assertions provided in Comments 5-14 through 5-38 of the comment letter. Several of the comments pertain to or expand upon the same topic area and issue (e.g., parking, cumulative impacts, zoning, etc.) provided in another comment. Therefore, where comments refer to or address the same topical area, the responses are grouped together to provide a comprehensive response to the comments relative to that topical area. The numbered comments applicable to the response are identified.

Responses 5-2, 5-14

The comment asserts that the Draft EIR fails to study the limitations of the REA, which the commenter believes prohibits the proposed uses at 2500 N. Hollywood Way.

Draft EIR Section 3.0, *Project Description*, explains the existence of the REA, which includes, but is not limited to, an easement to each of the respective property owners allowing vehicular and pedestrian access across the driveways and within the parking areas located on both the office and hotel parcels. Furthermore, the project description provides that the proposed Project's parking requirements do not rely on the parcel at 2550 N. Hollywood Way.

It is not the role of the City to analyze and interpret the provisions of a private agreement to which the City is not a party, and CEQA does not require a lead agency to do so as part of its environmental review.

In *Olen Properties Corp. v. City of Newport Beach*, 93 Cal. App. 5th 270, 310 Cal. Rptr. 3d 442 (2023), the California Fourth District Court of Appeal rejected an argument that an agency was required to consider a private agreement in its CEQA documents. The *Olen* case involved the addition of a residential housing development on a parking lot which served the commercial tenants of a commercial property owned by the Plaintiff. The Plaintiff argued that the Addendum to the EIR was insufficient because "it failed to consider the [pre-existing] CC&Rs, which plaintiff contends barred this construction." (*Id.* at 276.) The Plaintiff claimed that the CC&Rs "would protect existing buildings owners from 'disharmony through … conflicting internal circulation [and] parking shortages,'" among other concerns. (*Id.* at 281-2.) In rejecting these arguments, the Court reasoned that "the CC&Rs themselves … are covenants between private

parties conveying certain private property rights" and, thus, need not be considered in the EIR. (*Id.* at 282.)

The agreement between the Applicant and adjacent property owner (SHG, LLC), as with the CC&Rs in *Olen*, is a private, voluntary agreement between private parties that can be enforced through litigation between those parties. The private agreement is not a CEQA environmental issue and is not enforced by the City. The comment does not contain any information requiring changes to the Draft EIR.

Responses 5-3, 5-17, 5-18, 5-19, 5-20, 5-27, 5-38

The comments indicate that the Draft EIR fails to study the "detrimental impact" to the parking of the Office Building and contends that parking should be addressed and that SB 743 requires study of parking where "reduction in parking or changes in traffic patterns due to a project create other significant environmental impacts."

There is no evidence or information to demonstrate the Project would result in a "detrimental impact" on parking. As described in Draft EIR Section 3.0, *Project Description*, the proposed Garage would include 766 valet-only parking spaces, with an additional 285 parking spaces on grade, for a total of 1,051 parking spaces on the Project site, as compared with the current 763 parking spaces located on the Project site. No improvements or changes to the 2550 N. Hollywood Way property (owned by SHG LLC) are proposed as part of the Project; the existing 380 parking spaces on the SHG property would not be altered as part of the Project. Pursuant to the Parking Study (April 13, 2021) for the Project, the City requires that a minimum of 1,021 parking spaces be provided for the Project and the existing Marriott Hotel and convention center. The required parking would be provided on the Project site with a surplus of 30 parking spaces.

Furthermore, the comments are solely concerned with the alleged impact on the parking at the office building. The question under CEQA is "'whether a project will affect the environment of persons *in general*, not whether a project will affect *particular persons.*'" (*Id.*)(citing *Eureka Citizens for Responsible Government v. City of Eureka*, 147 Cal. App. 4th 357, 376, 54 Cal. Rptr. 3d 485 (2007), as modified (Feb. 1, 2007), italics added.) There is no evidence of any impact to the office building property given that the Project's required parking will be accommodated on the Project site. If the office building property were impacted, that would not be considered an impact for CEQA purposes.

It is acknowledged that the CEQA Guidelines do not list parking as a potential impact that must be studied in an EIR. However, the list of potential impacts is not exclusive. An EIR must consider "substantial evidence of potential impacts" even if not listed. Case law has clarified that parking "could constitute a significant effect on the environment" where it has a "physical impact on the environment around it." (*Taxpayers for Accountable School Bond Spending v. San Diego Unified School Dist.*, 215 Cal. App. 4th 1013, 1051 (2013).)

As discussed in Draft EIR Section 8.0, *Effects Found Not to be Significant*, pursuant to SB 743 (Public Resources Code (PRC) Section 21099(d)), "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." As discussed in the Draft EIR, the proposed Project satisfies these requirements, and, thus, the alleged inadequate parking does not support a finding of a

significant secondary impact on the environment. (Draft EIR, 8-1; *Covina Residents for Responsible Dev. v. City of Covina*, 21 Cal. App. 5th 712, 726, 230 Cal. Rptr. 3d 550 (2018).)

Under SB 743, secondary environmental impacts of parking, including "air quality, noise, safety, or any other impact associated with transportation" must be included, but parking impacts are exempt from CEQA review for qualifying projects. (PRC Section 21099(b)(3).) Therefore, the alleged parking impacts of the proposed Project need not be studied absent a secondary environmental impact.

SB 743 aligns with the view of the First District Court of Appeal in *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco*. The Court found that the analysis of parking impacts in an EIR was adequate in the context of an urban development: "[T]he EIR correctly concluded that '[p]arking shortfalls relative to demand are not considered significant environmental impacts in [an] urban context.'" (*San Franciscans Upholding the Downtown Plan v. City & County of San Francisco*, 102 Cal. App. 4th 656, 697, 125 Cal. Rptr. 2d 745 (2002).) While "'parking deficits are an inconvenience to drivers," they are "not a significant *physical* impact *on the environment*.'" (*Id.*, original italics.)

The comment letter points to a subsequent case, *Taxpayers for Accountable School Bond Spending v. San Diego Unified School District*, to support its contention that the study of parking impacts is required in the EIR. The *Taxpayers* case involved changes to a school stadium in a suburban area that would allow for evening games. (*Taxpayers*, 215 Cal. App. 4th, at 1021-1023.) The District "received extensive oral, written and physical evidence (e.g., photographs)…regarding the environmental effects of the Project, including its anticipated impact on traffic and parking in the area." (*Id.* at 1046.) Concerns included that inadequate parking would result in illegal parking "'on the narrow streets, [so] residents do not have the space required to maneuver their vehicles from the street to their driveways/garages.'" (*Id.* at 1047.) The Court noted that the project would cause traffic congestion, which it considered as a secondary impact, in the narrow streets surrounding the school. (*Id.* at 1053.)

In resolving the apparent conflict between *San Franciscans* and *Taxpayers*, the Court in *Covina Residents for Responsible Development v. City of* Covina stated that whether parking has a "physical impact on the environment" is a context-dependent question. (*Covina Residents*, 21 Cal. App. 5th at 727.)

Here, as with the project in *San Franciscans,* the proposed Project site is in an urban area and in close proximity to various transit options, including two Metrolink stations, a planned High-Speed Rail station, and the Hollywood Burbank Airport. The proposed Project is subject to various state, regional, and local transportation regulations, including SB 743, the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the Burbank2035 Mobility Element, the City's Complete Streets Plan, and the Burbank Municipal Code.

Further, unlike the "extensive oral, written, and physical evidence" received in *Taxpayers*, the City has been presented with no evidence of purported environmental impacts resulting from inadequate parking. These unsubstantiated claims do not constitute substantial evidence. (CEQA Guidelines, Section 15384 ["Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment does not constitute substantial evidence"].)

The City has determined that the Parking Study provides substantial evidence that 1,021 parking spaces, in combination with a Parking Management Plan, is sufficient for the Project to meet corresponding demand and avoid any secondary environmental impacts. Specifically, the Parking Study recommended 1,021 parking spaces as the "number of required parking spaces to accommodate for the new hotel and existing uses at the Project Site – during observed peak parking demand (this assumes a special event at the existing Convention Center in the evening, when hotel parking demand is high.)" (Parking Study, p. 6.) Therefore, contrary to the assertions in the comment letter, the Project would not result in inadequate parking. Further, the claims of secondary environmental impacts included in the letter are unsubstantiated and do not warrant further response.

Responses 5-4, 5-21

The comments reference the Draft EIR Project Alternatives and identifies the commenters preference for consideration of an alternative site layout (included as an exhibit to the comment letter) wherein the Hotel and Garage are sited to the east of the existing convention center to provide a farther distance from the Office building owned by SHG LLC when compared to the currently proposed location within the Project site. The commenter also incorrectly asserts that the alternative site layout "must be studied as a Project Alternative and legally sufficient reasons must be provided it the alternative of relocating…is not approved by the City and the Applicant."

CEQA Guidelines Section 15126.6 (a) states that "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…An EIR need not consider every conceivable alternative to a project." Further CEQA Guidelines Section 15126 (b) states "Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (PRC Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project…" Therefore, locations that would not "avoid or substantially lessen" the Project's significant effects would not be included in the EIR.

As documented in the Draft EIR, the proposed Project would result in significant and unavoidable impacts related to greenhouse gas (GHG) emissions, noise specific to construction, and utilities specific to noise associated with the construction of onsite and offsite infrastructure improvements. The comments do not provide any evidence or information on how the suggested alternative site layout would "avoid or substantially lessen" the Project's significant effects related to these topic areas. In fact, siting the Hotel and Garage east of the convention center, as identified by the commenter, would not mitigate or avoid the significant effects of the Project on the environment as identified in the Draft EIR. Development of the proposed Project in the alternative site layout would not lessen the Project's significant and unavoidable impact associated with GHG emissions. As stated in the Draft EIR, depending upon the location and ambient noise conditions, it is possible that the significant and unavoidable impacts relative to construction noise, including noise associated with the offsite sewer and electrical improvements, may be reduced, or eliminated. However, given that the alternative site layout is in the same location as the proposed Project site, the impacts to sensitive receptors associated with construction noise would remain

the same as noise conditions would be substantially similar and the same offsite infrastructure improvements would be required.

Furthermore, the proposed Project could not be relocated directly east of the convention center, as the commenter suggests, because the proposed Hotel would not fit in that space, which is too narrow to accommodate the proposed footprint. Refer to the figure included at the end of the responses to this comment letter. The site is also not deep enough to accommodate the proposed Hotel and Garage to be situated end-to-end north to south from Thornton Avenue to the parcel's south property line. Moving the Hotel away from Thornton Avenue would have the potential to adversely impact traffic circulation within the site as the valet would not be right at the driveway, forcing all drop-offs to venture farther into the site, in addition to circulation issues caused by locating the Hotel drop-off farther from the street than the Garage. Therefore, the proposed location of the Hotel and Garage is the only option with enough space to accommodate the proposed Hotel footprint and avoid circulation issues within the site.

Additionally, CEQA "'does not require that an agency consider specific alternatives that are proposed by members of the public or other outside agencies.'" (City of Maywood v. Los Angeles Unified School Dist., 208 Cal. App. 4th 362, 420, 145 Cal. Rptr. 3d 567 (2012), as modified (Aug. 14, 2012); Save Our Access-San Gabriel Mountains v. Watershed Conservation Authority, 68 Cal. App. 5th 8, 32, 282 Cal. Rptr. 862 (2021)) (finding that an agency was not required under CEQA to consider project alternative suggested by a local businessowner whose business would benefit from suggested project alternatives.)

Responses 5-5, 5-6, 5-7, 5-13, 5-22, 5-23, 5-24, 5-37

The comments are related to the Parking Study prepared by Walker Consultants, which the commenter indicates is deficient for failing to consider the low occupancy rates of office buildings nationwide and not considering parking requirements of tenants employing medical uses and "current work in process by the Office Parcel." Additionally, the comment asserts deficiencies and internal inconsistencies in the Parking Study. The comment also states the Parking Study fails to study the widening of Marriott Drive and its perceived impact on the Office Building's parking and circulation and references Draft EIR Section 1.0, *Executive Summary*.

The comments' relevance to the Draft EIR and perceived deficiencies are unsubstantiated. The commenter provides no explanation or substantiation for inconsistencies or what conditions they assert are inaccurately reflected in the study. There is no requirement for the CEQA document to consider whether an unrelated property can provide parking on its own site for future potential uses.

As previously indicated, the proposed Project's parking requirements would not rely on the parcel at 2550 N. Hollywood Way. The Project proposes no changes to the parking available on the Office Parcel, and existing parking spaces on the Office Parcel would not be altered as part of the Project. The parking required for the Project site's existing uses and the proposed Hotel would be provided on the Project site with a surplus of 30 parking spaces.

The Parking Study considers existing conditions at the site, and the City has determined that the Parking Study utilizes an effective methodology and provides an accurate reflection of the parking impacts of the Project. The Parking Study found that based on the Project's characteristics, a total of 1,021 parking spaces

would sufficiently serve the Project and existing Marriott Hotel, when provided in combination with a Parking Management Plan (PMP).

Draft EIR Section 5.11, *Transportation*, provides an evaluation of the proposed driveways and their potential to cause an environmental impact. As described in Section 5.11, between the Hotel and the convention center, Marriott Drive would be widened to maintain existing access to the Office Parcel parking lot, as well as optimizing the drive aisles in front of the convention center for loading and unloading guests and to facilitate more efficient parking management during events. Project driveways would be designed to conform with design standards per the Burbank Municipal Code. Furthermore, the proposed widening of Marriott Drive would occur within the Project site and would not modify or alter the Office Parcel's existing parking and circulation. The Draft EIR properly concluded that impacts would be less than significant.

Responses 5-8, 5-25

The comments are related to the Parking Study, which the commenter states is deficient for failing to study the parking requirements and related pollution and other negative impacts from the Project hosting large conventions.

As discussed in Draft EIR Section 3.0, *Project Description*, existing onsite uses experience an occasional increase in parking demand resulting from larger events that occur approximately four times per year. For these events, sufficient parking capacity is provided through the implementation of PMPs and/or the securing of offsite parking during the days of each event. The Parking Study concluded that such events may cause "spikes in demand", but "sizing the system for such spikes will result in large areas of asphalt or structure sitting empty for hundreds of days a year."

According to Burbank Municipal Code (BMC) Section 10-1-1408, the addition of the Hotel to the Project site should result in a total parking space requirement of 1,183 spaces (763 existing spaces for the Marriott Hotel and 420 new spaces for 420 new guestrooms requiring one space per guestroom). However, according to BMC Section 10-1-1415, "[S]hared parking may be counted towards code required off-street parking upon compliance with this section." The primary requirement to be eligible for such a shared parking arrangement is "[D]etailed parking studies prepared by a licensed traffic engineer to justify shared parking."

The Parking Study found that based on the Project's characteristics, a total of 1,021 parking spaces would sufficiently serve the Project and existing Marriott Hotel, when provided in combination with a PMP. Under BMC Section 10-1-1415, a total of 1,021 parking spaces has been determined to be acceptable for the proposed Project, when provided in combination with a PMP.

The comments asserts the Parking Study does not address "related pollution and other negative impacts when 2500 N. Hollywood Way hosts its large conventions." As documented in the Draft EIR, approximately four times per year, the Marriott Hotel hosts large events on the property. During these events, sufficient parking capacity would be provided through implementation of a PMP and/or the securing of offsite parking during the days of each event. These events occur under existing conditions, and their occurrence are not proposed to be modified or altered as a result of the Project.

Responses 5-9, 5-26, 5-28

The comments indicate the Draft EIR fails to study the reduction of view corridors from the Office Building; however, the comment does not identify the view corridor the comment is referencing.

Under CEQA, aesthetic issues, including public and private views, may constitute a substantial environmental impact requiring study in the EIR "depending on the nature of the area affected." (*Mira Mar Mobile Community v. City of Oceanside*, 119 Cal.App.4th 477, 492-493, 14 Cal. Rptr. 3d 308)(2004), as modified (July 13, 2004).) However, the CEQA Guidelines afford discretion to the lead agency in determining whether an impact is "significant" based, at least in part, on the setting. (CEQA Guidelines Section 15064(b)(1); *Id.* at Section 15064(d); *Mira Mar*, 119 Cal.App.4th at 493.) The City found no such impact for this Project.

In *Mira Mar Mobile Community*, the Court upheld the city's certification of an EIR where it found that the supplemental EIR had adequately analyzed a proposed condominium development's impact on ocean views from the adjacent property. (*Id.* at 485.) The court considered that landowners generally have no right of access to air, light, or views under California law. (*Id.* at 492)(citing *Wolford v. Thomas*, 190 Cal.App.3d 347, 358, 235 Cal.Rptr. 422 (1987).) In finding that the impact on private views was not substantial, the court also considered that the city's policy only protected public views. Thus, the Court concluded that the city "did not abuse its discretion by concluding that the project would have no significant effects on aesthetics, including views." (*Mira Mar*, 119 Cal.App.4th at 494.)

As in *Mira Mar*, where the city's policy identified protected public vantage points, the Burbank 2035 Open Space and Conservation Element identifies and protects certain areas, which have a Scenic Vista Orientation. As described in Draft EIR Section 8.0, *Effects Found Not To Be Significant,* the Project site and the adjacent office building are not located within an area identified as having a Scenic Vista Orientation by the Burbank2035 Open Space and Conservation Element. The Project site and surrounding area are predominantly flat and developed with the Marriott Hotel, commercial, office, and airport uses. Publicly accessible long-range views toward the Verdugo Mountains are available from Thornton Avenue in the Project area and would remain with development of the Project. There are no scenic vistas from public parks or plazas.

Additionally, as stated in the Draft EIR, pursuant to SB 743 (PRC Section 21099(d)), "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." As discussed in the Draft EIR, the proposed Project satisfies these requirements, and, thus, "the Project's aesthetic impacts would not be considered a significant impact on the environment."

Responses 5-10, 5-29, 5-30, 5-31, 5-32, 5-33, 5-34

The comments state the Draft EIR fails to study the negative economic impacts of the Project on the Office Building.

Under CEQA, the City is not required to study the economic impacts to the adjacent property that are not connected to an environmental effect. CEQA Guidelines Section 15131(a) states "Economic or social effects of a project shall not be treated as significant effects on the environment." Rather, the EIR focuses

on "…physical changes caused in turn by the economic or social changes." An agency is not required under CEQA to "discuss economic effects lacking the requisite connection to a physical change in the environment, for an economic effect in itself is not a significant effect on the environment." (*County of Butte v. Department of Water Resources*, 90 Cal. App. 5th 147, 306 Cal. Rptr. 3d 860 (2023), as modified on denial of reh'g (May 1, 2023), review denied (June 28, 2023).) The environment is statutorily defined as "the physical conditions that exist within the area which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, or objects of historic or aesthetic significance." (PRC Section 21060.5.)

The comment letter does not provide evidence of "physical changes" caused by the anticipated (and undefined) "negative economic impacts" to the adjacent property. Rather, the comment letter vaguely alleges that "negative economic impacts…are coupled with other negative impacts." CEQA Guidelines Section 15384 states "Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment does not constitute substantial evidence." Speculation that the Project will cause negative economic impacts does not constitute substantial evidence under CEQA.

The proposed Project is expected to have positive economic impacts in the Burbank community. As described in Draft EIR Section 3.0, *Project Description*, two of the Project's objectives are to "enhance the continued economic revitalization and urbanization of the Hollywood Burbank Airport area" and to "contribute to the economic health and well-being of Burbank through the development of a Project that would generate new construction and long-term jobs and provide additional long-term revenue for the City through visitor operations, enhanced property values, new visitor spending, and transit occupancy tax." The Project would increase the City's employment base. Further, the proposed Project would provide economic growth due to the long-term revenue from visitor operations, spending, and transient occupancy tax.

Furthermore, the Project has received letters of support from the Burbank Chamber of Commerce, which emphasizes the increase in tax revenue, employment opportunities, area revitalization, and overall positive economic benefits that the Project is expected to create.

Responses 5-11, 5-15, 5-16, 5-35

The comments indicate that the Draft EIR fails to consider current zoning and the REA and that the reciprocal parking rates of the Office Parcel are referenced but not studied in the Draft EIR.

Refer to Responses 5-2 and 5-14 relative to the REA and Response 5-3 relative to parking. As described in Draft EIR Section 3.0, *Project Description*, the City's Zone Map (last amended by Ordinance No. 3802, effective 2019) identifies the zoning for the Project site as PD 89-1, Planned Development. As further discussed, the Project Applicant is requesting a Planned Development to rezone the Project site into a property and Project-specific zoning designation. The allowable permitted/conditionally permitted uses and the development standards applicable to the property would be outlined in the Planned Development. Since PD 89-1 would not govern the Project, if approved, further analysis of this zone is not required in the Draft EIR.

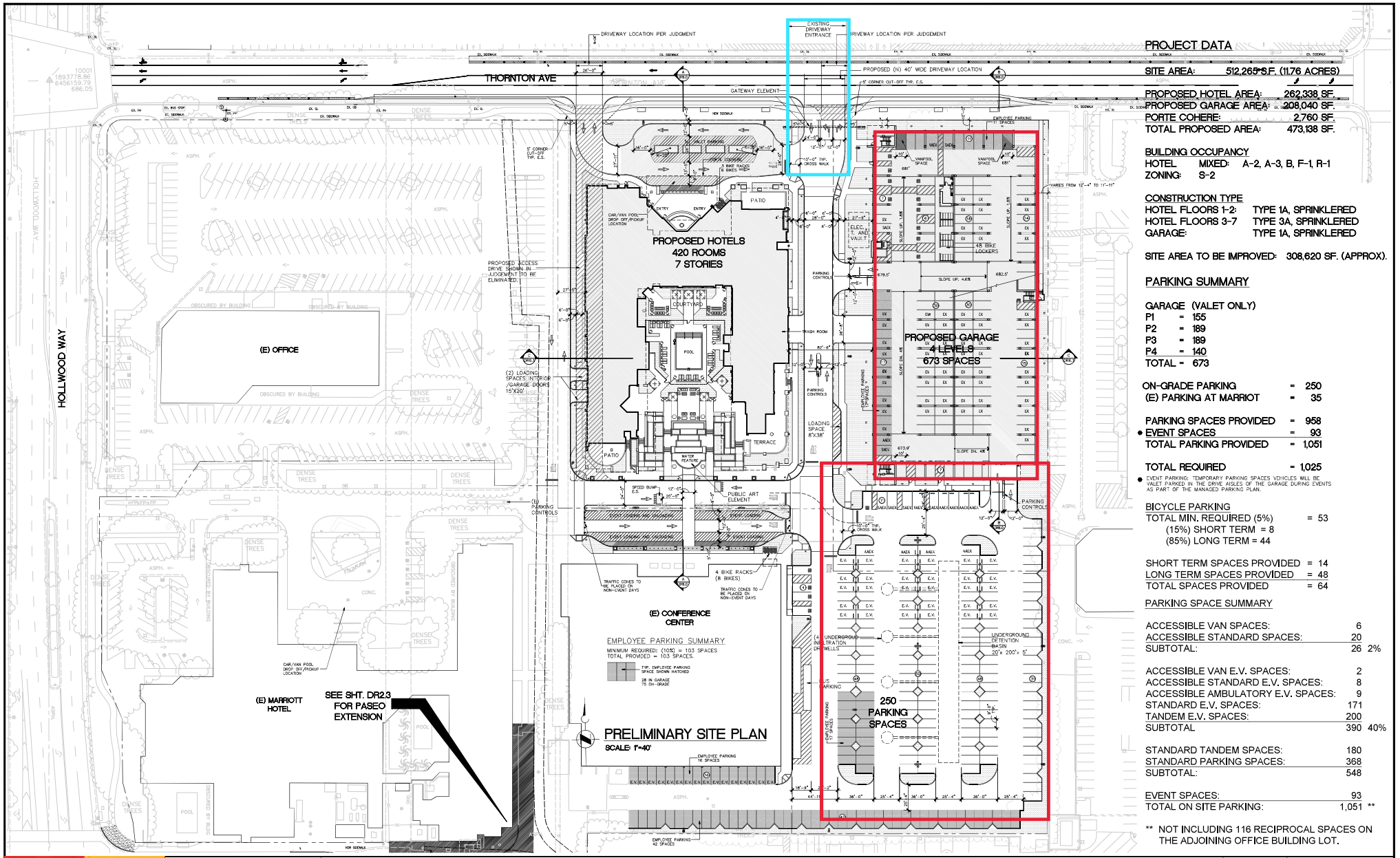
Responses 5-12, 5-36

The comments make a vague and unsubstantiated statement that the Draft EIR fails to evaluate cumulative effects because the Draft EIR fails to study what is required.

The Draft EIR includes a discussion of cumulative impacts consistent with CEQA Guidelines Section 15355. Draft EIR Section 4.0, *Basis of Cumulative Analysis*, describes the methodology and approach to the cumulative analysis provided in the Draft EIR. The analysis considered both a list of past, present, and probable future projects and a summary of projections, as described in detail in Draft EIR Section 4.0. The cumulative impacts analysis of each environmental topic area is discussed in the respective Draft EIR sections (Draft EIR Sections 5.1 through 5.13 under Subsection 5 (e.g., Subsections 5.1.5, 5.2.5, 5.3.5, etc.)). As documented in Draft EIR Section 4.0, the geographic areas, and hence the related projects, considered for the cumulative impact analyses vary according to environmental issue area and were determined based upon the Project's scope and the anticipated area in which the Project could contribute to an incremental increase in cumulatively considerable impacts. The City reiterates that the comment letter provides no substantial evidence of an impact required but not studied in the Draft EIR and concludes that the analysis of cumulative impacts in the Draft EIR is sufficient and in compliance with the requirements of CEQA.

Response 5-39

This comment is the conclusion to the comment letter, stating that the Project cannot be approved as the City should refrain from approving projects with significant environmental effects if there are feasible alternatives or mitigation measures that can lessen or avoid those effects. The City, as the CEQA Lead Agency, will take into account all mitigation measures and feasible alternatives, considering all the information provided in the EIR, and will make its independent determination regarding Project approval. Furthermore, the City will make findings and prepare a Statement of Overriding Considerations, should it find that the benefits of the Project outweigh the significant and unavoidable environmental impacts identified in the EIR. The comment further goes on to state that even one small mistake will result in an EIR being rejected. This is not accurate as the EIR is an informational and disclosure document prepared in good faith. CEQA Guidelines Section 15003(i) states "CEQA does not require technical perfection in an EIR, but rather adequacy, completeness, and a good-faith effort at full disclosure." Small mistakes can be corrected in the Final EIR or by the City as conditions of approval, as appropriate. The comment does not include any information requiring changes to the Draft EIR. No further response is warranted.



PROJECT DATA

SITE AREA:	512,265 S.F. (11.76 ACRES)
PROPOSED HOTEL AREA:	262,338 SF.
PROPOSED GARAGE AREA:	208,040 SF.
PORTE COHERE:	2,760 SF.
TOTAL PROPOSED AREA:	473,138 SF.

BUILDING OCCUPANCY

HOTEL MIXED: A-2, A-3, B, F-1, R-1
ZONING: S-2

CONSTRUCTION TYPE

HOTEL FLOORS 1-2:	TYPE 1A, SPRINKLERED
HOTEL FLOORS 3-7	TYPE 3A, SPRINKLERED
GARAGE:	TYPE 1A, SPRINKLERED

SITE AREA TO BE IMPROVED: 308,620 SF. (APPROX).

PARKING SUMMARY

GARAGE (VALET ONLY)
P1 = 155
P2 = 189
P3 = 189
P4 = 140
TOTAL = 673

ON-GRADE PARKING	= 250
(E) PARKING AT MARRIOT	= 35
PARKING SPACES PROVIDED	= 958
• EVENT SPACES	= 93
TOTAL PARKING PROVIDED	= 1,051
TOTAL REQUIRED	= 1,025

• EVENT PARKING: TEMPORARY PARKING SPACES VEHICLES WILL BE VALET PARKED IN THE DRIVE AISLES OF THE GARAGE DURING EVENTS AS PART OF THE MANAGED PARKING PLAN.

BICYCLE PARKING

TOTAL MIN. REQUIRED (5%) = 53
(15%) SHORT TERM = 8
(85%) LONG TERM = 44

SHORT TERM SPACES PROVIDED	= 14
LONG TERM SPACES PROVIDED	= 48
TOTAL SPACES PROVIDED	= 64

PARKING SPACE SUMMARY

ACCESSIBLE VAN SPACES:	6	
ACCESSIBLE STANDARD SPACES:	20	
SUBTOTAL:	26	2%
ACCESSIBLE VAN E.V. SPACES:	2	
ACCESSIBLE STANDARD E.V. SPACES:	8	
ACCESSIBLE AMBULATORY E.V. SPACES:	9	
STANDARD E.V. SPACES:	171	
TANDEM E.V. SPACES:	200	
SUBTOTAL	390	40%
STANDARD TANDEM SPACES:	180	
STANDARD PARKING SPACES:	368	
SUBTOTAL:	548	
EVENT SPACES:	93	
TOTAL ON SITE PARKING:	1,051	**

** NOT INCLUDING 116 RECIPROCAL SPACES ON THE ADJOINING OFFICE BUILDING LOT.

ARCHITECTURAL DIMENSIONS
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PROJECT INFO.
1 RESPONSE TO CITY COMMENTS 9/4/2023. VARIOUS SITE PLAN ADJUSTMENTS
2 REVISED HOTEL DROP-OFF AREA. REVISED SPEED BUMP LOCATIONS

MARRIOTT - ALOFT AND RESIDENCE INN
2500 NORTH HOLLWOOD WAY
BURBANK, CA

NEW SITE PLAN

JOB NO. AWH04
DATE. 02/29/2024
DRAWING NO. DR2.2

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January 29, 2025

VIA EMAIL:

Daniel Villa, Principal Planner
Department of Community Development, City of Burbank
dvilla@burbankca.gov

Re: Draft EIR Comments (SCH # 2019110032);
Dual Brand Hotel Project (2500 N. Hollywood Way)

Dear Mr. Villa:

On behalf of UNITE HERE Local 11 ("Local 11"), this office respectfully provides the following comments[1] to the City of Burbank ("City") regarding the Draft Environmental Impact Report ("EIR")[2] involving the proposed seven-story, 420-room, dual-brand hotel (i.e., 203 short-term stay and 217 long-term stay guest rooms) ("Project") located on an 11.76-acre property at the above-referenced address currently developed with an existing two-tower (eight and nine stories tall), 488-room Marriott Hotel with an adjacent 46,500 square-foot Convention Center and 763 surface parking spaces ("Site"). 6-1

In furtherance of the Project, applicant AWH Partners ("Applicant") is seeking various project approvals under the Burbank Municipal Code ("BMC" or "Code"), including: (i) a Planned Development to allow Project-specific zoning on the Site ; (ii) a Development Review to construct the project ; and (iii) a new Development Agreement to establish the rights and obligations of the Applicant (collectively "Entitlements"). Additionally, for the purposes of the California Environmental Quality Act ("CEQA"),[3] the City is considering the adoption of the EIR and associated Mitigation Monitoring Reporting Program ("MMRP").

In short, we thank the City for the opportunity to provide comments on the Entitlements and EIR (collectively "Project Approvals"). Local 11 has a significant interest in the Project given the union represents more than 25,000 workers employed in hotels, restaurants, airports, sports arenas, and convention centers throughout Southern California and Phoenix, Arizona—including hundreds who live and/or work in the City.

As discussed further below, Local 11 is concerned with the Project's greenhouse gas ("GHG") impacts, which the Draft EIR primarily attributes to mobile emissions from hotel patrons. The Draft EIR seems to miscalculate its service population, which is inconsistent with the City's Greenhouse Gas Reduction Plan ("GGRP"), and fails to include many of the project-design features in the proposed MMRP. Additionally, the Draft EIR does not adequately consider inconsistencies with numerous strategies proposed by the California Air Pollution Control Officers Association 6-2

[1] Herein, page citations are either the stated pagination (i.e., "p. #") or PDF-page location (i.e., "PDF p. #")
[2] Draft EIR (Dec. 2024) https://files.ceqanet.opr.ca.gov/256853-4/attachment/gpznOgrcBEqhdVNWRhWAD35RJW6yS7jO1wV_VKFs7IXKNyLnWuUaPJ74vu-KFc4FkQo2k3HguTbjGGMF0.
[3] Including "CEQA Guidelines" codified at 14 Cal. Code. Regs. § 15000 et seq.

("CAPCOA") to reduce traffic-related mobile emissions. So too, the Draft EIR does not address how the single-hotel-use Project—located in an area already served by existing hotel uses—is inconsistent with a fundamental GHG-reduction strategy of encouraging mixed-use developments—with residential uses—for infill, transient-orient development ("TOD") locations. Furthermore, the Draft EIR fails to consider a reasonable range of alternatives, such as a hotel-residential mixed-use alternative (previously recommended by Local 11) that would serve all project objectives, is feasible for the Site, and could substantially reduce GHG impacts (notwithstanding the Draft EIR's vague concerns about uncertainty in the multifamily industry and unspecified added costs related to mitigating vapor intrusion risks). **6-2 cont'd**

For these reasons, Local 11 respectfully asks the City to stay its action on the Project Approvals until the issues discussed below are cured in a CEQA-compliant review—including a recirculated Draft EIR that (a) utilizes a proper service population analysis, (b) requires all project design features (intended to reduce impacts) as part of the MMRP, (c) considers all feasible mitigation measures and alternatives—including but not limited to a mixed-use hotel/residential alternative. **6-3**

I. MORE GHG ANALYSIS AND MITIGATION ARE REQUIRED

The California Supreme Court demands a robust GHG analysis to assess a project's impact on climate change. Lead agencies must provide "the contours of their logical argument," leaving no "analytical gaps" in the analysis, and supporting determinations "through substantial evidence and reasoned explanation." (*Center for Biological Diversity v. Cal. Dept. of Fish and Wildlife* ("*Newhall Ranch*") (2015) 62 Cal.4th 204, 227; see also *Cleveland National Forest Foundation v. San Diego Assn. of Governments* ("*Cleveland II*") (2017) 3 Cal.5th 497, 504, 519 [analysis must be "based to the extent possible on scientific and factual data … stay[ing] in step with evolving scientific knowledge and state regulatory schemes." (Quoting CEQA Guidelines § 15064(b)].) This analysis must include good faith efforts to disclose a project's anticipated emissions and consider consistency with the State's GHG reduction requirements, such as: reduce to 1990 GHG emission levels by 2020 (i.e., AB 32); 40 percent below 1990 levels by 2030 (i.e., SB 32); and 80 percent below 1990 levels by 2050 (i.e., Executive Order S-3-05). (See CEQA Guidelines § 15064.4.) **6-4**

Here, the Draft EIR's GHG analysis appears inadequate for a variety of reasons discussed.

A. THE SERVICE POPULATION SEEMS ARTIFICIALLY INFLATED.

The Draft EIR assumes that the Project would have a service population of 673 individuals, including 588 hotel patrons and 85 employees. (DEIR, p. 5.5-13.) This is used to establish the Project's estimated efficiency level of 6.94 metric tons of carbon dioxide equivalent per year per service population ("MTCO2e/yr/sp"), which exceeds the City's threshold of 3.12 MTCO2e/yr/sp. (DEIR, p 5.5-16.) However, the impact may be even greater due to flaws in the calculation of the Project's service population ("SP") for at least two reasons. **6-5**

/ / /

First, the service population is widely understood to include only residents and employees, not hotel guests/patrons. This is evident from the City's Greenhouse Gas Reduction Plan ("GGRP"),[4] as well as other air emissions agencies and professionals.[5] That means the Project's service population would only be the 85 anticipated employees, making the Project even less efficient at roughly 54.9 MTCO2e/yr/sp (i.e., the Project's 4,671 MTCO2e/yr divided by 85 employees). **6-5 cont'd**

Second, the Draft EIR calculated 588 hotel patrons based on the existing Marriott Hotel's 1.4 persons occupancy rate per reservation (i.e., 1.4 x 420 rooms). (DEIR, p. 5.5-13.) However, this assumes 100 percent occupancy at all times, which is unreasonable given that the City's recently reported Burbank hotel occupancy rates range from roughly 40 – 85 percent during 2020 – 2023, with approximately 75 percent occupancy rate between January through September 2023.[6] Furthermore, assuming in arguendo that extended-stay lodging is akin to long-term residential uses, only 217 of the 420 rooms are for long-term stays (i.e., Residence Inn). (DEIR, p. 3-10.) Hence, even if the City wanted to include hotel patrons (which seems unsupported by the GGRP), it would have to account for a reasonable vacancy rate and only 217 extended-stay rooms of indeterminant durations (discussed further below). This would amount to a Project service population of roughly 313 (i.e., 85 employees + 228 extended-stay guests), making the Project's efficiency level of roughly 14.9 MTCO2e/yr/sp (i.e., the Project's 4,671 MTCO2e/yr divided by 313 service population). **6-6**

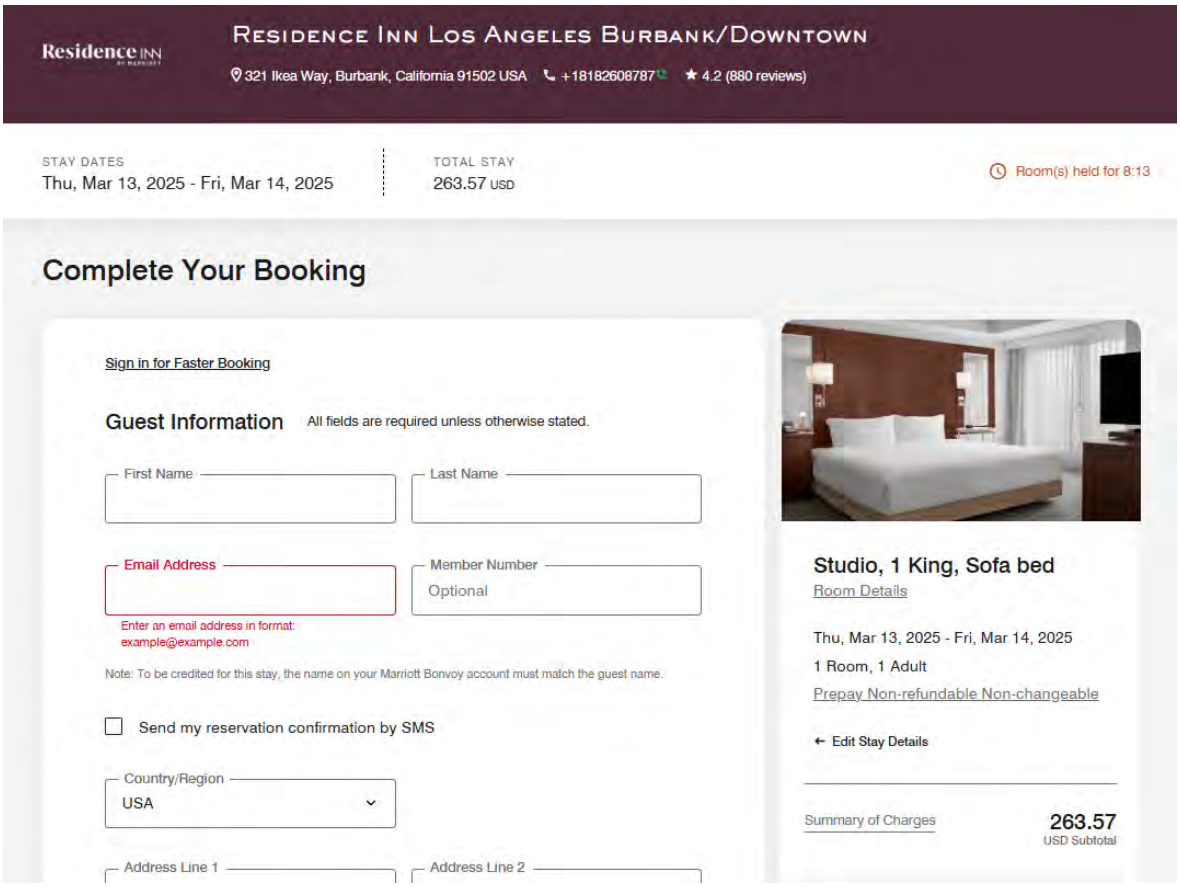
/ / /

[4] Under the GGRP, service population includes residents from residential projects and employees from non-residential projects, with hotels clearly considered "non-residential" developments. (See e.g., GGRP, Appendix G, PDF pp. 405-407, 410, 415-416, https://www.burbankca.gov/documents/173607/0/GGRP+Update+Final_w.App.pdf/5c876fb6-fed4-49e5-d7b6-dbcf058491a1?t=1666594217752.)

[5] See e.g., Association of Environmental Professionals ("AEP") (Oct. 2016) Beyond Newhall and 2020: A Field Guide to New CEQA Greenhouse, pp. 28, 30 (efficiency metric commonly used is "GHG emissions divided by the 'service population' (SP), which is the sum of people who live (residents) and work (employees) in the project site.[]"), https://califaep.org/docs/AEP-2016_Final_White_Paper.pdf; South Coast Air Quality Management District ("SCAQMD") (9/28/10) Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group # 15, https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf; Sacramento Metropolitan Air Quality Management District ("SMAQMD") (Sep. 2014) Justification for GHG Emissions Thresholds of Significance, PDF p. 9, https://www.airquality.org/LandUseTransportation/Documents/GHGThresholdsJustificationSept2014.pdf; West Oakland Link (Jun. 2022), PD Fp. 2 (noting Bay Area Air Quality Management District ["BAAQMD"] threshold), https://mtc.ca.gov/sites/default/files/documents/2022-06/02_08_greenhouse_gas_emissions.pdf; BAAQMD Thresholds, https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/tools/ceqa-guidelines-may-2017-thresholds-table-pdf.pdf?rev=b7a7fe49e3a341a78e282ae3d095a2c4&sc_lang=fil-ph; Placer County Air Population Control District ("PCAPCD") (Oct. 2016) CEQA Threshold of Significance Justification Report, PDF pp. 2, 19, https://www.placer.ca.gov/DocumentCenter/View/2061/Threshold-Justification-Report-PDF.

[6] City (12/5/23) Financial Service Staff Report, Review of the General Fund's Financial Status as of September 30, 2023 pp. 3-4, https://burbank.granicus.com/MetaViewer.php?view_id=6&clip_id=10328&meta_id=421251.

Third, transient hotel guests/patrons are vastly dissimilar to residents and employees who typically live or work at locations on a semi-permanent basis. In contrast, extended stays can be as few as five days, according to information provided on Marriott websites.[7] Additionally, the Project does not seem to include any conditions that would prevent reservations for even fewer days. For example, as shown in the screenshot below, one can seemingly book a one-night stay reservation at the Residence Inn by Marriott at the Los Angeles Burbank/Downtown location (i.e., 321 Ikea Way, Burbank, California 91502).[8, 9] It seems unreasonable for the Draft EIR to equate temporary overnight accommodations for hotel guests (e.g., one night, one week, etc.) as permanent housing for residents and families. 6-7



In sum, temporary overnight sleeping accommodations (serving transient guests) are not the same as permanent housing (serving residents and families). The Draft EIR should use a service population of 85 and consider mitigation measures and alternatives that could be incorporated to increase the Project's efficiency level—such as adding a residential component.

[7] See e.g., Residence Inn by Marriott ("Take advantage of great rates for longer stays of 5+ nights."), https://residence-inn.marriott.com/offers/; Marriott Bonvoy ("Minimum stay 5+ nights. Offer varies by hotel."), https://www.marriott.com/offers/Long-Term-Stay-Savings-in-the-U-S-and-Canada-1355935.
[8] Captured on January 29, 2025 at approximately 12:50 pm PST (https://www.marriott.com/reservation/reviewguestinformation.mi#).
[9] This office also confirmed over phone that one-night stays are available at this location.

B. PROJECT DESIGN FEATURES SHOULD BE EXPLICITLY INCLUDED IN THE MMRP.

The Draft EIR assumed various "project design features" that would reduce the Project's GHG emissions, such as photovoltaic panels for onsite renewable energy production (11 percent of the total annual consumption), exceeding the most current Title 24 standards by 10 percent by incorporating CalGreen Tier 2 requirements, installing energy efficient lighting, installing energy-efficient appliances, low flow water fixtures, water-efficient landscaping, exceeding EV parking spaces, and all-electric landscaping equipment. (DEIR, pp. 5.15-15-5.15-16.) However, the Draft EIR does not include these project design features with the summary of mitigation measures purportedly because they are incorporated into the EIR's Project Description. (DEIR, pp. 5.5-21, 5.5-23.) This can be problematic given that the Draft EIR's project description is 51 pages (pp. 3-1 – 3-51), and does not specify some of these project design features (e.g., calling only for CALGreen Tier 1 criteria, no mention of meeting 11 percent of energy use via solar panels). (Id., pp. 3-50- 3-51.) Additionally, it is common for cities to approve projects requiring a specific condition of approval ("COA") to comply with the project's Mitigation Monitoring Reporting Program ("MMRP"), which can include project design features to ensure that applicants and future city agencies confirm measures are actually incorporated.[10] This should be done here to ensure the City's Community Development Department does not have to sift through the EIR Project Description to ensure that the Project is developed consistent with Draft EIR assumptions.

6-8

C. MITIGATION MEASURES DO NOT CONSIDER CAPCOA STRATEGIES ADEQUATELY.

The DEIR admits that the Project would result in significant and unavoidable GHG impacts and proposes mitigation measure GHG-1 that generally includes: (i) the future development of a Traffic Management Plan ("TMP") with voluntary and mandatory measures to reduce single occupancy vehicles; (ii) requiring the hotel to join the Burbank Transportation Management Organization ("TMO") to encourage employees to carpool and take public transit; (iii) requiring hotel shuttles to the airport to use clean-fuel vehicles, (iv) not using wood/gas-powered fireplace, and (v) requiring electric energy-efficient appliances. (DEIR, pp. 1-12 – 1-13, 5.5-24 – 5.5-25.) The Draft EIR states that this is consistent with various California Air Pollution Control Officers Association ("**CAPCOA**") strategies. (DEIR, pp. 5.5-20 – 5.5-23.) However, the Draft EIR fails to substantiate consistency and/or consider a variety of quantifiable and non-quantifiable GHG reduction measures proposed by CAPCOA,[11] such as the following strategies.

6-9

1. DRAFT EIR IGNORES FUNDAMENTAL ASSUMPTION OF CAPCOA TOD & RESIDENTIAL STRATEGIES.

Here, the Draft claims that the Project is consistent with CAPCOA strategy T-3 by suggesting it is Transit-Oriented Development ("TOD") in a Transit Priority Area ("TPA"). (DEIR, p. 5.5-20.) However, CAPCOA makes clear that to qualify as a TOD development with the potential of reducing GHG emissions by up to 31 percent, the development "must be a residential or office project" within

6-10

[10] See e.g., NBC Universal Evolution Plan (10/13/12) MMRP, PDF pp. 9-142 (listing numerous project design features throughout MMRP), https://clkrep.lacity.org/onlinedocs/2012/12-1657_misc_a_10-23-12.pdf; Burbank Development Agreement For the Replacement Terminal Project, PDF pp. 166-185, https://elevatebur.com/wp-content/uploads/2020/02/DevelopmentAgreement.pdf.

[11] CAPCOA (Dec. 2021) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, PDF pp. 45-46, 61-65, https://www.airquality.org/ClimateChange/Documents/Final%20Handbook_AB434.pdf.

a TPA.[12] Here, the Project includes neither and, thus, is inconsistent with the plain language of the T-3 strategy and could be forgoing substantial GHG reductions related to this strategy. Additionally, with no residential units (much less affordable), the Project seems inconsistent with CAPCOA strategies T-1 (Increase Residential Density) and T-4 (Integrate Affordable and Below Market Rate Housing), which may reduce GHG emissions up to 28 – 30 percent.[13] **6-10 cont'd**

2. OTHER TRANSPORTATION-RELATED (LAND USE) STRATEGIES NOT CONSIDERED.

The Draft EIR does not consider CAPCOA strategy T-2, which is related to increased job density compared to relevant averages.[14] Here, the Draft EIR anticipates the 262,338 square foot ("sf"), 420-room hotel Project would add 85 full-time employees according to the Applicant (DEIR, pp. 1-1, 6-4 [footnote 1]), which amounts to roughly 0.20 employees generated per hotel room (i.e., 85 employees divided by 420 rooms). This is much lower than the 0.5 jobs-per-room ratio estimated for hotels in the City of Los Angeles[15] or the roughly 0.80 jobs-per-room ratio anticipated at the La Terra mixed-use development located at 777 N. Front Street Project in Burbank (i.e., anticipated 244 employees generated for the 205,300 square foot, 307-room hotel component).[16] This seems inconsistent with CAPCOA strategy T-2. **6-11**

Additionally, the Site has a Regional Commercial land use designation intended to provide a regional employment destination. (DEIR, p. 5.8-1.) Based on the Southern California Association of Governments ("SCAG") Employment Density Study Summary (previously relied upon by the City), hotels and regional retail in Los Angeles County have an average of 51.91 and 18.86 employees per acre of floor area (respectively), and commercial developments have an average of one employee per 424 square feet of floor area.[17] Based on these averages, a 262,338-sf (approximately. 6.02 acres) development would generate around 113 to 620 jobs, which is greater than the anticipated 85 jobs anticipated by the Applicant. Again, this seems inconsistent with CAPCOA strategy T-2

Furthermore, the Site already has hotel uses and would not improve accessibility to an underserved area, which seems inconsistent with CAPCOA strategy T-31-B.[18] This is also inconsistent with CAPCOA's strategies related to mixed-use TOD development (discussed further below)[19] and again represents a forgone opportunity to substantially reduce GHG impacts. **6-12**

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[12] Ibid., PDF p. 90.
[13] Ibid., PDF pp. 84, 87, 94.
[14] Ibid., PDF p. 87; see also CAPCOA (Aug. 2010) Quantifying GHG Mitigation Measures, PDF p. 166-169 (strategy LUT-1), https://www.aqmd.gov/docs/default-source/ceqa/handbook/capcoa-quantifying-greenhouse-gas-mitigation-measures.pdf.
[15] See City of Los Angeles VMT Calculator Documentation (May 2020), p. 11, https://ladot.lacity.gov/sites/default/files/documents/vmt_calculator_documentation-2020.05.18.pdf.
[16] See 777 N. Front Street Project in Burbank (Mar. 2019) Rincon Draft EIR, PDF p. 291 (p. 4.10-6), https://www.burbankca.gov/documents/173607/1137334/Draft+Environmental+Impact+Report+%28DEIR%29+%28LaTerra%29.pdf/8dbf49b3-714d-6ecf-fb66-49ca1fd7b8a0?t=1620174311990&download=true;
[17] Ibid.; see also SCAG (Oct. 2001) Employment Density Study Summary Report, PDF pp. 19, https://www.mwcog.org/file.aspx?A=QTTlTR24POOOUIw5mPNzK8F4d8djdJe4LF9Exj6lXOU%3D.
[18] Ibid., PDF p. 66.
[19] Ibid., PDF pp. 622, 625.

3. COMMUTER TRIP REDUCTION PROGRAM LACKS PERFORMANCE-BASED GOALS AND PENALTIES.

6-13

Here, the Draft EIR claims that GHG-1 would be consistent with CAPCOA strategies T-5 through T-11 and T-13. (DEIR, pp. 5.5-20 – 5.5-21.) CAPCOA's T-5 strategy is a *voluntary* commuter trip reduction ("CTR"), which incorporates strategies T-7 through T-11, and achieves up to four percent GHG reductions.[20] In contrast, CAPCOA's T-6 strategy is a *mandatory* CTR that can achieve up to 26 percent GHG reductions by including the voluntary CTR strategies plus the addition of "penalties for non-compliance" and "regular monitoring and reporting to ensure the calculated VMT reduction matches the observed VMT reduction."[21] This is the key distinguishing feature between a voluntary and mandatory CTR program. However, the Draft EIR does not mention anything about potential penalties. Nor is there a performance metric tied to the future TMP, which is contrary to CEQA's call for performance-based mitigation.[22] Again, this represents a failure to consider substantial GHG reductions.

4. OTHER TRANSPORTATION-RELATED (TRIP REDUCTION PROGRAMS) STRATEGIES NOT CONSIDERED.

6-14

The Draft EIR does not address whether workers will have access to certain key end-of-trip facilities (e.g., personal lockers, showers, etc.), which seems inconsistent with CAPCOA strategy T-10. Furthermore, the Draft EIR makes references to potential carpool incentives (pp. 5.3-15, 5.5-17) but does not mention the option of exploring options for telecommuting or alternative work schedules, which seems inconsistent with CAPCOA strategies T-39 and T-42.

D. CONSISTENCY EVALUATION FAILS TO ADDRESS INCONSISTENCY WITH MIXED-USE TOD STRATEGIES.

6-15

Here, the Project is a single-hotel-use Project without any residential uses and provides minimal employment opportunities seemingly below relevant averages. This is inconsistent with mixed-use, TOD strategies generally encouraged by CAPCOA (discussed above in sections C1 and C2), as well as the City's GGRP[23] and Southern California Association of Governments ("SCAG") 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy ("RTP/SCS").[24] This is not adequately addressed in the Draft EIR consistency analysis, which fails to adequately analyze

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[20] Ibid., PDF p. 97.
[21] Ibid., PDF p. 100.
[22] CEQA disfavors formulation of mitigation measures to post-approval studies with no performance standards to guide the mitigation. (See e.g., CEQA Guidelines § 15126.4(a)(1)(B); *Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70, 92-93; *Oro Fino Gold Mining Corp. v. County of El Dorado* (1990) 225 Cal.App.3d 872, 884 ["There cannot be meaningful scrutiny [of an environmental review document] when the mitigation measures are not set forth at the time of project approval."].) A lead agency may only defer the formulation of mitigation measures when it possesses "'meaningful information' reasonably justifying an expectation of compliance." (*Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 308 [quoting *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68, 77 fn. 5]; see also *Sacramento Old City Association v. City Council of Sacramento* (1991) 229 Cal.App.3d 1011, 1028-29 [mitigation measures may be deferred only "for kinds of impacts for which mitigation is known to be feasible"].)
[23] GGRP, PDF pp. 407, 410, https://www.burbankca.gov/documents/173607/0/GGRP+Update+Final_w.App.pdf/5c876fb6-fed4-49e5-d7b6-dbcf058491a1?t=1666594217752.
[24] SCAG, 2020 RTP/SCS, pp. 129, 138, 168, 176, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176.

whether the single-hotel-use Project sufficiently supports job/resident growth at this TPA infill Site or adequately considers the Project's impact on the City's jobs-housing balance. (DEIR, Tbl. 5.5-5-6.) For example, Burbank is known to be jobs-rich and underserved by housing opportunities, whereby more workers commute from outside of the City.[25] Here, the Project would add more jobs without any housing and, thus, likely exacerbate the City's jobs-housing imbalance. This analysis is lacking in the Draft EIR.

6-15 cont'd

II. THE EIR SHOULD HAVE INCLUDED A REASONABLE RANGE OF ALTERNATIVES INCLUDING A HOTEL/RESIDENTIAL MIXED-USE ALTERNATIVE.

6-16

Under CEQA, the core of an EIR is requiring a lead agency to select a reasonable range of alternatives for evaluation guided by a clearly written statement of objectives. (See *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564-65; see also CEQA Guidelines § 15124(b).) It is the lead agency's affirmative duty to approve a project only after "meaningful consideration of alternatives and mitigation measures." (*Mountain Lion Foundation v. Fish & Game Com.* (1997) 16 Cal.4th 105, 134.) This duty cannot be defeated by defining objectives too narrowly or too broadly or artificially limiting the agencies' ability to implement reasonable alternatives by prior contractual commitments. (See e.g., *City of Santee v. County of San Diego* (1989) 214 Cal.App.3d 1438, 1447; *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 736.) Instead, a "reasonable range of alternatives" should be:

- "capable of being accomplished in a successful manner" (Pub. Res. Code § 21061.1);
- "attain most of the basic objectives of the project" (*Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1509 (citing CEQA Guidelines § 15126.6(a) and (f)); and
- achieve the project's "underlying fundamental purpose" *(In re Bay-Delta* (2008) 43 Cal.4th 1143, 1164-1165 (citing CEQA Guidelines § 15124(b)).

While alternatives must implement the most basic project objectives, they need not implement all of them. (See e.g., *California Native Plant Soc'y v. City of Santa Cruz (*2009) 177 Cal.App.4th 957, 991; *Mira Mar Mobile Community v. City of Oceanside* (2004) 119 Cal.App.4th 477, 488-489.) The discussion must "focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be costlier." (*Friends of the Eel River v. Sonoma County Water Agency* (2003) 108 Cal.App.4th 859, 873; see also CEQA Guidelines § 15126.6(a); *Cleveland III*, 17 Cal.App.5th at 436 [EIR discussion deficient where no alternative was considered that significantly reduced total vehicle miles traveled and where the alternatives labeled 'transit emphasis' was a "misnomer" given they only advanced certain rapid bus projects, left rail/trolley projects largely unchanged, and provided no increased transit projects/services]).)

[25] See 777 N. Front Street Project in Burbank (Mar. 2019) Rincon Draft EIR, PDF p. 287 (p. 4.10-2), https://www.burbankca.gov/documents/173607/1137334/Draft+Environmental+Impact+Report+%28DEIR%29+%28LaTerra%29.pdf/8dbf49b3-714d-6ecf-fb66-49ca1fd7b8a0?t=1620174311990&download=true; see also Housing Element (Sep. 2022), PDF pp. 14, 26, 88 (noting the City's nearly 3:1 jobs-to-housing *imbalance* "exacerbated in recent years by rapid employment growth and limited new housing production."), https://www.burbankhousingelement.com/wp-content/uploads/2022/10/Adopted-Burbank-Housing-Element_clean.pdf.

Here, the Draft EIR did not fully consider a mixed-use housing/hotel project alternative, as previously recommended by Local 11. (DEIR, Appendix B, PDF pp. 56-57.) Instead, the Draft EIR fully analyzed only a no-project alternative and a reduced-intensity alternative (i.e., 315 guest rooms and 661 parking spaces with 61 employees). (DEIR, pp. 1-27 – 1-28.) The Draft EIR did reject from any further analysis a "Residential Mixed-Use" ("RMU") alternative that included ground-floor retail and 192 dwelling units. (DEIR, p. 1-26.) However, the justification for rejecting this alternative seems unsubstantiated and/or unjustified (especially if the alternative included a hotel component), as further explained below.

6-16 cont'd

A. RESIDENTIAL-HOTEL ALTERNATIVE COULD SERVE ALL PROJECT OBJECTIVES.

6-17

According to the Draft EIR, the RMU alternative "would not provide for a hotel catering to the business and leisure traveler in proximity to the Hollywood Burbank Airport; provide for a Marriott-branded urban hotel that complements the airport, existing and planned transit stations, and the convention center to attract and enhance customer travel visiting Burbank; provide additional meeting/entertainment/dining spaces; or provide for transit occupancy tax." (DEIR, pp. 1-26, 7-5.) However, as shown below, an RMU alternative with a hotel component could serve all seven of the project objectives, including five objectives that are fundamentally related to adding additional hotel uses at the Site (DEIR, pp. 1-2 – 1-3, 3-8 – 3-9):

1. Project Objective: "Enhance the continued economic revitalization and urbanization of the Hollywood Burbank Airport area with premium lifestyle and extended stay *hotel brands catering to the modern business and leisure traveler*." (DEIR, p. 7-2 [emphasis added].) Here, an RMU alternative with a residential and hotel component could attain and achieve the basic objective of catering to *business and leisure travelers.*

2. Project Objective: "Construct and operate a Marriott-branded, business- and leisure-oriented urban hotel reflecting the character of Burbank and integrated into the overall site design of the existing onsite *hotel* facilities, *immediately adjacent* to and complementing the *airport, existing and planned transit stations, and the convention center* to attract and enhance customer travel for those visiting Burbank." (DEIR, p. 7-2 [emphasis added].) Here, an RMU alternative with a residential and hotel component could attain and achieve the basic objective of adding hotel uses adjacent to the airport, planned transit stations, and convention center.

3. Project Objective: "Construct and operate additional *conference/ meeting/ entertainment/ dining space*, fitness facilities for hotel guests and other patrons, and a ground-floor central open courtyard with pool and deck space amenity area to provide additional outdoor space." (DEIR, p. 7-2 [emphasis added].) Here, an RMU alternative with a residential and hotel component could attain and achieve the basic objective of adding facilities for hotel guests and patrons (e.g., conference/meeting/entertainment/dining space).

4. Project Objective: "Contribute to the economic health and well-being of Burbank through the development of a Project that would generate new construction and *long-term jobs* and provide additional long-term revenue for the City through visitor operations, *enhanced property values*, new visitor spending, and *transient occupancy tax*." (DEIR, p. 7-2 [emphasis added].) Here, an RMU alternative with a residential and hotel component could attain and achieve the basic objective of generating long-term jobs and providing additional long-term revenue via enhanced property values and transient occupancy tax.

6-17 cont'd

5. Project Objective: "Redevelop a portion of the surface parking lot area that is underutilized into a more economically productive use that complements the existing development on the property and is consistent with the City's ongoing *re-envisioning efforts within the Golden State Specific Plan"* ["GSSP"]. (DEIR, p. 7-2 [emphasis added].) Here, an RMU alternative with a residential and hotel component could attain and achieve the basic objective of redeveloping an underutilized Site consistent with the re-envisioning efforts within the GSSP given the City's Housing Element identifies the Golden State Specific Plan ("**GSSP**") area for over 2,600 new housing units.[26]

6. Project Objective: "Support environmentally conscious alternative modes of travel by constructing two *new hotels within a half mile of two existing Metrolink stations*, a planned high speed rail station, and the Hollywood Burbank Airport, and by *promoting ride-sharing* services and *transportation demand management* ["TDM"] strategies in efforts to reduce local vehicle trips into and out of the City." (DEIR, p. 7-2 [emphasis added].) Here, an RMU alternative with a residential and hotel component could attain and achieve the basic objective of adding hotel uses near the existing Metrolink stations. Additionally, there is no reason why such an alternative could not include ride-sharing services and TDM strategies. Moreover, a residential component could be more capable of reducing vehicle trips since TDM strategies are more effective at lowering regular commuter trips.[27] Here, the vast majority of the Project's vehicle trips would be made by hotel patrons (i.e., non-residents or employees).

7. Project Objective: "Support and enhance *statewide decarbonization* efforts through the development of an all-electric Project free from fossil-fuel reliance; onsite generation and use of power through solar panels and battery storage; reducing vehicle emissions through an efficient guest drop-off and pick-up porte cochere design and by operating a *valet-only parking garage* for more efficient parking of guest's vehicles; and encouraging the replacement of gas-fueled cars with electric vehicles by providing *hundreds of EV charging stations* and EV ready plug-ins." (DEIR, p. 7-2 [emphasis added.) Here, an RMU alternative with a residential and hotel component could incorporate EV parking and solar to attain and achieve the basic objective of statewide decarbonization efforts. Additionally, by adding residents to the Site, such an alternative could be more effective at reducing GHG emissions from mobile emissions by bringing more residents to the Site, which is highly served by public transit.

In sum, a residential/hotel mixed-use alternative could serve the Project's fundamental objectives.

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[26] See Housing Element (2021-2029), PDF p. 60 (p. 1-50), https://www.burbankhousingelement.com/wp-content/uploads/2022/10/Adopted-Burbank-Housing-Element_clean.pdf.
[27] See e.g., Office of Planning Research (Apr. 2018) VMT Technical Report, p. 26 (home and workplace will often be the main drivers of VMT), https://lci.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf.

B. A RESIDENTIAL-HOTEL ALTERNATIVE APPEARS FEASIBLE FOR THE SITE REGARDLESS OF WHETHER THE APPLICANT IS A HOTEL DEVELOPER.

The Draft EIR rejected the RMU alternative in part because "the Applicant is a hotel developer and operator and is not a residential developer." (DEIR, pp. 1-26, 7-5.) However, the developer's experience should not be determinative in light of the Site's ability to accommodate housing and hotel uses. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. (DEIR, p. 3-7.) Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility)[28] and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. (See e.g., Land Use Element,[29] p. 3-15 [Goal 11 and Policy 11.5].) Furthermore, the Draft EIR fails to consider that the combination of hotel and residential uses within a development site is not uncommon for Burbank or other areas near convention centers like downtown Los Angeles ("DTLA").[30] In sum, the Draft EIR fails to provide substantial evidence that a residential/hotel mixed-use alternative is infeasible for the Site. 6-18

C. VAGUE CONCERNS ABOUT THE UNCERTAINTY IN MULTIFAMILY RESIDENTIAL INDUSTRY ARE NOT SUBSTANTIAL EVIDENCE.

The Draft EIR also rejects the RMU alternative because "uncertainty in the lending industry for multifamily market, rising labor and construction costs, and the decrease in rents for multifamily create a high level of uncertainty even for the most seasoned multifamily developer, let alone the uncertainty that it would bring to a hotel developer seeking to make a housing project pencil out at the Project site." (DEIR, pp. 1-26, 7-5.) However, this is a generic argument not supported by specific facts, such as a pro forma showing only a hotel project pencils out. Additionally, the Draft EIR fails to consider most developments are subject to uncertainty, including generic concerns about rising labor/construction costs. Furthermore, this argument ignores the fact that numerous multifamily projects are still being proposed, entitled, and built in the City and other nearby jurisdictions,[31] including large mixed-use projects in the City (e.g., Fry's mixed-use development on 2311 N. Hollywood and LaTerra on 777 N. Front Street), as well as other residential projects. (DEIR, pp. 4-3 – 4-5 [related projects 1, 5, 7, 9, 10, 11, 15, 18].) Furthermore, the Draft EIR ignores the demand for residential units generated by nearby uses, such as surrounding office and studio spaces (e.g., MSG Sphere Studios, Media Studios Campus). (Id.,

[28] See Hollywood Burbank Airport Noise Monitoring, https://www.hollywoodburbankairport.com/noise/noise-monitoring/; Current Noise Contour, https://www.hollywoodburbankairport.com/wp-content/uploads/2022/05/Current-Noise-Contour.pdf; 2nd Quarter 2021 65 dB CNEL Contour Map, https://www.hollywoodburbankairport.com/wp-content/uploads/2021/09/Noise-Contour-Map-2Q21.pdf.
[29] See Land Use Element, https://www.burbankca.gov/documents/173607/1541047/20130213_Chapter+3+-+Land+Use.pdf/8130d103-3e0c-ac0d-9e31-99802742bb9a?t=1637190558920.
[30] See e.g., 777 N. Front Street Project in Burbank (i.e., 573 residential units and 307-room hotel), https://www.burbankca.gov/documents/173607/1137334/Draft+Environmental+Impact+Report+%28DEIR%29+%28LaTerra%29.pdf/8dbf49b3-714d-6ecf-fb66-49ca1fd7b8a0?t=1620174311990&download=true; 1600 S. Flower Street in Los Angeles (i.e., two tower project with a 300-room hotel and 250 residential units), https://la.urbanize.city/post/mixed-use-towers-1600-s-flower-street-dtla-clear-hurdle; DTLA Wilshire Grand (i.e., 560 hotel rooms and100 residential dwelling units), https://planning.lacity.gov/eir/WilshireGrandRedevProj/DEIR/DEIR%20Sections/II.%20Project%20Description.pdf.
[31] Ibid., see also Burbank Development Projects, https://econdevburbank.com/choose-burbank/current-projects/;

[related projects 4A and 4]; see also pp. 3-1, 3-3, 3-7 – 3-8.) In sum, this vague claim of uncertainty is not substantial evidence under CEQA. (See e.g., Pub. Res. Code §§ 21080(e), 21082.2(c); CEQA Guidelines §§ 15064(f)(5), 15384.[32]) In sum, the Draft EIR fails to substantiate that the residential/hotel mixed-use alternative is infeasible due to generic uncertainty related to multifamily development.

18 cont'd

D. A RESIDENTIAL-HOTEL ALTERNATIVE COULD SUBSTANTIALLY REDUCE THE PROJECT'S GHG IMPACTS.

6-19

The Draft EIR also suggests that under the RMU alternative, it "is not anticipated that the Project's significant and unavoidable [GHG impacts] would be significantly reduced or eliminated." (DEIR, pp. 1-26, 7-5.) However, as discussed above, the Draft EIR relies on an improper service population—counter to the City's GGRP—to overestimate the Project's service population, and fails to adequately address the Project's inconsistency with fundamental strategies urged by CAPCOA and SCAG's RTP/SCS. These inconsistencies mask impacts that could be substantially minimized by incorporating residential uses into the Project, which would in turn, raise the Project's service population (e.g., 2.5 residents per dwelling unit based on the City's previously used assumptions).[33] In sum, the Draft EIR fails to substantiate that a residential/hotel mixed-use alternative would not substantially reduce the Project's significant GHG emissions.

E. VAGUE CONCERNS ABOUT COSTLY VAPOR INTRUSION MITIGATION ARE NOT SUBSTANTIAL EVIDENCE, ESPECIALLY WHEN FEASIBLE MITIGATION CAN BE INCORPORATED.

6-20

The Draft EIR also states the RMU alternative was rejected because of potential vapor risks from soil-gas (i.e., PCE and TCE) "beneath the Project site that *may* present a vapor intrusion risk," meaning that "*more* extensive mitigation would be required to provide for residential development to occur." (DEIR, pp. 1-26, 7-5 [emphasis added].) This is an overgeneralized argument; it does not provide any specific facts showing that mitigation would be cost-prohibitive or otherwise make infeasible any kind of residential uses at the Site. Just because an alternative may be more *costly* does not mean it is not feasible. (*Friends of the Eel River v. Sonoma County Water Agency* (2003) 108 Cal.App.4th 859, 873.) Furthermore, the Draft EIR does not address the various strategies and mitigation measures that could potentially address the risk of vapor intrusion mitigation ("VIM"), including both soil removal and other mitigation efforts (e.g., soil vapor extraction systems, vapor barriers, engineered VIM systems, minimizing residential uses closer to the ground floor, employing open air ground floor and/or ventilated parking garages, parking garage, etc.).[34] Here, the Draft EIR

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[32] Courts should not blindly trust bare conclusions, bald assertions, and conclusory comments without the "disclosure of the 'analytic route the . . . agency traveled from evidence to action.'" (*Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 404 405 (quoting *Topanga Assn. for a Scenic Community v. County of Los Angeles* (1974) 11 Cal.3d 506, 515); see also *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 568-569; *Cleveland III*, 17 Cal.App.5th at 441 [agency "obliged to disclose what it reasonably can … [or] substantial evidence showing it could not do so."].)

[33] 777 N. Front Street Draft EIR, PDF p. 132, https://www.burbankca.gov/documents/173607/1137334/Draft+Environmental+Impact+Report+%28DEIR%29+%28LaTerra%29.pdf/8dbf49b3-714d-6ecf-fb66-49ca1fd7b8a0?t=1620174311990&download=true.

[34] See e.g., San Francisco Bay Regional Water Quality Control Board (Jun. 2022) Vapor Intrusion Mitigation Guidance, PDF pp. 15-23, 55, https://www.waterboards.ca.gov/rwqcb2/water_issues/programs/sitecleanup/2022_VIM_Guidance.pdf; Department of Toxic Substances Control and State Water Resources Control Board (Feb. 2023) Supplemental

does not attempt to identify what mitigation measures would be required for a residential mixed-use hotel/residential project above what is already required under proposed mitigation measures HAZ- 1 and HAZ-2 (e.g., soil removal, VIM system, vapor barrier). (DEIR, pp. 5.3-14 – 5.3-1.) In sum, the Draft EIR fails to substantiate that the residential/hotel mixed-use alternative is infeasible due to overgeneralized concerns about added costs related to vapor intrusion.

6-20 cont'd

III. CONCLUSION

6-21

In conclusion, Local 11 thanks the City for the opportunity to provide these comments but remains concerned with the Project's GHG impacts and lack of additional mitigation and reasonable alternatives—including a seemingly feasible residential/hotel mixed-use alternative that could achieve all of the basic objectives of the Project. Local 11 respectfully asks the City to stay its action on the Project Approvals until the issues discussed above are cured in a CEQA-compliant review.

Local 11 reserves the right to supplement these comments at future hearings and proceedings for this Project. (See *Galante Vineyards v. Monterey Peninsula Water Management Dist.* (1997) 60 Cal.App.4th 1109, 1120 [CEQA litigation not limited only to claims made during EIR comment period].) This office requests, to the extent not already on the notice list, all notices of CEQA actions and any approvals, Project CEQA determinations, or public hearings to be held on the Project under state or local law requiring local agencies to mail such notices to any person who has filed a written request for them. (See Pub. Res. Code §§, 21092.2, 21167(f) and Gov. Code § 65092.) Please send notice by electronic and regular mail to the address identified on page of this letter.

Sincerely,

Jordan R. Sisson
Attorney for UNITE HERE Local 11

Guidance: Screening and Evaluating Vapor Intrusion, PDF pp. 60-68, https://dtsc.ca.gov/wp-content/uploads/sites/31/2023/02/VI_SupGuid_Screening-Evaluating.pdf.

Response to Comment Letter 6

Jordan R. Sisson
Law Office of Jordan R. Sisson
Attorney for UNITE HERE Local 11
January 29, 2025

Response 6-1

This introductory paragraph identifies the commenter as representing UNITE HERE Local 11 (Local 11) and summarizes the proposed Project, as well as identifying the approvals/entitlements being sought. The comment also identifies that Local 11 represents the interests of workers employed in hotels, restaurants, airports, sports arenas, and convention centers throughout Southern California and Phoenix, Arizona. The comment does not include any information requiring changes to the Draft EIR. No further response is warranted.

Response 6-2

The comment identifies the commenter's concern regarding the proposed Project's GHG emissions. Specifically, the comment states the concern that the proposed Project miscalculated its service population, failed to include project-design feature contained in the City's Mitigation Monitoring Reporting Program (MMRP), is inconsistent with the California Air Pollution Control Officers Association (CAPCOA) strategies, and failed to include a variety of other alternatives such as a hotel-residential mixed-use alternative. Refer to Responses 6-4 through 6-20, below.

Response 6-3

This comment requests that the City stay its action on Project approval until the issues raised in the letter are addressed and requests recirculation of the Draft EIR.

CEQA Guidelines Section 15088.5 provides the statutory basis for when recirculation of an EIR is required by the lead agency, which is when significant new information is added to the EIR prior to its certification. New information added to an EIR is not considered significant unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project proponent declined to implement. Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

According to the CEQA Guidelines, "'Significant new information'" requiring recirculation includes, for example, a disclosure showing that (1) a new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented; (2) a substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance; (3) a feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it; or (4) the draft EIR was so fundamentally and basically

inadequate and conclusory in nature that meaningful public review and comment were precluded." None of these circumstances have taken place, and, as such, the Draft EIR does not require recirculation.

Response 6-4

The comment cites various cases stating that any project shall present a robust GHG analysis to determine potential impacts on climate change. Additionally, the comment states that a project's anticipated emissions should be consistent with California's GHG reduction requirements (Assembly Bill 32, Senate Bill 32, and Executive order S-3-05). The commenter then states that the proposed Project's GHG analysis was not consistent due to a variety of reasons. Refer to Responses 6-5 through 6-16, below.

Response 6-5

The comment states that the proposed Project miscalculated its service population and that the definition of "service population" as defined in the City's Greenhouse Gas Reduction Plan (GGRP) only includes residents and employees. As such, the comment asserts that the proposed Project's service population should only reflect 85 employees and should not include the Project's hotel guests/patrons.

The CEQA Guidelines do not set "a specific quantitative threshold of significance for evaluating GHG emissions associated with a proposed plan or project." (GGRP, Appendix G, p. 26; CEQA Guidelines Section 15064.4.) Rather, the "lead agencies have the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, as long as the threshold chosen is supported by substantial evidence." (*Id.*; CEQA Guidelines Section 15064.7(c).)

As defined in the City's GGRP, the adopted GHG emissions efficiency threshold was defined as "a threshold expressed as a *per-person* metric (e.g., per resident, per employee, or per service person). Efficiency thresholds are calculated by dividing the allowable GHG emissions inventory in a selected calendar year by the resident, employee, or service population in that year. The efficiency threshold identifies the quantity of GHG emissions that can be generated on a *per-person* basis without significantly impacting the environment." (GGRP, Appendix G, p. 26, italics added.) Based on the GGRP's GHG efficiency threshold of 3.12 $MTCO_2e$ per service population, and as determined in Draft EIR Section 5.5, *Greenhouse Gas Emissions*, the proposed Project would exceed the applicable GHG threshold and would result in significant and unavoidable impacts.

The comment letter contends that the service population used in the GHG calculation for the proposed Project is "inflated" because it includes hotel guests/patrons, rather than only hotel employees. This comment was based on the idea that hotel guests/patrons are not classified as part of the service population (resident or employee) of a project. However, service population is defined as "the residential population plus the number of jobs." (GGRP, Appendix G, p. 28.) As the Draft EIR explains, "[t]he City of Burbank includes hotel patrons occupying a hotel in the service population." According to CEQA Guidelines Section 15064(b)(1), the lead agency for a proposed project has the discretion to devise their own thresholds, which are supported by substantial evidence. It should be noted that the City includes hotel patrons in the service population as a matter of City policy. Additionally, due to the nature of the proposed Project (hotel use), the Project would accommodate short-term occupancy of hotel guests/patrons, which are the major contributors of the Project's overall GHG emissions. Short-term

occupants of the proposed Project would generate similar emissions when compared to long-term occupants. Specifically, short-term occupants of the proposed Project, similar to long-term occupants of the City, would still generate mobile (trips departing and arriving the Project site), energy (heating cooling, lighting, etc.), and water (potable water and showers) demands. Thus, the amount of GHG emissions generated would be similar regardless of the duration of the stay.

Additionally, potential hotel guests/patrons are located in the City during their stay and take vehicular trips to and from the hotel and, accordingly, are included in the Project's service population. Thus, hotel guests/patrons would still contribute to a project's operational GHG emissions despite their short-term occupancy. Excluding hotel guests/patrons from the service population without a corresponding reduction in the total project-related emissions would lead to an inaccurate GHG calculation. Specifically, the majority of the Project's GHG emissions are attributed to mobile source emissions, which are calculated using the net trips associated with the Project. (Draft EIR, Table 5.5-3; Draft EIR, Appendix C, p. 82.) Project mobile source emissions assumed 4,099 net daily trips, which accounts for and includes trips generated by hotel patrons. (Transportation Study, p. 14; *Id.* at Table 3.) Removing hotel guests/patrons from the service population, as the comment letter suggests, would also require removing hotel guests/patrons from the calculation of the Project's trips and corresponding mobile source emissions. Otherwise, the GHG calculation would include hotel guests/patrons in the numerator (emissions) but would exclude them from the denominator (service population), resulting in an imbalanced equation.

Therefore, the comment letter incorrectly re-calculates the Project's GHG emissions by dividing the total project-related emissions, including trips by hotel guests/patrons (i.e., 4,671.49 $MTCO_2e$ per year), by a service population that only accounts for employees (i.e., 85 employees). Adopting the comment letter's reasoning would require re-calculating the Project's total emissions to exclude mobile source emissions generated by hotel guests/patrons, resulting in a significantly lower emissions total.

It should also be noted that the inclusion of the hotel guests/patrons as part of the Project's service population does not reduce the Project's GHG emissions per capita below the GGRP's GHG efficiency threshold. As such, the addition of the hotel guests/patrons as part of the service population does not change the Draft EIR's conclusion of significant and unavoidable GHG emissions impact.

Response 6-6

The comment states that the number of hotel guests/patrons is artificially inflated because the Project's occupancy rate of 1.4 persons per room assumes a 100-percent capacity.

This argument is not supported by the record. The City used a more conservative guest per room ratio to generate the number of hotel guests/patrons. Specifically, the City conducted a survey of Burbank area hotels, which indicated that the average number of guests per room was 2.1. Occupancy data for the period of June 2023 to June 2024 provided by the Marriott Hotel, however, showed an average occupancy rate of 1.4 persons per reservation. (Draft EIR, 5.5-13.) It should be noted that the occupancy rate of the Marriott Hotel was lower than the other hotels surveyed. The City elected to use the lower, more conservative figure from the Marriott Hotel for purposes of calculating the number of hotel guests/patrons.

Furthermore, the calculation of hotel guests/patrons included in the service population is based on 420 rooms because the trip generation calculation is likewise based on the total number of proposed hotel rooms. (Draft EIR, Appendix K.) In other words, the number of trips expected to be generated by a 420-room hotel is not discounted based upon occupancy rates. This methodology is sanctioned by the Institute of Transportation Engineers. Accordingly, in order to maintain a balanced equation, neither the trip generation nor the hotel occupancy figures are discounted based upon expected occupancy.

It should also be noted that utilizing the City's average occupancy rate of 2.1 guests per room would not reduce the Project's GHG emissions per capita below the GGRP's GHG efficiency threshold. Thus, the difference in occupancy rate would not change the Draft EIR's conclusion of significant and unavoidable impact.

Response 6-7

The comment states that hotel guests/patrons would not equate to "residents" who live at a location for an extended period of time or on a semi-permanent basis. The comment states that even with an extended stay, hotel guests/patrons would only stay at a hotel for a temporary period of time. The comment discusses that the temporary accommodation of hotel guests would not equate to permanent/semi-permanent housing of "residents."

Refer to Response 6-5. As noted above, hotel guests/patrons are included in the service population as a matter of City policy and to ensure a balanced equation given that the total Project-related emissions include trips by hotel guests/patrons. Even with short-term accommodations, hotel guests/patrons would still generate emissions from mobile, energy, and water demands (trip emissions from arriving and departing from a site, energy-related emissions [heating, cooling, lighting, etc.], and water demand [drinking water and showers]). As such, hotel guest/patrons would still contribute to the Project's GHG emissions in a similar manner to extended stays hotel guests or long-term occupants in the City. The equation does not differentiate, nor should it, between extended stay and other hotel guests/patrons. Thus, the Draft EIR's evaluation of the proposed Project's service population accounts for all potential hotel guests, regardless of short- or long-term accommodations.

Response 6-8

The comment contends that various project design features, including photovoltaic panels for on-site renewable energy production (which accounts for 11 percent of the Project's total annual consumption); exceeding the most current Title 24 standards by 10 percent by incorporating CALGreen Tier 2 requirements, installing energy efficient lighting, installing energy efficient appliances, low flow water fixtures, water-efficient landscaping, exceeding EV parking spaces, and using all-electric landscaping equipment should be included in the Project's Mitigation Monitoring Reporting Program (MMRP).

The City is satisfied that the project design features are incorporated in the Project Description as they are elements of the Project and not mitigation measures. The CEQA Guidelines and related case law recognize that there is a distinction between project design features and mitigation measures. (CEQA Guidelines Section 15126.4(a)(1)(A); *Lotus v. Department of Transportation*, 223 Cal.App.4th 645, 658, 167 Cal.Rptr.3d 382, fn. 8 (2014)). Likewise, the CEQA Guidelines provide that "[t]he discussion of mitigation measures shall distinguish between the measures which are proposed by project proponents

to be included in the project and other measures proposed by the lead… agency… which are not included but the lead agency determines could reasonably be expected to reduce adverse impacts if required as conditions of approving the project." (CEQA Guidelines Section 15126.4(a)(1)(A).)

Further, several of the project design features referenced in the comment letter will be necessary to ensure compliance with applicable codes and policies and are enforceable as such. Specifically, landscape and irrigation plans must comply with the Municipal Water Efficient Landscape Ordinance requirements, and the Project must also comply with Title 9, Chapter 1, of the Burbank Municipal Code, the Burbank Water and Power Rules and Regulations for Utility Service, the 2022 Edition of the California Building Code, California Residential Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards, and Building Energy Efficiency Standards, among others. It should be noted that the project design features mentioned in the Project Description are presented as a general statement since these features are still pending until the final design of the Project.

Finally, although many of the project design features that are referenced are included in the project description, they will be memorialized as part of the Project and cited as conditions of approval.

Response 6-9

The comment presents concerns that the proposed Project's Mitigation Measure GHG-1 fails to substantiate consistency and/or consider a variety of quantifiable and non-quantifiable GHG reduction measures proposed by CAPCOA Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (Handbook).

According to CAPCOA, the Handbook is intended for use as a "planning resource" and "should not be used to dictate public policy or provide legal advice." (CAPCOA Handbook, p. iv.) Further, "the Handbook measures…should not be automatically applied to a project without thoughtful consideration of project-specific circumstances." (*Id.* at 6.) Similarly, the SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is intended for use as "an advisory and elective planning vision for consideration by other stakeholders and implementing agencies, and local control of land use decision-making is not intended to be constrained or limited in any way by Connect SoCal." (SCAG, 2020-2045 RTP/SCS, p. xiv.) The CAPCOA Handbook and 2020-2045 RTP/SCS provided helpful guidance to the City in its consideration and analysis of various GHG emissions reduction measures, many of which are incorporated into the Project Description or mitigation measures. (Draft EIR, Table 5.5-4.) However, the effectiveness of the suggested GHG emissions reduction measures depends on the specific project, and the CAPCOA Handbook and 2020-2045 RTP/SCS are non-binding guidance documents. The Draft EIR appropriately identified mitigation measures applicable and practical for the proposed Project.

Response 6-10

The comment states that the Draft EIR claims that the proposed Project is consistent with CAPCOA strategy T-3 since it is a Transit-Oriented Development (TOD) in a Transit Priority Area (TPA). However, the commentor contends that the Project does not classify as a TOD since CAPCOA defines a TOD as a "residential or office project." Additionally, the comment states that the Project does not provide residential units that are more affordable, which makes it inconsistent with CAPCOA strategy T-1 and T-4.

According to CAPCOA's Handbook, a TOD is any development within a ten-minute walk (0.5 miles) of a high frequency transit station (rail or bus with headways less than 15 minutes). The CAPCOA's Handbook does not require any development defined as a TOD to be either a residential or office project. Additionally, pursuant to Assembly Bill 2553, TPAs are defined as areas within 0.5 miles of a major transit stop that currently exists or is planned. CEQA defines a "major transit stop" as the intersection of two or mor major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. According to SCAG's *Transit Priority Areas in the SCAG Region for plan year 2050,* the Project site is located within a TPA. As such, the proposed Project is a qualifying TOD located within a TPA.

As discussed above under Response 6-9 and in the Draft EIR, the proposed Project would only implement applicable and practical CAPCOA strategies. CAPCOA strategy T-1 encourages residential density, which would reduce GHG emissions by encouraging shorter and fewer trips from solo-occupancy vehicles. However, the proposed Project is a commercial development and would not introduce long-term residential dwellings. As such, CAPCOA strategy T-1 is not applicable. Additionally, CAPCOA strategy T-4 promotes the implementation of a voluntary commute reduction program with employers. CAPCOA strategy T-4 would be implemented through employer-provided services, infrastructure, and incentives for alternative modes of transportation (i.e., ridesharing, discounted transit, bicycling, or vanpool). As discussed in the Draft EIR, the proposed Project would be required to join the Burbank Transportation Management Organization which would give future employees access to the Metro Employer Pass Program to reduce public transit costs, online vanpool and ride-matching, and free commuting passes if employees bike or walk to work. The proposed Project would also include features that promote alternative modes of transportation such as end-of-trip facilities (i.e., bicycle parking, employee lockers). As such, the proposed Project would be consistent with the CAPCOA strategy T-4.

Response 6-11

The commenter contends that the Project did not consider the implementation of CAPCOA strategy T-2, which would promote job density in order to reduce VMT and corresponding GHG emissions. The comment states that the Draft EIR's assumption of approximately 85 employees, which is approximately 0.2 employees per hotel room, is lower than the City of Los Angeles' 0.5 employees per room ratio and the La Terra mixed-use development's 0.8 employees per room ratio. Additionally, the comment states that the SCAG's employment density study indicates that a 262,338-square-foot development would generate around 113 to 620 jobs. The commenter indicates that the Project is not consistent with CAPCOA strategy T-2, implying that GHG emissions could be reduced further with higher job density.

The Project's projected employee counts of 85 employees were based on consultation with the Owner and representatives from the anticipated hotel management company for the new hotel (Spire Hospitality). The Project's trip generation was based on the Institute of Transportation Engineers (ITE) hotel land use which includes the assumption of supporting facilities (restaurants, cocktail lounges, meeting and banquet rooms, recreational facilities, etc.). All projected trips associated with hotel uses (hotel patrons/guests and employees) and its supporting facilities are included in the projected trip generation. Additionally, it should be noted that the ITE trip generation modeling only considers the number of rooms of the hotel use and not the overall building square footage. Thus, the projected

employee count of 85 employees does not affect the ITE trip generation of 4,099 daily trips and the corresponding mobile source emission estimates modeled from the California Emissions Estimator Model (CalEEMod).

Response 6-12

The comment states that the proposed Project would result in a duplicate land use since a hotel use already exists on-site. The comment states that the implementation of the proposed Project would not improve accessibility to an underserved area and, thus, would be inconsistent with CAPCOA strategy T-31-B.

As discussed in Response 6-9, the CAPCOA Handbook is intended for use as a "planning resource" and "should not be used to dictate public policy or provide legal advice." (CAPCOA Handbook, p. iv.) Further, "the Handbook measures…should not be automatically applied to a project without thoughtful consideration of project-specific circumstances." (*Id.* at 6.) Nevertheless, it should also be noted that the proposed Project did not apply any GHG reduction credit related to CAPCOA strategy T-31-B.

Response 6-13

The comment asserts that the Draft EIR does not consider CAPCOA's T-6 strategy, which is a mandatory measure. Specifically, T-6 includes all of CAPCOA's recommended voluntary commuter trip reduction but would implement penalties for non-compliance and monitoring/reporting to ensure the vehicle miles traveled reduction is met. The commenter claims that the Project includes no mention of penalties and no performance metric tied with the proposed Traffic Management Plan.

As discussed in Response 6-9, the CAPCOA Handbook is intended for use as a "planning resource" and "should not be used to dictate public policy or provide legal advice." (CAPCOA Handbook, p. iv.) Further, "the Handbook measures…should not be automatically applied to a project without thoughtful consideration of project-specific circumstances." (*Id.* at 6.) As discussed in the Draft EIR, the proposed Project would comply with applicable CAPCOA's strategies, which would reduce the Project's GHG emissions, including CAPCOA's T-6 strategy. As discussed in the Draft EIR, the proposed Project would prepare a Transportation Demand Management Plan pursuant to Mitigation Measure GHG-1. The Transportation Demand Management Plan would include voluntary and mandatory trip reduction measures that would reduce overall trips generated by the Project. Certain transportation demand management strategies would be included as required conditions of approval. However, details regarding the Project's Transportation Demand Management Plan designed to reduce trips are still unknown and unquantifiable during this planning stage. Full details of the programs would be finalized and identified prior to the operation of the proposed Project.

Response 6-14

The comment states that the proposed Project did not discuss certain key end-of-trip facilities, which would be inconsistent with CAPCOA strategy T-10. Additionally, the comment states that the proposed Project does not explore the option of telecommuting or alternative work schedules.

As discussed in Draft EIR Table 5.5-5, Consistency with the City's Greenhouse Gas Reduction Plan, the proposed Project would include bicycle parking as an end-of-trip facility. Additionally, hotel personal

lockers would be provided as a default for employees to change into uniform for work. As such, the proposed Project would have facilities, which would encourage employees to bicycle to work. Additionally, the preparation of a Transportation Demand Management Plan pursuant to Mitigation Measure GHG-1 of the Draft EIR would address end-of-trip facilities utilized by hotel patrons and employees. The Transportation Demand Management Plan would be prepared and approved by the City of Burbank prior to the issuance of occupancy permits.

It should also be noted that the proposed Project would construct a hotel, which is part of the service retail industry. Specifically, the services provided by a hotel (front desk receptionist, housekeeping, chauffeur, room attendant, cooks, etc.) would include activities that would require employees to be on-site. As such, it is not practical for hotel employees to telecommute or have an alternative work schedule.

Response 6-15

The comment states that the Draft EIR does not evaluate inconsistency with Mixed-Use TOD Strategies encouraged by CAPCOA, the GGRP, and SCAG RTP/SCS.

Refer to Response to Comment 6-9. As discussed in Response 6-9, according to CAPCOA, the Handbook is intended for use as a "planning resource" and "should not be used to dictate public policy or provide legal advice." (CAPCOA Handbook, p. iv.). Similarly, the 2020-2045 RTP/SCS is intended for use as "an advisory and elective planning vision for consideration by other stakeholders and implementing agencies, and local control of land use decision-making is not intended to be constrained or limited in any way by Connect SoCal." (SCAG, 2020-2045 RTP/SCS, p. xiv.). Furthermore, as discussed in Response 6-17, below, the proposed Project is consistent with the vision statement for the GSSP, which envisions "[a] vibrant residential neighborhood, economic center, and transportation hub that facilitates the preservation of existing key industries while creating new opportunities for housing and jobs with an elevated sense of arrival from the Hollywood-Burbank Airport, Metrolink Stations, and proposed High-Speed Rail Station." (GSSP website.) The Burbank Housing Element identifies 19 "housing opportunity sites" with "the greatest potential to accommodate the RHNA [SCAG Regional Housing Needs Assessment] housing growth allocated for Burbank." (Burbank 2021-2029 Housing Element, 1-79.) The Project site is not included among the sites listed. (*Id.* at Ex. 1-5, 1-80.) Therefore, while the Housing Element and the City's ongoing GSSP re-envisioning efforts are generally supportive of residential development, other sites have been identified as better suited for residential development, and the Project would not preclude development of residential projects on these housing opportunity sites.

It should be noted that the CAPCOA Handbook, 2020-2045 RTP/SCS, and the City's GGRP encourages the development of mixed-use development. Specifically, the City's GGRP mentions specific areas within the City that recommends and allow mixed-use developments (North San Fernando Boulevard Master Plan). However, the CAPCOA Handbook, 2020-2045 RTP/SCS, and the City's GGRP do not specifically require the construction of mixed-use developments in any one area. Accordingly, the standards cited by the commenter are merely advisory and compliance is not required.

Response 6-16

The comment contends the Draft EIR fails to include a range of reasonable alternatives and suggests a hotel/residential mixed-use alternative (H/RMU).

The identification and analysis of alternatives to the Project in the Draft EIR (Section 7.0) is consistent with the CEQA Guidelines, which require "a range of reasonable alternatives to the project." (CEQA Guidelines Section 15126.6(a).) The selected alternatives must "feasibly attain most of the basic objectives of the project" and "avoid or substantially lessen any of the significant effects of the project." (*Id.*) "An EIR need not consider every conceivable alternative to a project" and a lead agency is "not require[d]…[to] consider specific alternatives that are proposed by members of the public or other outside agencies." (*Id.; City of Maywood v. Los Angeles Unified School Dist*, 208 Cal.App.4th 362, 420, 145 Cal.Rptr.3d 567 (2012), *California Native Plant Society v. City of Santa Cruz,* 177 Cal.App.4th 957, 999, 99 Cal.Rptr.3d 572 ["potentially feasible alternatives 'are suggestions which may or may not be adopted by the decisionmakers.'"])

Neither CEQA nor any case law has established a "categorical legal imperative as to the scope of alternatives to be analyzed in the EIR." (*Citizens of Goleta Valley v. Bd. of Supervisors,* 52 Cal.3d 553, 566, 801 P.2d 1161 (1990); *Citizens for Open Government v. City of Lodi*, 205 Cal.App.4th 296, 313, 140 Cal.Rptr.3d 459 (2012).) Rather, the EIR must consider a "reasonable range of potentially feasible alternatives that will foster informed decisionmaking and public participation." (*Id.*) Consideration of only the proposed project and a no-project alternative in the EIR can be sufficient. (*Save Our Access-San Gabriel Mountains v. Watershed Conservation Authority*, 68 Cal.App.5th 8, 30, 2 Cal.Rptr.3d 862 (2021).) "Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts." (CEQA Guidelines Section 15126.6(c).)

The Draft EIR sufficiently analyzes a reasonable range of alternatives to the proposed Project. Draft EIR Section 7.2 identifies six project alternatives: (1) a "no project" alternative; (2) a "reduced intensity" alternative; (3) an "alternative site" alternative; (4) an "office" alternative; (5) a "residential mixed-use" alternative; and (6) a "reduced parking" alternative. The Draft EIR concludes that the "alternative site" alternative, "office" alternative, "residential mixed-use" alternative, and "reduced parking" alternative did not accomplish most of the basic objectives of the Project and are infeasible and explains why each alternative was rejected.

The Draft EIR is not required to study an H/RMU alternative because the alternative would not serve the majority of the Project's objectives, is not feasible for the site, and would not substantially reduce the Project's impacts on GHG emissions or other environmental impacts.

While a lead agency "may not give a project's purpose an artificially narrow definition, a lead agency may structure its EIR alternative analysis around a reasonable definition of underlying purpose and need not study alternatives that cannot achieve that basic goal." (*In re Bay-Delta etc.*, 43 Cal. 4th 1143, 1166, 184 P.3d 709 (2008).) For example, in *Goleta*, the court found that the lead agency need not consider inland locations in the alternatives analysis where the basic objective of the Project is for an oceanfront resort hotel. (*Goleta,* 52 Cal.3d at 561; *see also San Francisco Bay Conservation etc. Com.* 10 Cal.App.4th 908, 924–925, 13 Cal.Rptr.2d 117 (1992), reh'g denied and opinion modified (Nov. 30, 1992).)

Response 6-17

The comment asserts that H/RMU Alternative would serve all the Project objectives.

The Project is a hotel development project proposed by a hotel developer on a site with an existing hotel. The Project objectives align with the applicant's vision for a dual brand hotel, which would provide numerous benefits to the Burbank community. The H/RMU alternative would not serve most of the Project's objectives to the same extent as the proposed Project. Each objective is reviewed below. However, it is noted that pursuant to CEQA Guidelines Section 15126.6(b), "the discussion of alternatives shall focus on alternatives to the project…which are capable of avoiding or substantially lessening any significant effects of the project…" The assessment of whether an alternative can meet the Project objectives cannot be considered without also considering whether the alternative can reduce significant effects of the project. As demonstrated in Response 6-19, an H/RMU alternative would not avoid or substantially lessen any of the significant effects of the project.

Project Objective: "Enhance the continued economic revitalization and urbanization of the Hollywood Burbank Airport area with premium lifestyle and extended stay hotel brands catering to the modern business and leisure traveler."

The comment alleges that an H/RMU alternative "could attain and achieve the basic objective of catering to business and leisure travelers." The H/RMU alternative would not meet this objective to the same extent as the proposed Project. Reducing the hotel component would limit the objective by reducing the number of travelers that could be accommodated.

Project Objective: "Construct and operate a Marriott-branded, business- and leisure-oriented urban hotel reflecting the character of Burbank and integrated into the overall site design of the existing onsite hotel facilities, immediately adjacent to and complementing the airport, existing and planned transit stations, and the convention center to attract and enhance customer travel for those visiting Burbank."

The comment alleges that an H/RMU alternative "could attain and achieve the basic objective of adding hotel uses adjacent to the airport, planned transit stations, and convention center." As discussed above, the objective would not meet this objective to the same extent as the proposed Project.

Project Objective: "Construct and operate additional conference/meeting/entertainment/dining space, fitness facilities for hotel guests and other patrons, and a ground-floor central open courtyard with pool and deck space amenity area to provide additional outdoor space."

The comment alleges that an H/RMU alternative "could attain and achieve the basic objective of adding facilities for hotel guests and patrons (e.g., conference/meeting/entertainment/dining space." However, as stated above, the objective would not be met to the same extent as the proposed Project.

Project Objective: "Contribute to the economic health and well-being of Burbank through the development of a Project that would generate new construction and long-term jobs and provide additional long-term revenue for the City through visitor operations, enhanced property values, new visitor spending, and transient occupancy tax."

The comment alleges that an H/RMU alternative "could attain and achieve the basic objective of generating long-term jobs and providing additional long-term revenue via enhanced property values and transient occupancy tax." The Project is expected to lead to temporary construction employment and long-term hotel employment. Reducing the hotel component would result in reduced long-term

employment for the Project. Further, as the Draft EIR states, "a smaller hotel would not contribute to the economic health and well-being of Burbank through the generation of long-term jobs and additional long-term revenue for the City through visitor operations, enhanced property values, new visitor spending, and transient occupancy tax to the extent of the proposed Project."

Project Objective: "Redevelop a portion of the surface parking lot area that is underutilized into a more economically productive use that complements the existing development on the property and is consistent with the City's ongoing re-envisioning efforts within the Golden State Specific Plan."

The comment alleges that an H/RMU alternative "could attain and achieve the basic objective of redeveloping an underutilized site consistent with the re-envisioning efforts within the Golden State Specific Plan (GSSP) given the City's Housing Element identifies the Golden State Specific Plan area for over 2,600 new housing units." The proposed Project is consistent with the vision statement for the GSSP, which envisions "[a] vibrant residential neighborhood, economic center, and transportation hub that facilitates the preservation of existing key industries while creating new opportunities for housing and jobs with an elevated sense of arrival from the Hollywood-Burbank Airport, Metrolink Stations, and proposed High-Speed Rail Station." (GSSP website.) The Burbank Housing Element identifies 19 "housing opportunity sites" with "the greatest potential to accommodate the RHNA [SCAG Regional Housing Needs Assessment] housing growth allocated for Burbank." (Burbank 2021-2029 Housing Element, 1-79.) The Project site is not included among the sites listed. (*Id.* at Ex. 1-5, 1-80.) Therefore, while the Housing Element and the City's ongoing GSSP re-envisioning efforts are generally supportive of residential development, other sites have been identified as better suited for residential development, and the Project would not preclude development of residential projects on these housing opportunity sites.

Project Objective: "Support environmentally conscious alternative modes of travel by constructing two new hotels within a half mile of two existing Metrolink stations, a planned high speed rail station, and the Hollywood Burbank Airport, and by promoting ride-sharing services and transportation demand management strategies in efforts to reduce local vehicle trips into and out of the City."

The comment alleges, "Here, an RMU alternative with a residential and hotel component could attain and achieve the basic objective of adding hotel guests near the existing Metrolink stations. Additionally, there is no reason why such an alternative could not include ride-sharing services and TDM strategies. Moreover, a residential component could be more capable of reducing vehicle trips since TDM strategies are more effective at lowering regular commuter trips. Here, the vast majority of the Project's vehicle trips would be made by hotel patrons (i.e., non-residents or employees)." The Project objective would not be met to the same extent as a benefit to the proposed Project is that its proximity to the Hollywood Burbank Airport allows hotel patrons traveling in and out of the City to travel less of a distance.

Project Objective: "Support and enhance statewide decarbonization efforts through the development of an all-electric Project free from fossil-fuel reliance; on-site generation and use of power through solar panels and battery storage; reducing vehicle emissions through an efficient guest drop-off and pick-up porte cochere design and by operating a valet-only parking garage for more efficient parking of guest's vehicles; and encouraging the replacement of gas-fueled cars with electric vehicles by providing hundreds of EV charging stations and EV ready plug-ins."

The comment alleges that "an RMU alternative with a residential and hotel component could incorporate EV parking and solar to attain and achieve the basic objective of statewide decarbonization efforts. Additionally, by adding residents to the site, such an alternative could be more effective at reducing GHG emissions from mobile emissions by bringing more residents to the site, which is highly served by public transit." The Project is designed to reduce GHG emissions by maintaining an efficient guest drop-off and pick-up porte cochere design and operating a valet-only parking garage for parking guest vehicles. Additionally, the Project would include various sustainability features that would further reduce GHG emissions such as the installation of on-site photovoltaic panels that exceed Title 24 requirements, participation in the Burbank Transportation Management Organization, installation of features that promote alternative modes of transportation (i.e., bicycle parking, employee lockers, ridesharing, vanpool, etc.), installing high efficiency lighting, and requiring energy efficient appliances.

Response 6-18

The comment asserts an H/RMU alternative is feasible and that the Draft EIR fails to provide substantial evidence that an H/RMU alternative is infeasible for the site.

An EIR need only consider a "reasonable range" of alternatives that are "potentially feasible." (CEQA Guidelines Section 15126.6(a).) The term "feasible" is statutorily defined as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." (PRC Section 21061.1.) The CEQA Guidelines also add "legal" factors to that list. (CEQA Guidelines Section 15364.) A project alternative need not be "extensively considered" if it "cannot be feasibly accomplished." (*Goleta*, 52 Cal.3d 553, at 574.) As stated in the CEQA Guidelines "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." (CEQA Guidelines Section 15126.6(f)(1).) A project alternative is economically infeasible if "the additional costs or lost profitability are sufficiently severe as to render it impractical to proceed with the project." (*Citizens of Goleta Valley v. Bd. of Supervisors*, 197 Cal.App.3d 1167, 1181, 243 Cal.Rptr. 339 (1988); s*ee, e.g., Cherry Valley Pass Acres & Neighbors v. City of Beaumont*, 190 Cal. App. 4th 316, 350-356, 118 Cal. Rptr. 3d 182 (2010)(finding that alternatives that would maintain part of the site as agricultural uses were economically infeasible where financial analysis demonstrated that agricultural use of the site would not be economically viable.) The H/RMU alternative is economically infeasible on the proposed Project site. As the Draft EIR states, "uncertainty in the lending industry for multifamily market, rising labor and construction costs, and the decrease in rents for multifamily create a high level of uncertainty even for the most seasoned multifamily developer, let alone the uncertainty that it would bring to a hotel developer seeking to make a housing project pencil out at the Project site."

Further, the commenter does not point to any evidence about the economic viability of the proposed H/RMU alternative. For example, the commenter does not point to any evidence of a demand for residential developments at or around the Project site, which already has a hotel, convention center, and office buildings. Rather, the commenter points to other residential development projects in the area to suggest feasibility, but the proximity of other projects demonstrates that there is competition and, thus,

risk. Therefore, the suggested H/RMU alternative is economically infeasible based on substantial evidence of market uncertainty, increased costs, and other economic considerations.

Response 6-19

The comment asserts an H/RMU alternative could substantially reduce the Project's GHG impacts.

An EIR is only required to consider the "range of potential alternatives" that "could avoid or substantially lessen one or more of the significant effects." (CEQA Guidelines Section 15126.6(c).) As the Draft EIR states, the H/RMU alternative would not substantially reduce or eliminate the Project's significant impacts relative to construction noise, utilities and service systems, or GHG emissions. (Draft EIR, 7-5.)

Relative to construction noise and utilities and service systems, development of an H/RMU alternative would have a significant impact that would be the same as or similar to the proposed Project. Development of an H/RMU alternative "would not significantly reduce or eliminate the Project's significant and unavoidable impacts relative to construction noise, since construction activities and equipment would be similar and offsite sewer and electrical improvements would still be required to serve the use." (Draft EIR, 7-4.) Unlike the "Reduced Intensity" alternative, the H/RMU alternative would not reduce the number of construction days and thus the number of days that sensitive receptors would be exposed to significant noise impacts would be unchanged. (Draft EIR, 7-13.)

Relative to GHG emissions, development of an H/RMU alternative would not significantly reduce or eliminate the Project's significant and unavoidable GHG emissions impact and, to the contrary, could exacerbate the Project's total GHG emissions. The quantitative GHG emissions thresholds in GGRP Section 5., Utilizing Quantitative CEQA GHG Thresholds, are calculated per service person for mixed-use projects. (Burbank GGRP, p. 36). The City defines service population as "the number of residents plus the number of employees for a given project." (Burbank GGRP, p. 37). The H/RMU alternative would result in fewer long-term employment opportunities and, thus, reduce the number of employees included in the service population. It is not clear how many residents that the commenter envisions for the H/RMU alternative, so it is not possible to arrive at a precise calculation of the service population. However, if fewer employees and fewer or the same number of residents are included in the service population calculation, then the GHG impact could be slightly greater due to the increased $MTCO_2e$ per service population. Regardless of the precise calculation, the H/RMU alternative would exceed the 3.12 $MTCO_2e$ per service population threshold in the GGRP and, thus, would constitute a substantial impact equal to or more than the proposed Project.

Response 6-20

The comment contends that there is not substantial evidence to support the vapor intrusion concerns in the Draft EIR relative to an H/RMU alternative or that the H/RMU alternative is infeasible due to vapor intrusion.

The Draft EIR states, "Based on the results of the Phase II Subsurface Investigation, there is evidence of elevated volatile organic compounds (VOCs) in soil gas (specifically tetrachloroethylene [PCE] and trichloroethylene [TCE]) beneath the Project site that may present a vapor intrusion risk to the proposed Project. These VOCs are considered to be the result of a regional groundwater VOC plume as noted from

the Phase I findings regarding recognized environmental conditions (REC). Mitigation Measure HAZ-1 requires that an appropriate vapor intrusion mitigation system using a VOC-compatible vapor barrier be incorporated into the design of the proposed onsite structures where there may be a potential for vapor intrusion risk to occupants. The vapor barrier shall be pre-approved by the applicable regulatory oversight agency and provide for mitigation of soil vapor to levels that are protective of human health for the proposed use. Methods for monitoring the vapor barrier system to confirm that the vapor barrier system continues to be protective of human health shall also be required subject to approval by the regulatory agency with jurisdiction. Excavation and related utility operations would potentially encounter hazardous materials, based on the results of the Phase II Subsurface Investigation, which determined there are potential VOC-impacted soils on the Project site. Impacts related to releases of hazardous substances would be potentially significant during the construction phase. Implementation of Mitigation Measure HAZ-2, which requires that the Applicant prepare and submit a soils management plan to address the proper characterization and handling of potential VOC-impacted soils and other contaminants of concern (reported to be TCE, PCE, 1,4, dioxane, hexavalent chromium, and 1,2,3-trichloropropane [TCP]), that may be present prior to the issuance of a grading permit, would reduce potential significant impacts to less than significant levels. With implementation of Mitigation Measures HAZ-1 and HAZ-2, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving soil and groundwater contamination. With the incorporation of mitigation, impacts would be less than significant."

Due to the site's existing conditions relative to hazards, similar to the proposed Project, an H/RMU alternative would also require implementation of mitigation measures to address the potential vapor intrusion risk to occupants and to provide proper characterization and handling of potential VOC-impacted soils and other contaminants of concern (reported to be TCE, PCE, 1,4, dioxane, hexavalent chromium, and 1,2,3-trichloropropane [TCP]). CEQA Guidelines Section 15126.6 (a) states that "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…An EIR need not consider every conceivable alternative to a project." The H/RMU alternative would neither meet the basic objectives of the Project, nor would it avoid or substantially lessen the significant impact associated with hazards and hazardous materials or the corresponding need for mitigation to reduce such impact to less than-significant levels. Thus, the H/RMU alternative would not be environmentally beneficial when compared to the Project.

Response 6-21

The comment is a closing statement summarizing the concerns provided in the comment letter and requests to be notified of any notices of CEQA actions and any approvals, Project CEQA determinations, or public hearings to be held on the Project. The commenter further indicates that they are reserving their right to supplement their comments at future hearings and proceedings for the Project. The comment does not contain any information requiring changes to the Draft EIR. No further response is warranted.

BURBANK
CHAMBER OF COMMERCE

January 27, 2025

Daniel Villa, Principal Planner
Community Development Department
Planning Division
150 North Third Street
Burbank, CA 91510

Subject: Proposed Project at 2500 N. Hollywood Way

Dear Daniel,

On behalf of the Burbank Chamber of Commerce and Burbank's business community at large, I am writing to express our enthusiastic support of the proposed dual-brand hotel project at 2500 N. Hollywood Way. 7-1

The Chamber is very excited to see this dual-brand hotel move forward for several reasons. This hotel will have an immensely positive impact on local tourism, keeping tourists and visitors in Burbank, especially as we head into massive tourism events like the 2028 Olympics. We want visitors flying into our brand new Hollywood Burbank Airport terminal, finding lodging in a conveniently located beautiful Burbank hotel, and enjoying all Burbank has to offer including our unique and legendary dining and entertainment options.

This hotel comes at a great time alongside the Airport project, in addition to other nearby projects, which together will continue the much needed revitalization of the Airport District.

This new hotel will also provide the City with a much-needed new stream of Transient Occupancy Tax revenue, bringing in millions of dollars to the City to fund the various critical programs and initiatives that we offer to our residents and visitors.

This project is a win, win, win. A win for our economy in strengthening our tourism industry, a win for the City in increased revenue, and a win for workers with many new jobs being created.

Thank you for your consideration.

Sincerely,

Jamie Keyser
CEO
jkeyser@burbankchamber.org

Response to Comment Letter 7

Jamie Keyser, CEA
Burbank Chamber of Commerce
January 27, 2025

7-1 This comment expresses general support for the proposed Project. The comment describes how the Project's proximity to the Hollywood Burbank Airport, along with other nearby projects, would revitalize the area and support tourist needs for the upcoming 2028 Olympics. The comment does not contain any information requiring changes to the Draft EIR. No further response is warranted.

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DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 269-1124
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COMMENT LETTER 8

Making Conservation a California Way of Life

January 27, 2025

Daniel Villa, Principal Planner
Community Development Department
Planning Division
150 North Third Street
Burbank, CA 91510

RE: 2500 N. Hollywood Way-Dual Brand Hotel Project
SCH # 2019110032
Vic. PM LA-5/PM 31.41
GTS # LA-2019-04710-DEIR

Dear Daniel Villa:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The Project proposes a new seven-story dual brand hotel consisting of approximately 262,338 square feet with 420 hotel rooms and a separate, detached four-story parking garage on a portion of the 11.76-acre site. 8-1

The Project proposes a new Hotel approximately 500 feet from the Hollywood Burbank Airport, less than 0.5-mile of the Metrolink Ventura County Line Station at the Burbank Hollywood Airport, and within proximity to several Metro bus lines. Additionally, as discussed in Section 3.0 and below, the Project would provide for bicycle network and pedestrian improvements, providing improved connectivity within the immediate area and the larger network. Thus, the Project supports multimodal transportation, and its location would provide alternative transportation options for hotel guests and patrons to access local and regional destinations. Further, the proposed bicycle and pedestrian improvements on Thornton Avenue would provide for improved connectivity to existing transit within the area. The site's location in proximity to existing employment and commercial uses, as well as the Burbank Hollywood Airport and RITC, provides for convenient access and opportunity, which further supports sustainable mobility. 8-2

The Project would provide onsite bicycle parking. Additionally, the Project would upgrade Thornton Avenue with new protected bike lanes and narrower traffic lanes to help encourage multi-modal transportation by making it easier to travel to the Project site and within the surrounding area via bicycle.

Existing sidewalks on Hollywood Way and Thornton Avenue comply with the standard 15-foot width, while the 10-foot sidewalk on Avon Street meets the minimum requirement. The project will enhance internal pedestrian circulation and provide significant offsite improvements, including a 23-foot sidewalk with a raised buffer, a Class IV bikeway on Thornton Avenue, and ADA-compliant sidewalks on Avon Street. These enhancements promote walkability, pedestrian safety, and multi-modal accessibility, ensuring consistency with city policies. Impacts are anticipated to be less than significant. 8-3

The City's Interim Transportation Study Guidelines provide screening criteria to determine if a VMT analysis is required. Projects in a Transit Priority Area (TPA) or along a High-Quality Transit Corridor (HQTC) are presumed to have less-than-significant impacts unless substantial evidence indicates otherwise. This project, located within 0.5 miles of the Metrolink Ventura County Line Station at Burbank Hollywood Airport, meets TPA criteria and satisfies all requirements, including adequate FAR, parking compliance, and consistency with regional plans. Therefore, the project is presumed to have a less-than-significant VMT impact under CEQA Guidelines Section 15064.3(b). 8-4

The construction phase of the project will generate daily trips to and from the site. To manage traffic impacts and ensure public safety, the project must comply with the City of Burbank Department of Public Works Traffic Division's General Traffic Requirements. This compliance includes adherence to the California Manual on Uniform Traffic Control Devices (California MUTCD), Chapter 6, which provides standards for temporary traffic control to facilitate safe and efficient movement through work zones. Additionally, the project must follow the Work Area Traffic Control Handbook (WATCH), which offers detailed guidance on traffic control measures to minimize disruptions and maintain safety for all road users. By adhering to these established guidelines, the project will mitigate traffic-related impacts during construction. The Project applicant or contractor would be required to develop a Construction Management Plan with (traffic control measures) for approval by the City of Burbank Public Works Director or their designee prior to construction of the Project. 8-5

There are expected to be approximately 35 days of hauling activity with 20 trips per day. The haul routes would be mostly on the I-5 freeway. As a reminder, any transportation of heavy construction equipment and/or materials which require use of oversized transport vehicles on State highways will need a Caltrans transportation permit. We recommend large-size truck trips be limited to off-peak commute periods. Truck drivers should cover construction trucks with tarpaulin to avoid debris spillage onto the State Highway.

The freeway queuing analysis evaluates the potential for a project to cause or extend off-ramp queues, potentially creating safety concerns due to speed differentials between exiting and mainline vehicles. Per the City of Burbank's Interim Transportation Study Guidelines and LADOT's Interim Guidance for Freeway Safety Analysis, freeway off-ramps must be analyzed if a project adds 25 or more trips during peak hours. The project 8-6

is expected to generate up to 137 inbound and 132 outbound trips during peak hours; however, no individual off-ramp is projected to receive 25 or more peak hour trips. Therefore, the project is not anticipated to cause significant queuing impacts, and further analysis is not required. 8-6 cont'd

Please be reminded that any work performed within the State Right-of-way, if any, will require an Encroachment Permit from Caltrans. Any modifications to State facilities must meet all mandatory design standard and specifications. 8-7

Please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2019-04710-DEIR.

Sincerely,

Anthony Higgins

Anthony Higgins
Acting LDR Branch Chief

Cc: State Clearinghouse

Response to Comment Letter 8

Anthony Higgins, Acting LDR Branch Chief
California Department of Transportation, District 7
January 27, 2025

8-1 This introductory paragraph summarizes the proposed Project. The comment does not contain any information requiring changes to the Draft EIR. No further response is warranted.

8-2 This comment describes the location of the Project and its proximity to nearby transit opportunities, including the Hollywood Burbank Airport, the Metrolink Ventura County Line Station, and several Metro bus lines. The comment describes how the proposed Project would provide for bicycle and pedestrian improvements in the area, thereby supporting multimodal transportation and providing alternative transportation options for hotel guests and patrons. The comment also describes the Project's onsite bicycle amenities and new protected lanes along Thornton Avenue. The comment does not contain any information requiring changes to the Draft EIR. No further response is warranted.

8-3 This comment describes the Project's improved sidewalks and walkability features, including how they promote accessibility consistent with City policies. The comment does not contain any information requiring changes to the Draft EIR. No further response is warranted.

8-4 This comment explains how the Project satisfies the City's VMT screening criteria as it is located in a TPA and along a High-Quality Transit Corridor. As such, the analysis provided in the Draft EIR demonstrates that Project implementation would result in a less than significant impact related to VMT under CEQA Guidelines Section 15064.3(b). The comment does not contain any information requiring changes to the Draft EIR. No further response is warranted.

8-5 This comment describes the Project's construction process, including daily truck trips, truck routes, and other required construction traffic control measures. The comment also states that the Project applicant/contract would be required to develop a Construction Management Plan for approval by the City of Burbank Public Works Director prior to commencement of Project construction. Additionally, it is acknowledged that a Caltrans transportation permit would be required for any transportation of heavy construction equipment and/or materials which require use of oversized transport vehicles on State highways and truck drivers should cover construction trucks to avoid debris spillage onto the State Highway. The comment does not contain any information requiring changes to the Draft EIR. No further response is warranted.

8-6 This comment describes the Project's freeway queuing analysis, in consideration of the City's Interim Transportation Study Guidelines and LADOT's Interim Guidance for Freeway Safety Analysis. As no individual freeway off-ramp is projected to receive 25 or more peak hour trips, the Project would not result in significant queuing impacts. The comment confirms the determination in the Draft EIR that the Project is not anticipated to cause significant queuing impacts and does not contain any information requiring changes to the Draft EIR. No further response is warranted.

8-7 This comment includes a reminder that Caltrans Encroachment Permits are required for any work performed within a State right-of-way. The comment also includes additional contact information and a conclusion to the letter, with direct contact details for Caltrans staff. The comment does not contain any information requiring changes to the Draft EIR. No further response is warranted.

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Of Counsel
MARC D. JOSEPH
DANIEL L. CARDOZO

January 17, 2025

Via U.S. Mail and Email

Patrick Prescott
Community Development Director
City of Burbank
Community Services Building
150 N. Third Street
Burbank, CA 91502
Email: pprescott@burbankca.gov; planning@burbankca.gov

Kimberley Clark, City Clerk
Burbank City Hall
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Burbank, CA 91502
Email: kclark@burbankca.gov; cityclerks@burbankca.gov

Via Email Only

Daniel Villa, Principal Planner
Email: dvilla@burbankca.gov

Re: Request for Immediate Access to Documents Referenced in the Draft Environmental Impact Report - 2500 N. Hollywood Way – Dual Brand Hotel Project (SCH No. 2019110032)

Dear Mr. Prescott, Ms. Clark, and Mr. Villa:

We are writing on behalf of Coalition for Responsible Equitable Economic Development Los Angeles ("CREED LA") to request ***immediate access*** to any and all documents referenced, incorporated by reference, and relied upon in the Draft Environmental Impact Report ("DEIR") prepared for the 2500 N. Hollywood Way – Dual Brand Hotel Project (SCH No. 2019110032) ("Project"), proposed by AWH Partners ("Applicant"). *This request excludes a copy of the DEIR and any documents that are currently available on the City of Burbank website, as of today's date*.[1] 9-1

The Project proposes development of a new seven-story dual brand hotel, consisting of approximately 262,338 square feet (SF) and a separate, detached four-story parking garage. The garage would consist of 208,040 SF of valet-only parking, providing up to 766 parking spaces, with an additional 285 parking spaces at grade. 9-2

[1] Accessed https://www.burbankca.gov/web/community-development/2500nhw on January 17, 2025.

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The Project site is located in the northwestern portion of the City of Burbank, and approximately 12 miles north of downtown Los Angeles within Los Angeles County, California. The Project site encompasses approximately 11.76 acres (Assessor Parcel Number 2464-004- 015) generally bounded by Thornton Avenue on the north, Hollywood Way on the west, Avon Street on the south and a commercial office campus, comprised primarily of office uses with various onsite support amenities, on the south and east. The proposed Project would be located within the same parcel as the existing Marriott Hotel. No changes to the existing Marriott Hotel are proposed. 9-2 cont'd

Our request for ***immediate access*** to all documents referenced in the DEIR is made pursuant to the California Environmental Quality Act ("CEQA"), which requires that all documents referenced, incorporated by reference, and relied upon in an environmental review document be made available to the public for the entire comment period.[2] 9-3

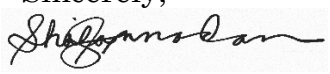
Please use the following contact information for all correspondence: 9-4

U.S. Mail
Sheila M. Sannadan Adams
Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080-7037

Email
ssannadan@adamsbroadwell.com

If you have any questions, please call me at (650) 589-1660 or email me at ssannadan@adamsbroadwell.com. Thank you for your assistance with this matter.

Sincerely,



Sheila M. Sannadan
Legal Assistant

SMS:acp

[2] *See* Public Resources Code § 21092(b)(1) (stating that "all documents referenced in the draft environmental impact report" shall be made "available for review"); 14 Cal. Code Reg. § 15087(c)(5) (stating that all documents incorporated by reference in the EIR . . . shall be readily accessible to the public"); see also *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 442, as modified (Apr. 18, 2007) (EIR must transparently incorporate and describe the reference materials relied on in its analysis); *Santiago County Water District v. County of Orange* (1981) 118 Cal.App.3rd 818, 831 ("[W]hatever is required to be considered in an EIR must be in that formal report. . ."), internal citations omitted.

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Response to Comment Letter 9

Sheila M. Sannadan, Legal Assistant
Broadwell Joseph & Cardozo
January 17, 2025

9-1 This comment requests immediate access for documents that the Draft EIR referenced, incorporated by reference and relied upon, not inclusive of the Draft EIR and related documents that are currently on the City's website. The comment does not contain any information requiring changes to the Draft EIR. No further response is warranted.

9-2 This comment summarizes the proposed Project and its location. The comment does not contain any information requiring changes to the Draft EIR. No further response is warranted.

9-3 This comment reiterates Comment 9-1 as it again requests immediate access to all documentation relied upon for preparation of the Draft EIR. The comment does not contain any information requiring changes to the Draft EIR. No further response is warranted.

9-4 This comment provides contact information for mailing and/or emailing related correspondence, as well as a closing statement. The comment does not contain any information requiring changes to the Draft EIR. No further response is warranted.

3.0 ERRATA TO THE DRAFT EIR

Changes to the Draft EIR are noted below. The changes would not result in any revisions or modifications to the conclusions presented in the Draft EIR or result in new or substantially greater impacts as compared to those identified in the Draft EIR.

REVISIONS TO THE DRAFT EIR

Throughout the Draft EIR, all references to "Transportation Management Plan" in the Draft EIR will be replaced with "Transportation Demand Management Plan" in the Final EIR.

Section 3.0, Project Description

Draft EIR Page 3-1, first paragraph is revised in the Final EIR to correct the APN, as follows:

> The 2500 N. Hollywood Way – Dual Brand Hotel Project (herein referred to as 2500 N. Hollywood Way or the Project) site is in the northwestern portion of the City of Burbank (City), approximately 12 miles north of downtown Los Angeles within Los Angeles County (County); refer to Figure 3-1, *Regional Vicinity Map*. The Project site encompasses approximately 11.76 acres (APN 2464-004-015) generally bounded by Thornton Avenue on the north, Hollywood Way on the west, Avon Street on the south and a commercial office campus (Media Studios), comprised primarily of office uses with various onsite support amenities, on the south and east; refer to Figure 3-2, *Proposed Project Site and Offsite Improvement Areas*.

Executive Summary

Draft EIR Table 1-1 is revised in the Final EIR to correct the Significance/Significance After Mitigation determination for UTIL-1 from Less Than Significant Impact to Significant and Unavoidable Impact, consistent with the analysis and significance determination in Draft EIR Section 5.13 Utilities and Service Systems.

Executive Summary and Section 5.6, Hazards and Hazardous Materials

Draft EIR Mitigation Measure HAZ-2 is revised in the Final EIR to reflect the correct City Division, as follows:

HAZ-2 Prior to the issuance of a grading permit, the Applicant shall submit a Soils Management Plan (SMP) to the City of Burbank ~~Public Works Department~~ Community Development Department Building & Safety Division that addresses the proper characterization and handling of potential VOC-impacted soils, and other contaminants of concern that may be present. The SMP shall require that, as grading, excavation, and trenching are performed, exposed soil shall be monitored for stained or discolored soil, wet or saturated soils, or odors. If impacted soil is encountered, the soil shall be analyzed to identify and characterize the impact and determine if soil remediation is required. Soil samples shall be analyzed by an appropriate State-certified laboratory using appropriate methods based on the parameters to be analyzed. When a new area of contamination is identified, it shall be characterized to assess its lateral and vertical extent. The likely excavation of impacted soil shall be followed by segregated stockpiling or direct-loading,

waste profiling, and offsite disposal or recycling, which shall be performed in accordance with applicable federal, State, and local regulations.

Executive Summary and Section 5.9, Noise

Draft EIR Mitigation Measure NOI-2 is revised in the Final EIR to reflect the correct City Division, as follows:

NOI-1: The Project Applicant and/or Contractor shall implement the following noise-attenuating measures during construction of the proposed Project:

- Construction contracts shall specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.
- A sign, legible at 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 ~~and Transportation Planning~~ Division~~s~~, 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 ~~and Transportation Planning~~ Division~~s~~, 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 ~~and Transportation Planning~~ Division~~s~~. 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 reviewed and approved by the City's Building Official and City Traffic Engineer and 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.

Section 5.5, Greenhouse Gas Emissions

Draft EIR Page 5.5-16 has been revised to remove references to CalGreen Code Tier 2 requirements as they are not identified in Mitigation Measure GHG-1 (Draft EIR page 5.5-24) and were not included within the GHG emission calculations. The Draft EIR text will be revised in the Final EIR , as follows:

> As the proposed Project would exceed the GGRP efficiency threshold of 3.12 $MTCO_2e$ per service population even with incorporation of Project design features, the Project would be required to implement Mitigation Measure GHG-1; refer to Table 5.5-3. ~~Mitigation Measure GHG-1 would require the incorporation of Tier 2 requirements of the 2022 CALGreen Code. Per the CALGreen Code, Tier 2 requirements are typically voluntary tiers that add additional requirements beyond the mandatory measures.~~ Mitigation Measure GHG-1 includes the following features: preparation of a Transportation Management Plan, joining the Burbank Transportation Management Organization, owning a clean-fuel vehicle fleet, and no wood-burning or gas-powered fireplaces. However, it should be noted that these features are not quantifiable in CalEEMod.

Draft EIR Page 5.5-23 inadvertently references purchasing carbon offsets as being included within Mitigation Measure GHG-1. Carbon offsets are not included in Mitigation Measure GHG-1 (Draft EIR page 5.5-24) and were not considered in potential reductions to GHG emissions. The Draft EIR text will be revised in the Final EIR, as follows:

> Based on Table 5.5-4, the Project would incorporate a majority of the GHG reduction measures as a part of the Project's description. However, the Project would be required to implement Mitigation Measure GHG-1, which requires the Project applicant to implement additional features in the Project that would reduce GHG emissions, including preparing a Transportation Management Plan, which includes voluntary and mandatory trip reduction measures, such as discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation, including, but not limited to, carpooling, taking transit, walking, and biking, and implementing employee parking cash-outs ~~and purchasing carbon offsets~~, thereby reducing VMT and GHG emissions to the maximum extent feasible.

Section 5.9, Noise

Draft EIR Page 5.9-14, second to the last sentence in the continued paragraph from page 5.9-13 is an incomplete sentence and has been removed, as follows:

> As part of the proposed Project, various off-site improvements would occur along North Avon Street and Thornton Avenue. Off-site improvements include the electrical connections, relocation of existing curbs, construction of Class IV bikeways, improvement of curbs, gutters, and driveways, and installation of ADA sidewalks. However, it should be noted that these improvements would occur along Thornton Avenue along the property's northeastern boundary and North Avon Street that connects to North Hollywood Way and Empire Avenue. Unlike the sewer main improvements, these off-site improvements would not occur close to existing sensitive receptors except for the electrical improvements which would connect to existing BWP facilities at the Thornton Avenue and Ontario Street intersection. The closest residential uses are multi-family

residential units located on Ontario Street, approximately 60 feet south of the Thornton Avenue and Ontario Street intersection. These off-site improvements would occur nearer to the Project site boundary and would be in areas where residences are not located nearby. Specifically, the closest residences to the proposed off-site improvements along Thornton Avenue and North Avon Street are approximately 1,000 feet to the east. As such, construction noise from off-site improvements would be less than noise levels from sewer main improvements due to the farther distance from sensitive receptors. While the off-site improvements are located 1,000 feet from sensitive receptors, as a conservative analysis, construction noise levels as shown in Table 5.9-5 would be representative of off-site improvements within the vicinity of the Project site. Additionally, off-site improvements would occur concurrently with the construction of the proposed Project. ~~As such, off-site improvements along Thornton Avenue and North Avon Street.~~ Thus, noise impacts from off-site improvements would also be significant.

4.0 MITIGATION MONITORING AND REPORTING PROGRAM

The California Environmental Quality Act (CEQA) requires that when a public agency completes an environmental document which includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a reporting or monitoring program. This requirement ensures that environmental impacts found to be significant will be mitigated. The reporting or monitoring program must be designed to ensure compliance during project implementation (Public Resources Code Section 21081.6). Specifically, Public Resources Code Section 21081.6 states:

> (a) *When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:*
>
> *(1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.*
>
> *(2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.*

This Mitigation Monitoring and Reporting Program (MMRP) has been developed to provide the mechanism by which to monitor mitigation measures outlined in the 2500 N. Hollywood Way Project Environmental Impact Report (EIR). The 2500 N. Hollywood Way Project MMRP has been prepared in conformance with Public Resources Code Section 21081.6 and City of Burbank (City) monitoring requirements.

State CEQA Guidelines Section 15097 provides clarification of mitigation monitoring and reporting requirements and guidance to local lead agencies on implementing strategies. The reporting or monitoring program must be designed to ensure compliance during project implementation. The City of Burbank is the Lead Agency for the 2500 N. Hollywood Way Project and is therefore responsible for ensuring MMRP implementation. This MMRP has been drafted to meet Public Resources Code Section 21081.6 requirements as a fully enforceable monitoring program.

The MMRP Checklist is intended to provide verification that all applicable mitigation measures related to significant environmental impacts are monitored and reported. Monitoring will include: 1) verification

that each mitigation measure has been implemented; 2) recordation of the actions taken to implement each mitigation; and 3) retention of records in the 2500 N. Hollywood Way Project file.

This MMRP delineates responsibilities for monitoring the Project but also allows the City flexibility and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure. Adequate monitoring consists of demonstrating that monitoring procedures took place and that mitigation measures were implemented. This includes the review of all monitoring reports, enforcement actions, and document disposition, unless otherwise noted in the MMRP Checklist. If an adopted mitigation measure is not being properly implemented, the designated monitoring personnel shall require corrective actions to ensure adequate implementation.

The numbering system in the following table corresponds with the EIR's numbering system. The MMRP table "Verification" column will be used by the parties responsible for documenting when the mitigation measure has been completed. The City of Burbank will complete ongoing documentation and mitigation compliance monitoring. The completed MMRP and supplemental documents will be kept on file at the City of Burbank Community Development Department.

MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
CULTURAL RESOURCES						
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 monitor(s) shall meet the Secretary of the Interior's Professional Qualification Standards for archaeology, 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 and offsite sewer improvement area. A copy of the executed contract shall be submitted to the City of Burbank Community Development Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Archaeological Monitor shall complete monitoring logs daily, providing descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The onsite monitoring shall end when grading and excavation activities of native soil (i.e., previously undisturbed) are completed, or when the	Prior to the issuance of any permit for ground-disturbing activity/On-going during ground-disturbing activities	Executed contract/ Monitoring logs	Project Applicant; Contractor; Archaeological Monitor/ City of Burbank Community Development Department Planning Division			

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Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
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: If an archaeological or Native American resource is 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 and Native American Monitor(s) to determine if any discovered potential resource meets the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique resources (Public Resources Code 21083.2(g)). The City of Burbank Community Development Department shall be immediately notified. If the resource is determined to be potential a tribal cultural resource, the Applicant shall retain the services of a Native American Monitor to work in consultation with the Archaeological Monitor to delineate the resource. Work on areas outside of the buffered area may continue during the assessment period. The	If resources are encountered during ground-disturbing activities	Disposition and treatment of any tribal cultural resource or if not a tribal cultural resource, preparation of a treatment plan and archaeological testing; data recovery, excavation, and archaeological mitigation if cannot be protected	Project Applicant; Contractor; Archaeological Monitor/ City of Burbank Community Development Department Planning Division			

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Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
Applicant shall, in good faith, consult with the Tribe(s) on the disposition and treatment of any tribal cultural resource encountered during all ground disturbing activities. If the find is considered an "tribal cultural 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 Sections 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 resource is 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.						
CUL-3: In the event that human remains are discovered during onsite construction activities, the	If human remains are	Notification of Los Angeles	Project Applicant; Contractor;			

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Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
Archaeological Monitor 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 and Safety Code Section 7050.5. The City of Burbank Community Development Department shall also be immediately notified. 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 State CEQA Guidelines Section 15064.5(e).	discovered during ground-disturbing activities	County Coroner/ Notification of Native American Heritage Commission if identified remains are Native American in origin	Archaeological Monitor/ City of Burbank Community Development Department Planning Division			
GEOLOGY AND SOILS						
Mitigation Measures						
GEO-1: Prior to commencement of ground-disturbing activities a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall develop Worker Awareness	Prior to commencement of ground-	Verification of development and provision of WEAP training	Project Applicant; Contractor; Qualified Vertebrate Paleontologist/			

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Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
and Environmental Program (WEAP) Training for construction personnel. This training shall be presented to construction personnel and include what fossil remains may be found within the Project area and policies and procedures that must be followed in case of a discovery. Verification of the WEAP Training shall be provided to the Burbank Community Development Department.	disturbing activities	for construction personnel	City of Burbank Community Development Department Planning Division			
GEO-2: Paleontological resources monitoring by a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall be required during ground disturbances (including grading, trenching, foundation work, and other excavations) in previously undisturbed sediments that exceed 10 feet in depth. The duration and timing of the monitoring shall be determined by the qualified paleontologist and the location and extent of the proposed ground disturbance. If the qualified paleontologist determines that fulltime monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, the qualified paleontologist may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring shall not be required in artificial fill or for activities that do not reach 10 feet in depth.	On-going during ground-disturbing activities in previously undisturbed sediments that exceed 10 feet in depth	Executed contract/ Monitoring logs	Project Applicant; Contractor; Qualified Vertebrate Paleontologist/ City of Burbank Community Development Department Planning Division			
GEO-3: In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. The qualified paleontologist	If fossils are discovered during ground-	If fossils are significant, documentation of salvage and	Qualified Vertebrate Paleontologist/			

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Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources: • Salvage of Fossils. The qualified paleontologist (or paleontological monitor) shall recover significant fossils following standard field procedures for collecting paleontological resources, as described by the Society of Vertebrate Paleontology standards. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. • Preparation and Curation of Recovered Fossils. Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the University of California Museum of Paleontology), along with all	disturbing activities	preparation and curation of recovered fossils	City of Burbank Community Development Department Planning Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the qualified paleontologist.						
GREENHOUSE GAS EMISSIONS						
Mitigation Measures						
GHG-1: Prior to the issuance of building permits, the Project applicant shall provide documentation (e.g., building plans, site plans) to the City of Burbank Community Development Department to verify implementation of the design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements: • The Project applicant shall prepare a Transportation Management Plan with the help of certified Traffic Engineer which includes voluntary and mandatory trip reduction measures such as discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation such as carpooling, taking transit, walking, and biking, implementing employee parking cash-outs, thereby reducing VMT and GHG emissions. The Transportation Management Plan shall grant all employees located within the Project site eligibility to participate. The Transportation	Prior to the issuance of building permits; prior to the issuance of the certificate of occupancy	Approval of Transportation Demand Management Plan/Verification of design requirements	Project Applicant/ City of Burbank Community Development Department Planning Division and Transportation Division			

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Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
Management Plan shall be reviewed and approved by the Transportation Planning Division. • The Project applicant shall join the Burbank Transportation Management Organization (TMO), which helps provide services to employees that encourages the use of public transit, carpooling, vanpooling, walking, and biking. • The Project applicant shall demonstrate to the Planning Division that new vehicles owned and operated by the Project operators that provide transport between the Hollywood Burbank Airport and the Project will be clean-fuel vehicles. • No wood-burning or gas-powered fireplaces shall be installed in the proposed development. • All major appliances provided/installed (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) shall be electric-powered EnergyStar-certified or of equivalent energy efficiency, where applicable.						
HAZARDS AND HAZARDOUS MATERIALS						
Mitigation Measures						
HAZ-1: Prior to the issuance of building permits, the Applicant shall include on the building plans an appropriate vapor intrusion mitigation system using a VOC-compatible vapor barrier that is	Prior to the issuance of building permits	Review and approval of building plans	Project Applicant; Contractor/Regulatory Agency			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
incorporated into the design of new onsite structures, where there may be a potential for vapor intrusion risk to occupants. The elements of the vapor intrusion mitigation system shall include the design of an appropriate vapor barrier compatible with known VOCs, installation oversight to ensure compliance with VOC barrier manufacturers' warranty requirements, and subsequent post-installation VOC barrier integrity testing. The Applicant shall incorporate all requirements in the design of the Project as set forth by the applicable regulatory oversight agency for issuance of building permits, including the following measures: The proposed design of the vapor barrier shall be pre-approved by the applicable regulatory oversight agency (e.g., DTSC, the LARWQCB, or other appropriate local regulatory agency). The design of a physical vapor barrier beneath the structure(s) foundation shall prevent soil gas from seeping into breathing spaces inside the structure. The system shall include a passive or powered vapor mitigation system layer that draws soil gas out of the under-foundation base rock and directs that soil gas to a treatment system to prevent people from being exposed outdoors. Any contaminants found in shallow soil vapor shall be mitigated to levels that are protective of human health for the proposed commercial uses. Upon completion, the Project Applicant shall prepare a report documenting the		*Following implementation*: Documentation of testing and vapor barrier installation; Submittal of Operations, Maintenance, and Monitoring (OMM) Plan	City of Burbank Community Development Department Building & Safety Division			

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Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
testing results and installed vapor mitigation method and submit the report to the regulatory agency with jurisdiction. An Operations, Maintenance, and Monitoring (OMM) Plan shall be prepared and implemented to maintain the vapor barrier system and confirm that the vapor barrier system continues to be protective of human health. The OMM Plan shall include details of methods for monitoring the vapor barrier system, provide monitoring frequencies and maintenance procedures for the system components and provide for post construction indoor air quality monitoring. The OMM Plan shall be approved by the regulatory agency with jurisdiction.						
HAZ-2: Prior to the issuance of a grading permit, the Applicant shall submit a Soils Management Plan (SMP) to the City of Burbank Community Development Department Building & Safety Division that addresses the proper characterization and handling of potential VOC-impacted soils, and other contaminants of concern that may be present. The SMP shall require that, as grading, excavation, and trenching are performed, exposed soil shall be monitored for stained or discolored soil, wet or saturated soils, or odors. If impacted soil is encountered, the soil shall be analyzed to identify and characterize the impact and determine if soil remediation is required. Soil samples shall be analyzed by an appropriate State-certified laboratory using	Prior to the issuance of grading permit	Approval of Soils Management Plan	Project Applicant; Contractor/ City of Burbank Community Development Department Building & Safety Division			

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Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
appropriate methods based on the parameters to be analyzed. When a new area of contamination is identified, it shall be characterized to assess its lateral and vertical extent. The likely excavation of impacted soil shall be followed by segregated stockpiling or direct-loading, waste profiling, and offsite disposal or recycling, which shall be performed in accordance with applicable federal, State, and local regulations.						
NOISE						
Mitigation Measures						
NOI-1: The Project Applicant and/or Contractor shall implement the following noise-attenuating measures during construction of the proposed Project: • Construction contracts shall specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers. • A sign, legible at 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	Prior to the issuance of grading or building permit; On-going during construction	Approval of notices and signs; Proof of Noise Disturbance Coordinator; Verification during construction activities; Approval of construction haul routes	Project Applicant; Contractor/ City of Burbank Community Development Department Planning Division; City of Burbank Building Official; City of Burbank Public Works Department – Traffic Division			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
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,						

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
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 reviewed and approved by the City's Building Official and City Traffic Engineer and 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.						
NOI-2: The following measure shall be incorporated on all grading and building plans and specifications subject to approval of the City's Building and Safety Division prior to issuance of a grading permit: • Sonic pile drivers shall be used as an alternative to impact pile drivers to reduce groundborne vibration levels. Impact pile driver operations shall be prohibited.	Prior to the issuance of grading permit	Review and approval of grading and building plans	Project Applicant; Contractor/ City of Burbank Community Development Department Building and Safety Division			
TRIBAL CULTURAL RESOURCES						
Mitigation Measures						
Refer to Mitigation Measures CUL-1 and CUL-2.	--	--	--			
UTILITIES AND SERVICE SYSTEMS						
Mitigation Measures						

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Implementation Responsibility/ Monitoring Responsibility	Verification		
				Initials	Date	Remarks
Refer to Mitigation Measure NOI-1.	--	--	--			

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2500 N. Hollywood Way – Dual Brand Hotel Project

Public Review Draft Environmental Impact Report

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2500 N. Hollywood Way – Dual Brand Hotel Project

Public Review Draft Environmental Impact Report

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1.0 EXECUTIVE SUMMARY

1.1 Project Location

The 2500 N. Hollywood Way – Dual Brand Hotel Project (Project) site is located in the northwestern portion of the City of Burbank (City), and approximately 12 miles north of downtown Los Angeles within Los Angeles County (County). The Project site encompasses approximately 11.76 acres (APN 2464-004-015) generally bounded by Thornton Avenue on the north, Hollywood Way on the west, Avon Street on the south and a commercial office campus (Media Studios), comprised primarily of office uses with various onsite support amenities, on the south and east.

Access to the site occurs from three driveways, one at Thornton Avenue, one at Hollywood Way (i.e., Marriott Drive), and one at Avon Street.

1.2 Project Summary

The Project proposes development of a new seven-story dual brand hotel (the Hotel), consisting of approximately 262,338 square feet and a separate, detached four-story parking garage (the Garage). The Garage would consist of 208,040 square feet of valet-only parking, providing up to 766 parking spaces, with an additional 285 parking spaces at grade. The proposed Hotel and Garage would be located within the same parcel as the existing Marriott Hotel. No changes to the existing Marriott Hotel are proposed; existing uses would remain in operation during construction and upon Project completion. Additionally, the existing reciprocal parking and access agreement with the adjacent parcel would remain in effect. However, parking requirements for the Project do not rely on the parcel at 2550 N. Hollywood Way.

Project construction would require demolition and regrading of the existing surface parking lot pavement in the northeastern portion of the parcel. The surface parking of the SE Lot and behind the convention center would also be demolished, regraded, repaved, and restriped as part of the Project. Except for the small security booths located at the parking controls on the existing driveway off Thornton Avenue, no other structures would require demolition as part of the Project.

The primary entrance to the new Hotel would occur from Thornton Avenue, with curb cuts at both the east and west sides of the frontage connecting to the porte cochere in between them. The porte cochere covers the drop-off area and features widened drive aisles separated by a guest drop-off 'island' to optimize valet operations in both the east and west directions for Hotel guests during check-in/check-out. The east curb cut from Thornton Avenue would also serve the main north-south driveway for the Project (the Driveway). The west curb cut would serve as the primary ingress to the porte-cochere drop-off and valet area and would connect to the Driveway for north-south circulation on the site and exiting onto Thornton Avenue from the east curb cut.

Between the Hotel and the convention center, Marriott Drive would be widened to maintain existing access to the Office Parcel parking lot, as well as optimizing the drive aisles in front of the convention center for loading and unloading guests and to facilitate more efficient parking management during events.

Electrical service would connect to existing BWP facilities at the Thornton Avenue and Ontario Street intersection and extend from the intersection into the Project site. The electrical service would then

extend through the Project site from Thornton Avenue south to the Avon Street driveway. From there, the service would extend in the public right of way on Avon Street, before connecting to the existing service from Empire Avenue and completing the "loop."

Fire water and domestic water would have lateral connections to the existing mains in Thornton Avenue (approximately 50 feet north of the property line). Recycled water service would connect to the main near the Thornton Avenue and Hollywood Way intersection (approximately 500 feet from the property line).

Sanitary sewer services would connect to the existing onsite main. Phone and cable services would be provided from existing telecommunications infrastructure in the Project vicinity.

In addition to onsite and offsite improvements discussed above, additional offsite improvements would be required, to provide upgrades to existing pedestrian, bicycle, and vehicle facilities, as well as the City's existing sewer main.

1.3 Project Objectives

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

- Enhance the continued economic revitalization and urbanization of the Hollywood Burbank Airport area with premium lifestyle and extended stay hotel brands catering to the modern business and leisure traveler.
- Construct and operate a Marriott-branded, business- and leisure-oriented urban hotel reflecting the character of Burbank and integrated into the overall site design of the existing onsite hotel facilities, immediately adjacent to and complementing the airport, existing and planned transit stations, and the convention center to attract and enhance customer travel for those visiting Burbank.
- Construct and operate additional conference/meeting/entertainment/dining space, fitness facilities for hotel guests and other patrons, and a ground-floor central open courtyard with pool and deck space amenity area to provide additional outdoor space.
- Contribute to the economic health and well-being of Burbank through the development of a Project that would generate new construction and long-term jobs and provide additional long-term revenue for the City through visitor operations, enhanced property values, new visitor spending, and transit occupancy tax.
- Redevelop a portion of the surface parking lot area that is underutilized into a more economically productive use that complements the existing development on the property and is consistent with the City's ongoing re-envisioning efforts within the Golden State Specific Plan.
- Support environmentally conscious alternative modes of travel by constructing two new hotels within a half mile of two existing Metrolink stations, a planned high speed rail station, and the Hollywood Burbank Airport, and by promoting ride-sharing services and transportation demand management strategies in efforts to reduce local vehicle trips into and out of the City.
- Support and enhance statewide decarbonization efforts through the development of an all-electric Project free from fossil-fuel reliance; on-site generation and use of power through solar panels and battery storage; reducing vehicle emissions through an efficient guest drop-off and pick-up porte cochere design and by operating a valet-only parking garage for more efficient

parking of guest's vehicles; and encouraging the replacement of gas-fueled cars with electric vehicles by providing hundreds of EV charging stations and EV ready plug-ins.

1.4 Environmental Issues/Mitigation Summary

Table 1-1, *Summary of Environmental Impacts and Mitigation Measures*, summarizes the environmental impacts of the proposed Project, mitigation measures, if relevant, and the impact level of significance after mitigation identified and analyzed in this Draft EIR. Refer to the appropriate section for detailed information.

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Table 1-1
Summary of Environmental Impacts and Mitigation Measures

EIR Section and Environmental Impact Statement	Mitigation Measures	Significance/ Significance After After Mitigation
5.1 Air Quality		
AQ-1: Would the project conflict with or obstruct implementation of the applicable air quality plan?	No mitigation measures are required.	Less Than Significant Impact.
AQ-2: Would the project result in a cumulative 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?	No mitigation measures are required.	Less Than Significant Impact.
AQ-3: Would the project expose sensitive receptors to substantial pollutant concentrations?	No mitigation measures are required.	Less Than Significant Impact.
AQ-4: Would the project result in other emissions such as those leading to odors adversely affecting a substantial number of people?	No mitigation measures are required.	Less Than Significant Impact.
Would the project, combined with other related projects, conflict with or obstruct implementation of the applicable air quality plan	No mitigation measures are required.	Less Than Significant Impact.
Would the project, combined with other related projects, 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?	No mitigation measures are required.	Less Than Significant Impact.
Would the project, combined with other related projects, expose sensitive receptors to substantial pollutant concentrations?	No mitigation measures are required.	Less Than Significant Impact.
Would the project, combined with other related projects, result in other emissions such as those leading to odors adversely affecting a substantial number of people?	No mitigation measures are required.	Less Than Significant Impact.
5.2 Cultural and Tribal Cultural Resources		
CUL-1: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	No mitigation measures are required.	Less Than Significant Impact.
CUL-2: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	**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 monitor(s) shall meet the Secretary of the Interior's Professional Qualification Standards for	Less Than Significant Impact with Mitigation Incorporated.

EIR Section and Environmental Impact Statement	Mitigation Measures	Significance/ Significance After After Mitigation
	archaeology, 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 and offsite sewer improvement area. A copy of the executed contract shall be submitted to the City of Burbank Community Development Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Archaeological Monitor shall complete monitoring logs daily, providing descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The onsite 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** If an archaeological or Native American resource is 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 and Native American Monitor(s) to determine if any discovered potential resource meets the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique resources (Public Resources Code	

EIR Section and Environmental Impact Statement	Mitigation Measures	Significance/ Significance After After Mitigation
	21083.2(g)). The City of Burbank Community Development Department shall be immediately notified. If the resource is determined to be potential a tribal cultural resource, the Applicant shall retain the services of a Native American Monitor to work in consultation with the Archaeological Monitor to delineate the resource. Work on areas outside of the buffered area may continue during the assessment period. The Applicant shall, in good faith, consult with the Tribe(s) on the disposition and treatment of any tribal cultural resource encountered during all ground disturbing activities. If the find is considered an "tribal cultural 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 Sections 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 resource is 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.	
CUL-3: Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?	**CUL-3** In the event that human remains are discovered during onsite construction activities, the Archaeological Monitor shall immediately divert work at minimum of 50 feet and place an exclusion zone around the discovery location.	Less Than Significant Impact with Mitigation Incorporated.

EIR Section and Environmental Impact Statement	Mitigation Measures	Significance/ Significance After After Mitigation
	The Archaeological Monitor shall then notify the construction manager who shall notify the County Coroner per Public Resources Code Section 5097.98, and Health and Safety Code Section 7050.5. The City of Burbank Community Development Department shall also be immediately notified. 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 State CEQA Guidelines Section 15064.5(e).	
Would the Project, combined with other related projects, cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	No mitigation measures are required.	Less Than Significant Impact.
Would the Project, combined with other related projects, cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	No mitigation measures are required.	Less Than Significant Impact.
Would the Project, combined with other related projects, disturb any human remains, including those interred outside of dedicated cemeteries?	No mitigation measures are required.	Less Than Significant Impact.
5.3 Energy		
EN-1: Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	No mitigation measures are required.	Less Than Significant Impact.
EN-2: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No mitigation measures are required.	Less Than Significant Impact.

EIR Section and Environmental Impact Statement	Mitigation Measures	Significance/ Significance After After Mitigation
Would the project, combined with other related projects, result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	No mitigation measures are required.	Less Than Significant Impact.
Would the project, combined with other related projects, conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No mitigation measures are required.	Less Than Significant Impact.
5.4 Geology & Soils		
GEO-1: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	No mitigation measures are required.	Less Than Significant Impact.
GEO-2: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?	No mitigation measures are required.	Less Than Significant Impact.
GEO-3: Would the project result in substantial soil erosion or the loss of topsoil?	No mitigation measures are required.	Less Than Significant Impact.
GEO-4: Would the project 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 and/or 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 mitigation measures are required.	Less Than Significant Impact.
GEO-5: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**GEO-1** Prior to commencement of ground-disturbing activities a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall develop Worker Awareness and Environmental Program (WEAP) Training for construction personnel. This training shall be presented to construction personnel and include what fossil remains may be found within the Project area and policies and procedures that must be followed in case of a discovery. Verification of the WEAP Training shall be provided to the Burbank Community Development Department.	Less Than Significant Impact With Mitigation Incorporated.

EIR Section and Environmental Impact Statement	Mitigation Measures	Significance/ Significance After After Mitigation
	GEO-2 Paleontological resources monitoring by a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall be required during ground disturbances (including grading, trenching, foundation work, and other excavations) in previously undisturbed sediments that exceed 10 feet in depth. The duration and timing of the monitoring shall be determined by the qualified paleontologist and the location and extent of the proposed ground disturbance. If the qualified paleontologist determines that fulltime monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, the qualified paleontologist may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring shall not be required in artificial fill or for activities that do not reach 10 feet in depth. **GEO-3** In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. The qualified paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources: • Salvage of Fossils. The qualified paleontologist (or paleontological monitor) shall recover significant fossils following standard field procedures for collecting paleontological resources, as described by the Society of Vertebrate Paleontology standards. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require	

EIR Section and Environmental Impact Statement	Mitigation Measures	Significance/ Significance After After Mitigation
	more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. • Preparation and Curation of Recovered Fossils. Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the University of California Museum of Paleontology), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the qualified paleontologist.	
Would the Project, combined with other related projects, directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking? Would the Project, combined with other related projects, directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction? Would the Project, combined with other related projects, 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 and/or 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 mitigation measures are required.	Less Than Significant Impact.
Would the Project, combined with other related projects, result in substantial soil erosion or the loss of topsoil?	No mitigation measures are required.	Less Than Significant Impact.

EIR Section and Environmental Impact Statement	Mitigation Measures	Significance/ Significance After After Mitigation
Would the Project, combined with other related projects, directly or indirectly destroy a unique paleontological resource or site or unique geologic feature	No mitigation measures are required.	Less Than Significant Impact.
5.5 Greenhouse Gas Emissions		
GHG-1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	**GHG-1** Prior to the issuance of building permits, the Project applicant shall provide documentation (e.g., building plans, site plans) to the City of Burbank Community Development Department to verify implementation of the design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements: • The Project applicant shall prepare a Transportation Management Plan with the help of certified Traffic Engineer which includes voluntary and mandatory trip reduction measures such as discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation such as carpooling, taking transit, walking, and biking, implementing employee parking cash-outs, thereby reducing VMT and GHG emissions. The Transportation Management Plan shall grant all employees located within the Project site eligibility to participate. The Transportation Management Plan shall be reviewed and approved by the Transportation Planning Division. • The Project applicant shall join the Burbank Transportation Management Organization (TMO), which helps provide services to employees that encourages the use of public transit, carpooling, vanpooling, walking, and biking. • The Project applicant shall demonstrate to the Planning Division that new vehicles owned and operated by the Project operators that provide transport between the Hollywood Burbank Airport and the Project will be clean-fuel vehicles.	Significant and Unavoidable Impact.

EIR Section and Environmental Impact Statement	Mitigation Measures	Significance/ Significance After After Mitigation
	• No wood-burning or gas-powered fireplaces shall be installed in the proposed development. • All major appliances provided/installed (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) shall be electric-powered EnergyStar-certified or of equivalent energy efficiency, where applicable.	
GHG-2: Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Refer to Mitigation Measure GHG-1.	Less Than Significant Impact With Mitigation Incorporated.
Would the project, combined with other related projects, generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment? Would the project, combined with other related projects, conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG?	Refer to Mitigation Measure GHG-1.	Significant and Unavoidable Impact.
5.6 Hazards and Hazardous Materials		
HAZ-1: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	No mitigation measures are required.	Less Than Significant Impact.
HAZ-2: Would the Project 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? Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	**HAZ-1** Prior to the issuance of building permits, the Applicant shall include on the building plans an appropriate vapor intrusion mitigation system using a VOC-compatible vapor barrier that is incorporated into the design of new onsite structures, where there may be a potential for vapor intrusion risk to occupants. The elements of the vapor intrusion mitigation system shall include the design of an appropriate vapor barrier compatible with known VOCs, installation oversight to ensure compliance with VOC barrier manufacturers' warranty requirements, and subsequent post-installation VOC barrier integrity testing.	Less Than Significant Impact with Mitigation Incorporated.

EIR Section and Environmental Impact Statement	Mitigation Measures	Significance/ Significance After After Mitigation
	The Applicant shall incorporate all requirements in the design of the Project as set forth by the applicable regulatory oversight agency for issuance of building permits, including the following measures: The proposed design of the vapor barrier shall be pre-approved by the applicable regulatory oversight agency (e.g., DTSC, the LARWQCB, or other appropriate local regulatory agency). The design of a physical vapor barrier beneath the structure(s) foundation shall prevent soil gas from seeping into breathing spaces inside the structure. The system shall include a passive or powered vapor mitigation system layer that draws soil gas out of the under-foundation base rock and directs that soil gas to a treatment system to prevent people from being exposed outdoors. Any contaminants found in shallow soil vapor shall be mitigated to levels that are protective of human health for the proposed commercial uses. Upon completion, the Project Applicant shall prepare a report documenting the testing results and installed vapor mitigation method and submit the report to the regulatory agency with jurisdiction. An Operations, Maintenance, and Monitoring (OMM) Plan shall be prepared and implemented to maintain the vapor barrier system and confirm that the vapor barrier system continues to be protective of human health. The OMM Plan shall include details of methods for monitoring the vapor barrier system, provide monitoring frequencies and maintenance procedures for the system components and provide for post construction indoor air quality monitoring. The OMM Plan shall be approved by the regulatory agency with jurisdiction. **HAZ-2** Prior to the issuance of a grading permit, the Applicant shall submit a Soils Management Plan (SMP) to the City of Burbank Public Works Department that addresses the proper characterization and handling of potential VOC-impacted soils, and other contaminants of concern that may	

EIR Section and Environmental Impact Statement	Mitigation Measures	Significance/ Significance After After Mitigation
	be present. The SMP shall require that, as grading, excavation, and trenching are performed, exposed soil shall be monitored for stained or discolored soil, wet or saturated soils, or odors. If impacted soil is encountered, the soil shall be analyzed to identify and characterize the impact and determine if soil remediation is required. Soil samples shall be analyzed by an appropriate State-certified laboratory using appropriate methods based on the parameters to be analyzed. When a new area of contamination is identified, it shall be characterized to assess its lateral and vertical extent. The likely excavation of impacted soil shall be followed by segregated stockpiling or direct-loading, waste profiling, and offsite disposal or recycling, which shall be performed in accordance with applicable federal, State, and local regulations.	
HAZ-3: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the project area?	No mitigation measures are required.	Less Than Significant Impact.
HAZ-4: Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No mitigation measures are required.	Less Than Significant Impact.
Would the Project, combined with other related projects, create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	No mitigation measures are required.	Less Than Significant Impact.
Would the Project, combined with other related projects, 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? Would the Project, combined with other related projects, be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a	Refer to Mitigation Measures HAZ-1 and HAZ-2.	Less Than Significant Impact.

EIR Section and Environmental Impact Statement	Mitigation Measures	Significance/ Significance After After Mitigation
result, would it create a significant hazard to the public or the environment?		
For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project, combined with other related projects, result in a safety hazard or excessive noise for people residing or working in the project area?	No mitigation measures are required.	Less Than Significant Impact.
Would the Project, combined with other related projects, impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No mitigation measures are required.	Less Than Significant Impact.
5.7 Hydrology and Water Quality		
HWQ-1: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	No mitigation measures are required.	Less Than Significant Impact.
HWQ-2: Would the Project 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: i. Result in a substantial erosion or siltation on- or off-site; ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; iii. 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; or iv. Impede or redirect flood flows?	No mitigation measures are required.	Less Than Significant Impact.
HWQ-3: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No mitigation measures are required.	Less Than Significant Impact.
Would the Project, combined with other related projects, violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	No mitigation measures are required.	Less Than Significant Impact.
Would the Project, combined with other related projects, substantially alter the existing drainage pattern of the site or	No mitigation measures are required.	Less Than Significant Impact.

EIR Section and Environmental Impact Statement	Mitigation Measures	Significance/ Significance After After Mitigation
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: i. Result in a substantial erosion or siltation on- or offsite; ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; iii. 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; or iv. Impede or redirect flood flows?		
Would the Project, combined with other related projects, conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No mitigation measures are required.	Less Than Significant Impact.
5.8 Land Use and Planning		
LU-1: 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?	No mitigation measures are required.	Less Than Significant Impact.
Would the Project, combined with other related projects, 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?	No mitigation measures are required.	Less Than Significant Impact.
5.9 Noise		
NOI-1: Would the Project result in 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?	**NOI-1** The Project Applicant and/or Contractor shall implement the following noise-attenuating measures during construction of the proposed Project: • Construction contracts shall specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers. • A sign, legible at 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	Significant and Unavoidable Impact.

EIR Section and Environmental Impact Statement	Mitigation Measures	Significance/ Significance After After Mitigation
	the City of Burbank Community Development Department's Planning and Transportation Planning Divisions, 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 and Transportation Planning Divisions, 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 and Transportation Planning Divisions. 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	

EIR Section and Environmental Impact Statement	Mitigation Measures	Significance/ Significance After After Mitigation
	construction equipment staging areas and occupied residential areas, and electric air compressors and similar power tools. • Construction haul routes shall be reviewed and approved by the City's Building Official and City Traffic Engineer and 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.	
NOI-2: Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?	**NOI-2** The following measure shall be incorporated on all grading and building plans and specifications subject to approval of the City's Building Division prior to issuance of a grading permit: • Sonic pile drivers shall be used as an alternative to impact pile drivers to reduce groundborne vibration levels. Impact pile driver operations shall be prohibited.	Less Than Significant Impact With Mitigation.
NOI-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels	No mitigation measures are required.	Less Than Significant Impact
Would the Project, combined with other related projects, result in 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?	Refer to Mitigation Measure NOI-1.	Significant and Unavoidable Impact
Would the Project, combined with other related projects, result in generation of excessive groundborne vibration or groundborne noise levels	Refer to Mitigation Measure NOI-2.	Less Than Significant Impact With Mitigation.
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,	No mitigation measures are required.	Less Than Significant Impact.

EIR Section and Environmental Impact Statement	Mitigation Measures	Significance/ Significance After After Mitigation
within two miles of a public airport or public use airport, would the Project, combined with other related projects, expose people residing or working in the project area to excessive noise levels?		
5.10 Public Services and Recreation		
PS-1: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or need new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?	No mitigation measures are required.	Less Than Significant Impact.
PS-2: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?	No mitigation measures are required.	Less Than Significant Impact.
Would the Project, combined with other related projects, result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?	No mitigation measures are required.	Less Than Significant Impact.
Would the Project, combined with other related projects, result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?	No mitigation measures are required.	Less Than Significant Impact.
5.11 Transportation		

EIR Section and Environmental Impact Statement	Mitigation Measures	Significance/ Significance After After Mitigation
TR-1: Would the Project conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No mitigation measures are required.	Less Than Significant Impact.
TR-2: Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	No mitigation measures are required.	Less Than Significant Impact.
TR-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No mitigation measures are required.	Less Than Significant Impact.
Would the Project, combined with other related projects, conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No mitigation measures are required.	Less Than Significant Impact.
Would the Project, combined with other related projects, conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	No mitigation measures are required.	Less Than Significant Impact.
Would the Project, combined with other related projects, substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No mitigation measures are required.	Less Than Significant Impact.
5.12 Tribal Cultural Resources		
TCR-1: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: 1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k)? 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall	Refer to Mitigation Measures CUL-1 and CUL-2.	Less Than Significant Impact with Mitigation Incorporated.

EIR Section and Environmental Impact Statement	Mitigation Measures	Significance/ Significance After After Mitigation
consider the significance of the resource to a California Native American tribe?		
Would the Project, combined with other related projects, cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: 1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k); or 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	No mitigation measures are required.	Less Than Significant Impact.
5.13 Utilities and Service Systems		
UTIL-1: Would the Project require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects? Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No mitigation measures are required.	Less Than Significant Impact.
UTIL-2: Would the Project require or result in the relocation or construction of new or expanded wastewater facilities, the construction or relocation of which could cause significant environmental effects? Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it	Refer to Mitigation Measure NOI-1 in Section 5.9, Noise.	Significant and Unavoidable Impact.

EIR Section and Environmental Impact Statement	Mitigation Measures	Significance/ Significance After After Mitigation
has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		
UTIL-3: Would the Project require or result in the relocation or construction of new or expanded stormwater facilities, the construction or relocation of which could cause significant environmental effects?	Refer to Mitigation Measure NOI-1 in Section 5.9, Noise.	Significant and Unavoidable Impact.
UTIL-4: Would the Project 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? Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No mitigation measures are required.	Less Than Significant Impact.
Would the Project, combined with other related projects, require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects? Would the Project, combined with other related projects, have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Refer to Mitigation Measure NOI-1 in Section 5.9, Noise.	Significant and Unavoidable Impact.
Would the Project, combined with other related projects, require or result in the relocation or construction of new or expanded wastewater facilities, the construction or relocation of which could cause significant environmental effects? Would the Project, combined with other related projects, 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?	Refer to Mitigation Measure NOI-1 in Section 5.9, Noise.	Significant and Unavoidable Impact.
Would the Project, combined with other related projects, require or result in the relocation or construction of new or expanded electrical, natural gas, or telecommunications facilities, the	Refer to Mitigation Measure NOI-1 in Section 5.9, Noise.	Significant and Unavoidable Impact.

EIR Section and Environmental Impact Statement	Mitigation Measures	Significance/ Significance After After Mitigation
construction or relocation of which could cause significant environmental effects?		
Would the Project, combined with other related projects, 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? Would the Project, combined with other related projects, comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No mitigation measures are required.	Less Than Significant Impact.

1.5 Summary of Project Alternatives

Alternatives Considered But Rejected

"Alternative Site" Alternative

The Alternative Site Alternative would involve developing the Project on 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. In order to achieve the Project's objectives, the site would need to be located within proximity to the Hollywood Burbank Airport, Metrolink station, and planned high speed rail station. With the exception of the existing site, no other sites in the area are under the Project Applicant's control; thus, no other sites were considered. Development of the proposed Hotel and Garage on another site would not reduce the Project's significant and unavoidable impact associated with GHG emissions. There is the potential that the significant and unavoidable impacts relative to construction noise, including construction noise associated with the offsite sewer and electrical improvements, may be reduced or eliminated. However, this would be dependent upon the location of the alternative site and ambient noise conditions, and whether offsite infrastructure improvements would be required. In addition, development of the proposed Project on another site would not substantially lessen any of the Project's less than significant impacts, including those requiring mitigation. For example, an alternative site within the area would also likely require a vapor intrusion mitigation system and soils management plan (Mitigation Measures HAZ-1 and HAZ-2) due to regional groundwater conditions and historic industrial uses that have occurred within the area and require archaeological, paleontological, and/or tribal monitoring or worker environmental awareness training given the cultural sensitivity of the area (Mitigation Measures CUL-1 through CUL-3, and GEO-1). As the Project Applicant does not own another appropriately sized parcel with existing convention, hotel and restaurant that are supportive amenities and uses and similarly accessible and underutilized within proximity to the Hollywood Burbank Airport, Metrolink station, and planned high speed rail station that could be developed to meet most of the Project objectives, the Alternative Site Alternative was rejected from further analysis within this EIR.

"Office" Alternative

The Office Alternative would involve development of an office building on the existing surface parking lot within the Project site. This alternative would not achieve a majority of the Project's objectives as an office use would not provide for a hotel catering to the business and leisure traveler in proximity to the Hollywood Burbank Airport, which continues to be in high demand and will only increase with the completion of the new airport terminal project; provide for a Marriott-branded urban hotel that complements the airport, existing and planned transit stations, and the convention center to attract and enhance customer travel visiting Burbank; provide additional meeting/entertainment/dining spaces; or provide for transit occupancy tax. Additionally, the Applicant is a hotel developer and operator and is not an office developer. Moreover, the current economic outlook and viability of successful development of additional office space and the ability to attract close to 100% occupancy post-Covid with the push for remote work is not favorable.

Development of an office is not anticipated to significantly reduce or eliminate the Project's significant and unavoidable impacts relative to construction noise, since construction activities and equipment would be similar and offsite sewer and electrical improvements would still be required to serve the use. Additionally, new employees and associated vehicle trips would result in mobile source emissions, similar to the Project. It is not anticipated that the Project's significant and unavoidable impact relative to

greenhouse gas emissions would be significantly reduced or eliminated. Development of an office would continue to require implementation of mitigation measures specific to the Project site and existing environmental conditions. For example, development of an office use on the site would also require a vapor intrusion mitigation system and soils management plan (Mitigation Measures HAZ-1 and HAZ-2) due to regional groundwater conditions and historic industrial uses that have occurred within the area and require archaeological, paleontological, and/or tribal monitoring or worker environmental awareness training given the cultural sensitivity of the area (Mitigation Measures CUL-1 through CUL-3, and GEO-1). As the Project Applicant is not an office developer and development of the site with an office use would not meet most of the Project objectives, the Office Alternative was rejected from further analysis within this EIR.

"Residential Mixed-Use" Alternative

A Residential Mixed-Use Alternative would involve development of residential uses with ground-floor residential amenities and retail/commercial tenant spaces on the Project site. The Residential Mixed-Use Alternative would maintain the same scale and height as the proposed Hotel with the potential for 192 dwelling units and approximately 30,000 square feet of residential amenities and ground floor retail space. This alternative would not achieve a majority of the Project's objectives as a residential mixed-use development would not provide for a hotel catering to the business and leisure traveler in proximity to the Hollywood Burbank Airport; provide for a Marriott-branded urban hotel that complements the airport, existing and planned transit stations, and the convention center to attract and enhance customer travel visiting Burbank; provide additional meeting/entertainment/dining spaces; or provide for transit occupancy tax. Additionally, the Applicant is a hotel developer and operator and is not a residential developer. Moreover, uncertainty in the lending industry for multifamily market, rising labor and construction costs, and the decrease in rents for multifamily create a high level of uncertainty even for the most seasoned multifamily developer, let alone the uncertainty that it would bring to a hotel developer seeking to make a housing project pencil out at the Project site.

Development of a residential mixed-use alternative would not significantly reduce or eliminate the Project's significant and unavoidable impacts relative to construction noise, since construction activities and equipment would be similar and offsite sewer and electrical improvements would still be required to serve the use. It is not anticipated that the Project's significant and unavoidable impact relative to greenhouse gas emissions would be significantly reduced or eliminated. Development of residential mixed-use would continue to require implementation of mitigation measures specific to the Project site and existing environmental conditions. For example, development of residential mixed-use on the site would also require archaeological, paleontological, and/or tribal monitoring or worker environmental awareness training given the cultural sensitivity of the area (Mitigation Measures CUL-1 through CUL-3, and GEO-1). Due to the site's recognized environmental conditions associated with elevated VOCs in soil-gas (specifically PCE and TCE) beneath the Project site that may present a vapor intrusion risk, more extensive mitigation would be required to provide for residential development to occur. As previously noted, the Project Applicant is not a residential developer and development of the site with residential mixed-use would not meet the Project objectives, the Residential Mixed-Use Alternative was rejected from further analysis within this EIR.

"Reduced Parking" Alternative

A Reduced Parking Alternative would be the same as the proposed Project with regard to the Hotel but would reduce the parking garage in scale. A smaller/reduced garage would result in less construction and materials used, reducing construction impacts. This alternative would not reduce the Project's significant and unavoidable impact associated with GHG emissions. The Project's significant and unavoidable impact relative to onsite construction noise would be reduced in terms of the duration of construction but the noise levels would be similar, and therefore, the impact would not be eliminated. Further, the Project's offsite construction noise impact associated with the sewer and electrical infrastructure improvements would not be reduced. Development of this alternative would continue to require implementation of mitigation measures specific to the Project site and existing environmental conditions. For example, development of a smaller/reduced garage on the site would still require a vapor intrusion mitigation system and soils management plan (Mitigation Measures HAZ-1 and HAZ-2) due to regional groundwater conditions and historic industrial uses that have occurred within the area and require archaeological, paleontological, and/or tribal monitoring or worker environmental awareness training given the cultural sensitivity of the area (Mitigation Measures CUL-1 through CUL-3, and GEO-1). Further, this alternative would not be consistent with the Parking Study or the Parking Management Plan for the proposed Hotel and, therefore, would not be consistent with the BMC. Thus, this alternative was rejected from further analysis within this EIR.

Alternatives Considered For Further Analysis

Alternative 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." The CEQA Guidelines continue to state that "in certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained." In essence, the No Project Alternative is described and analyzed to enable the decision-makers to compare the impacts of approving the Project with the impacts of not approving the Project.

The Project site is currently developed with the Marriott Hotel and 763 surface parking spaces. The existing Marriott Hotel is comprised of 488 hotel rooms, 5,200 square feet of restaurant space, and 46,500 square feet of meeting/banquet and convention space. The Marriott Hotel consists of one eight-story building (East Tower) and one nine-story building (West Tower), connected by a single-story structure on the ground level, totaling 277,600 square feet. The convention center portion of the Marriott Hotel consists of one single-story building with a mezzanine level totaling 39,000 square feet. Access to the site occurs from three driveways, one at Thornton Avenue, one at Hollywood Way, and one at Avon Street.

The No Project Alternative would retain the site in its current condition. The proposed Hotel and Garage, including all onsite and offsite improvements, would not be developed.

Alternative 2 – Reduced Intensity Alternative

The Reduced Intensity Alternative would include the same uses (i.e., hotel, hotel-related amenities, and garage structure) as the proposed Project; however, the number of guestrooms, parking spaces in the garage, and electric vehicle (EV) parking spaces (chargers and EV ready) would be reduced by 25 percent.

Ground floor and sixth floor guest amenities would remain the same as proposed under the Project. All additional onsite and offsite improvements would continue to occur under this alternative.

The Reduced Intensity Alternative would provide 315 total guestrooms (164 Residence Inn, 151 Aloft), 661 parking spaces in the garage structure and 337 total EV spaces (121 chargers, 216 EV ready). The Reduced Intensity Alternative would result in 61 employees. The Hotel building would be six stories, but the sixth level floor area would be approximately half of the area of the floors below it, resulting in a total hotel floor area of 206,083 square feet. The Garage would remain the same size as the proposed Project. Overall, Alternative 2 would provide 25 percent reduced development when compared to the Project.

"Environmentally Superior" Alternative

CEQA requires that an environmentally superior alternative be identified among the alternatives that are analyzed in the EIR. If the No Project Alternative is the environmentally superior alternative, an EIR must also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6(e)(2)). The environmentally superior alternative is that alternative with the least adverse environmental impacts when compared to the proposed Project.

A comparative analysis of the proposed Project and each of the Project alternatives is provided below. Based on the analysis provided above, the No Project Alternative is the environmentally superior alternative because it would avoid or lessen most the impacts associated with development of the proposed Project.

As discussed above, if the "No Project" Alternative is identified as the environmentally superior alternative, an environmentally superior alternative must also be selected amongst the other alternatives. Accordingly, the Reduced Intensity Alternative is identified as the environmentally superior alternative among the other alternatives and is discussed below.

In comparison to the proposed Project, the Reduced Intensity Alternative would have similar impacts in all environmental topic areas except for air quality, energy, GHG emissions, noise, and public services. Although noise impacts would be reduced when compared to the proposed Project, the significant and unavoidable project and cumulative construction noise impacts, which include onsite and offsite infrastructure improvements, would not be eliminated. Additionally, the GHG impact would be slightly greater due to the increased $MTCO_2e$ per service population associated with the alternative. As with the proposed Project, the Reduced Intensity Alternative would meet all the Project objectives; however, the objectives under this alternative would not be met to the same extent as the proposed Project.

Environmental Issue	Alternative 1 No Project	Alternative 2 Reduced Intensity Alternative
Air Quality	⮟	⮟
Cultural Resources	⮟	=
Energy	⮟	⮟
Geology and Soils	⮟	=
Greenhouse Gas Emissions	⮟*	⮝*
Hazards and Hazardous Materials	⮟	=
Hydrology and Water Quality	⮝	=
Land Use and Planning	=	=
Noise	⮟*	⮟*
Public Services	⮟	⮟
Transportation	⮝	=
Tribal Cultural Resources	⮟	=
Utilities and Services Systems	⮟*	=*

Notes:
⮝ Indicates an impact that is greater than the Project.
⮟ Indicates an impact that is less than the Project.
= Indicates an impact that is the same as or similar to the Project.
* Indicates a significant and unavoidable impact.

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2.0 INTRODUCTION AND PURPOSE

The California Environmental Quality Act (CEQA) specifies that before a public agency decides to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the Project's potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment. The State CEQA Guidelines are located within the California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, Sections 15000-15387, while the CEQA Statute is codified as Public Resources Code (PRC) Sections 21000-21189.91.

2.1 Purpose of the EIR

The purpose of this Environmental Impact Report (EIR) is to review the existing conditions, analyze potential environmental impacts, and identify feasible mitigation measures to avoid or lessen the Project's potentially significant effects. This EIR addresses the Project's environmental effects, in accordance with CEQA Guidelines Section 15161. As referenced in the CEQA Guidelines Section 15121(a), as an information document, the EIR will:

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

In addition, this EIR is the primary reference document in the formulation and implementation of a mitigation monitoring and reporting program for the Project. The City of Burbank (which is the lead agency and has the principal responsibility for 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 issuance 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 able to be mitigated to a level considered less than significant; in those cases, impacts are considered significant unavoidable impacts. In accordance with CEQA Guidelines Section 15093(b), when the lead agency approves a project that will result in significant effects that cannot be avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the Final EIR and any other information in the public record for the project. CEQA Guidelines Section 15093 requires a "statement of overriding considerations" to be adopted where the agency specifies the findings and public benefits for the project that outweigh the significant impacts.

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

2.2 Compliance with CEQA

Public Review of the Draft EIR

In accordance with CEQA Guidelines Sections 15087 and 15105, this Draft EIR is circulated for a 45-day public review period. The public is invited to comment in writing on the information contained in this document. Persons and agencies commenting are encouraged to provide information that they believe is missing from the Draft EIR within the purview of CEQA and the CEQA Guidelines. All comment letters received during the review period will be responded to in writing, and the comment letters, together with the responses to those comments, will be included in the Final EIR.

Comment letters should be sent to:

City of Burbank Community Development Department
Planning Division
Attn: Mr. Daniel Villa, Principal Planner
150 North Third Street
Burbank, California 91502
dvilla@burbankca.gov

Final EIR

The Final EIR will consist of the Draft EIR, revisions to the Draft EIR (if any), and responses to all written comments addressing environmental concerns raised in the comments of responsible trustee agencies, the public, and any other reviewing parties. 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 and parties.

2.3 EIR Scoping Process

In compliance with CEQA Guidelines Section 15082, the City of Burbank provided opportunities for various agencies and the public to participate in the environmental review process. During preparation of the Draft EIR, efforts were made to contact various federal, State, regional, and local government agencies, and other interested parties to solicit comments on the scope of review in this document.

2019 Notice of Preparation and EIR Scoping Meeting

A Notice of Preparation (NOP) (State Clearinghouse Number 2019110032) was distributed to various responsible agencies, trustee agencies, and interested parties. The NOP was distributed on November 4, 2019, with the 30-day public review period concluding on December 4, 2019. The NOP provided preliminary information regarding the anticipated range of impacts to be analyzed within the EIR. In addition, notice of a joint Community Meeting and EIR Scoping Meeting for the Project was included in the NOP.

A joint Community Meeting and EIR Scoping Meeting was held on November 20, 2019 at 6:00 p.m. in the Community Room (Room 104) on the first floor of the Community Services Building at 150 North Third Street in Burbank. The intent of the meeting was to provide interested individuals, groups, and public agencies information regarding the proposed Project and a forum in which to orally present input directly to the Lead Agency to assist in further refining the intended scope and focus of the EIR, as described in the NOP. The NOP is provided as Appendix A, Notice of Preparation and Recirculated Notice of

Preparation, and the NOP comment letters are provided as Appendix B, Notice of Preparation/Recirculated Notice of Preparation Comment Letters.

A summary of the primary environmental issues raised during the 2019 NOP review period and Scoping Meeting and where the environmental topical areas are addressed in the Draft EIR, are as follows:

- Potential impacts to unknown or undiscovered cultural and tribal cultural resources (refer to Section 5.2, Cultural Resources, and Section 5.12, Tribal Cultural Resources).
- Potential environmental impacts associated with all CEQA Appendix G topical areas, including, air quality, archaeological resources, historic resources, biological resources, parking, drainage/absorption, economic/jobs, flood plain/flooding, fire hazard, geologic/seismicity, mineral resources, noise, population/housing, jobs/housing balance, public services, recreation/parks, schools/universities, sewer capacity, soil erosion/compaction/grading, waste, solid waste, toxic/hazardous materials, traffic circulation, vegetation, water quality, water supply, land use, cumulative effects, aesthetics/visual, growth inducing, and legal uses of real estate under the zoning regulation of the City (refer to Environmental Analysis Sections 5.1 through 5.13, Section 6.0, Other CEQA Considerations, and Section 8.0, Effects Found Not To Be Significant).
- Potential transportation impacts (refer to Section 5.11, Transportation).
- Comments related to the methodology of the air quality analysis and potential adverse air quality impacts from the proposed Project during construction and operation (refer to Section 5.1, Air Quality).

2024 Recirculated Notice of Preparation and EIR Scoping Meeting

Subsequent to distribution of the 2019 NOP and initiation of the Draft EIR, modifications to the proposed Project occurred, including revisions to the site plan and proposed on- and off-site improvements. A Recirculated NOP was distributed directly to public agencies (including the State Clearinghouse Office of Planning and Research), special districts, and members of the public, who had requested such notice on March 6, 2024, with the 30-day public review period concluding on April 4, 2024.

The purpose of the Recirculated NOP was to provide an updated description of the proposed Project and formally reannounce the preparation of a Draft EIR for the proposed 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 City requested that individuals and agencies provide comment letters and/or input on the Recirculated NOP, which provided preliminary information regarding the anticipated range of impacts to be analyzed within the EIR. In addition, notice of a joint Informational Meeting and EIR Scoping Meeting for the Project was included in the Recirculated NOP.

A joint Informational Meeting and EIR Scoping Meeting was held via webinar on March 20, 2024 at 6:00 p.m. The intent of the meeting was to provide interested individuals, groups, and public agencies information regarding the updated proposed Project and a forum in which to orally present input directly to the Lead Agency in an effort to assist in further refining the intended scope and focus of the EIR, as described in the Recirculated NOP. The Recirculated NOP is provided as Appendix A and the Recirculated NOP comment letters are provided as Appendix B.

A summary of the primary environmental issue areas applicable to the CEQA analysis and where the environmental topical areas are addressed in the Draft EIR, are as follows:

- Comments related to the methodology of the air quality analysis and potential adverse air quality impacts from the proposed Project during construction and operation (refer to Section 5.1, Air Quality).
- Changes in egress from Thornton Avenue and reduction of parking specific to the Burbank Municipal Code (BMC) (refer to Section 3.0, Project Description, Section 5.8, Land Use and Planning, and Section 5.11, Transportation).
- Construction impacts (refer to Environmental Analysis Sections 5.1 through 5.13, Section 6.0, Other CEQA Considerations, and Section 8.0, Effects Found Not To Be Significant).
- View and light impacts (refer to Section 8.0, Effects Found Not To Be Significant).
- Energy consumption compared to energy generation (refer to Section 5.3, Energy).
- Potential impacts to unknown or undiscovered tribal cultural resources (refer to Section 5.12, Tribal Cultural Resources).
- Consideration of a mixed-use housing/hotel alternative (refer to Section 7.0, Alternatives to the Proposed Project).
- Assess all modes, including reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions (refer to Section 5.5, Greenhouse Gas Emissions, and Section 5.11, Transportation).
- Analysis of vehicle miles traveled (VMT) and consideration of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications, and traffic safety impact analysis (refer to Section 5.5, Greenhouse Gas Emissions, and Section 5.11, Transportation).
- Analysis of the Project's compliance with SB 1383 (refer to Section 5.13, 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 summaries of the Project description, 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 and setting, Project characteristics, objectives, phasing, and 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, potential Project impacts, recommended mitigation measures, and possible unavoidable adverse impacts for the following environmental topic areas:

- Air Quality
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

Section 6.0, Other CEQA Considerations, discusses the potential long-term implications of the proposed action and irreversible changes to the environment that would be caused by the proposed Project, should it be implemented. The Project's growth-inducing impacts, including the potential for economic or population growth are also discussed.

Section 7.0, Alternatives to the Proposed Action, describes a reasonable range of alternatives to the Project or its location that could avoid or substantially lessen the Project's significant impacts and still feasibly attain the Project's basic objectives.

Section 8.0, Effects Found Not To Be Significant, provides an explanation of potential impacts that have been determined not to be significant and are therefore not discussed in detail in the EIR.

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

Appendices, contains the Project's technical documentation.

2.5 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 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, and on the City's website: https://www.burbankca.gov/web/community-development/planning

A brief synopsis of the scope and content of these documents is provided below.

- *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 which was integrated into the Burbank2035 General Plan on January 7, 2014, was recently updated. On September 27, 2022, the City Council adopted the 2021-2029 (6th cycle) Housing Element which was subsequently certified by the Department of Housing Authority on October 7, 2022. The Safety Element and Environmental Justice General Plan updates were also adopted on September 27, 2022. For each General Plan 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 the General Plan.

- *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 the General Plan 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 Greenhouse Gas Reduction Plan Update*, adopted May 3, 2022. The Burbank Greenhouse Gas Reduction Plan (GGRP) Update is a long-range planning document that builds off of the 2013 GGRP and guides the City towards long-term emission reductions in accordance with the State's goals. The GGRP Update analyzes current (2019) emission sources within the City, forecasts future (2030, 2035, and 2045) emissions, and establishes emission reduction targets that align with California's long-term goals. The GGRP Update is Burbank's roadmap to achieving the City's 2030 target and the State-mandated goal of 40 percent below 1990 levels by 2030. The GGRP Update demonstrates substantial progress towards achieving carbon neutrality by 2045, and also includes a framework for implementation and monitoring emission reduction activities and further promotes adaptation and resilience. The GGRP Update is intended to be a qualified GHG Reduction Plan and meets the requirements of CEQA Section 15183.5(b).

- *Burbank Municipal Code, codified through* Ordinance 24-4,0010, passed February 27, 2024. The BMC provides regulations for governmental operations, development, infrastructure, public health and safety, and business operations within the City. BMC Title 10, Zoning, Articles 2 through 27, are known as the Zoning Ordinance of the City. The 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 land, density of population,

uses and locations of structures, the height and bulk of structures, the open spaces about structures, the appearance of certain uses and structures, the areas and dimensions of sites, the location, size and illumination of signs and displays, requirement for off-street parking and loading facilities, and procedures for administering and amending such regulations and requirements.

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3.0 PROJECT DESCRIPTION

3.1 Project Location and Existing Setting

Project Location

The 2500 N. Hollywood Way – Dual Brand Hotel Project (herein referred to as 2500 N. Hollywood Way or the Project) site is in the northwestern portion of the City of Burbank (City), approximately 12 miles north of downtown Los Angeles within Los Angeles County (County); refer to Figure 3-1, *Regional Vicinity Map*. The Project site encompasses approximately 11.76 acres (APN 2464-004-015) generally bounded by Thornton Avenue on the north, Hollywood Way on the west, Avon Street on the south and a commercial office campus (Media Studios), comprised primarily of office uses with various onsite support amenities, on the south and east; refer to Figure 3-2, *Proposed Project Site and Offsite Improvement Areas*.

Existing Setting

Access to the site occurs from three driveways, one at Thornton Avenue, one at Hollywood Way (i.e., Marriott Drive), and one at Avon Street. Photos of the Project site and surrounding area are depicted in Figures 3-3a and 3-3b, *Site Photos*.

The Project site is currently developed with the Los Angeles Marriott Burbank Airport (Marriott Hotel) and 763 surface parking spaces. The existing Marriott Hotel is comprised of 488 hotel rooms, 5,200 square feet of restaurant space, and 46,500 square feet of meeting/banquet and convention space. The Marriott Hotel consists of one eight-story building (East Tower) and one nine-story building (West Tower), connected by a single-story structure on the ground level, totaling 277,600 square feet. The convention center portion of the Marriott Hotel consists of one single-story building with a mezzanine level, totaling 39,000 square feet.

Approximately four times per year, the Marriott Hotel hosts large events on the property, resulting in the expansion of the convention center area using event tents that are placed on the surface parking lot at the southeastern portion of the Project site (the SE Lot). The largest event (a media event that occurs annually) utilizes an event tent that is approximately 19,000 square feet. Sufficient parking capacity is provided for these events through the implementation of parking management plans and/or the securing of offsite parking during the days of each event.

A multi-tenant office building and associated surface parking are located at the southeastern corner of Thornton Avenue and Hollywood Way (2550 N. Hollywood Way), which shares its southern and eastern property lines with the Project site; refer to Figures 3-1 and Figure 3-2. This property is not a part of the proposed Project. A reciprocal parking and access agreement exists between the owners of the Project site and 2550 N. Hollywood Way; however, parking requirements for the Project do not rely on the parcel at 2550 N. Hollywood Way.

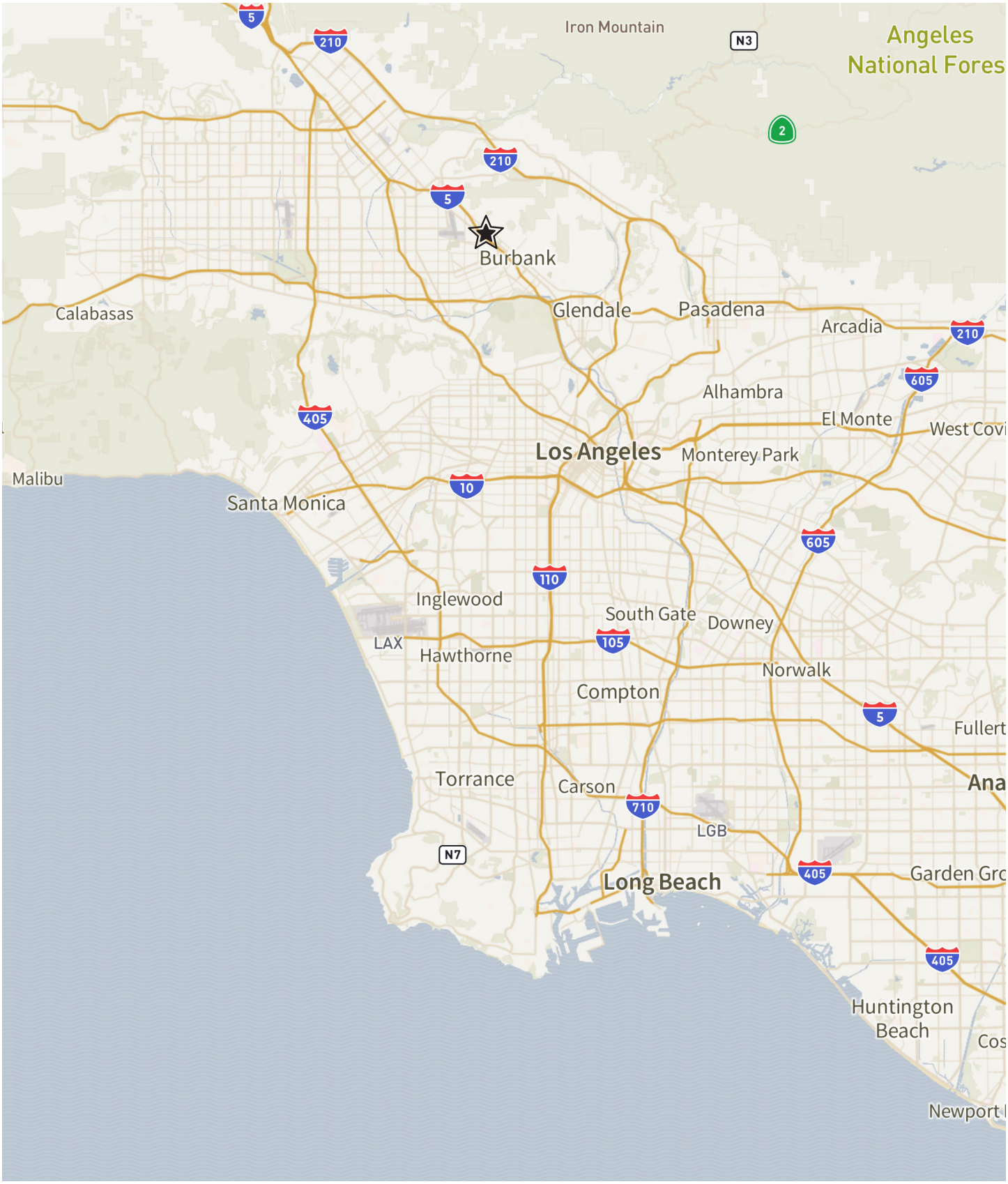

Figure 3-1: Regional Vicinity Map

Project Location



Figure 3-2: Proposed Project Site and Offsite Improvement Areas

Environmental Impact Report | Dual Brand Hotel
2500 N. Hollywood Way | Burbank, CA

- Project Site
- Striping and Bike Lane Improvements
- Right-of-Way, Bike, and Road Improvements
- Right-of-Way Curb Improvements
- Recycled Water Extension
- Electrical
- Sewer

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View from the northeastern portion of the Project Site looking southeast at the office buildings to the east and south



View of the land uses north of the Project Site across Thornton Avenue looking northeast



View of the dome south of the Project Site from the eastern side of Avon Drive looking west toward Hollywood Way with the southern portion of the Project Site shown on the right-hand side of the photo



View from the southeastern corner of Thornton Avenue and Hollywood Way looking northwest at the entrance of Hollywood Burbank Airport

Figure 3-3a: Site Photos



View of the Marriott Hotel arrival area from the entrance at Hollywood Way



View of the Marriott Hotel looking south from the northwestern portion of the Project Site



View from the eastern portion of the Project Site looking west across the Project Site



View of the Marriott Hotel and Convention Center looking southwest from the eastern portion of the Project Site

Figure 3-3b: Site Photos

General Plan and Zoning

General Plan Land Use

According to Burbank2035 General Plan (Burbank2035) Exhibit LU-1, Land Use Diagram, the Project site is designated Regional Commercial (Maximum 1.25 Floor Area Ratio, 58 units per acre with discretionary approval). The Regional Commercial land use designation provides for regional employment and shopping destinations that serve both Burbank residents and residents of surrounding cities. These regional centers provide a variety of employment opportunities and services that address regional needs for retail, service, dining, entertainment, and conventions. The subject property, Marriott Hotel, is explicitly identified as a commercial center within the narrative of the General Plan's Regional Commercial land use designation. These regional centers also play a key role in supporting the media industry and other sectors of the local economy.

Zoning

The City of Burbank Zone Map (last amended by Ordinance No. 3802, effective 2019) identifies the zoning for the Project site as PD 89-1, Planned Development. According to BMC Section 10-1-19119, the PD Zone allows for an alternate process to accommodate unique developments for residential, commercial, professional, or other similar activities, including combinations of uses and modified development standards that would create a desirable, functional, and community environment under controlled conditions of a development plan. Ordinance No. 3164, adopted on September 12, 1989, approved the Planned Development (PD) along with a related Development Agreement (DA) for the development of a 250-room, eight-story hotel tower and a 39,200-square-foot convention center at the Project site. The DA identified specific restrictions on development, including permitted uses, density, and maximum height and size of the hotel tower and convention center. These specific restrictions in development, in addition to zoning classification, include the following:

- Permitted Uses and Density: The property may be used only for such uses and purposes as are permitted under this DA, including general office, bank, hotel, convention center.
- Maximum Height and Size: The maximum height of the eight-story Hotel/Tower is approximately 118 feet in height and 144,000 square feet in area, with a maximum of 250 rooms. The area of the proposed convention center is approximately 39,200 square feet in area. The main banquet rooms are approximately 15,984 square feet in area; and four meeting rooms each with an area of approximately 655 square feet.

Since the approval of the DA in 1989, its terms have expired and are no longer enforceable, but the zoning of PD 89-1 remains on the property. Redevelopment of the property would require rezoning.

Surrounding Land Uses

Land uses surrounding the 2500 N. Hollywood Way site are as follows:

- North: The Project site is bounded by the adjacent office use and Thornton Avenue to the north. North of Thornton Avenue is primarily surface parking (V.S.P. Parking and Hollywood Burbank Airport Economy Parking Lot C). V.S.P. Parking offices and Midway Car Rental are located at the northeastern corner of Thornton Avenue and Hollywood Way. Northwest of the Project site (west of Hollywood Way) is the Hollywood Burbank Airport.

- East: To the east of the Project site is the northeastern portion of the Media Studios Campus. Media Studios is a commercial office campus comprised primarily of office uses with various onsite support amenities.
- South: To the south of the Project site is the southwestern portion of the Media Studios Campus and the extension of Avon Street. A spherical geodesic dome that serves as a prototype facility for Madison Square Gardens (MSG) Entertainment's creative teams, is located on the property located south of Avon Street, bounded by Avon Street, Empire Avenue, and Hollywood Way. The Hollywood Burbank Airport Regional Intermodal Transportation Center (RITC) is located west of Hollywood Way, southwest of the Project site. Southern California Regional Rail Authority (SCRRA) railway is located south of Empire Avenue.
- West: To the west of the northern portion of the Project site is the adjacent office building and Hollywood Way. West of Hollywood Way is a shopping center with a variety of restaurant uses, including Denny's, Del Taco, Panda Express, and McDonald's.

3.2 Background and History

The approximately 11.76-acre site was developed with the current Marriott Hotel in two stages. In 1981, the Marriott Hotel's nine-story West Tower was constructed, and, in 1990, the Marriott Hotel's eight-story East Tower and the single-story convention center were constructed. The site currently operates as a full-service Marriott Hotel.

The adjacent office building (located at 2550 N. Hollywood Way) was constructed in 1981. A reciprocal parking and maintenance agreement was recorded on December 24, 1997, which currently exists between the owners of the Project site and this property. The agreement included, but is not limited to, an easement to each of the respective property owners allowing vehicular and pedestrian access across the driveways (including exiting and entering the properties) and within the parking areas located on both the office and hotel parcels.

3.3 Project Objectives

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

- Enhance the continued economic revitalization and urbanization of the Hollywood Burbank Airport area with premium lifestyle and extended stay hotel brands catering to the modern business and leisure traveler.
- Construct and operate a Marriott-branded, business- and leisure-oriented urban hotel reflecting the character of Burbank and integrated into the overall site design of the existing onsite hotel facilities, immediately adjacent to and complementing the airport, existing and planned transit stations, and the convention center to attract and enhance customer travel for those visiting Burbank.
- Construct and operate additional conference/meeting/entertainment/dining space, fitness facilities for hotel guests and other patrons, and a ground-floor central open courtyard with pool and deck space amenity area to provide additional outdoor space.
- Contribute to the economic health and well-being of Burbank through the development of a Project that would generate new construction and long-term jobs and provide additional long-

term revenue for the City through visitor operations, enhanced property values, new visitor spending, and transit occupancy tax.

- Redevelop a portion of the surface parking lot area that is underutilized into a more economically productive use that complements the existing development on the property and is consistent with the City's ongoing re-envisioning efforts within the Golden State Specific Plan.
- Support environmentally conscious alternative modes of travel by constructing two new hotels within a half mile of two existing Metrolink stations, a planned high speed rail station, and the Hollywood Burbank Airport, and by promoting ride-sharing services and transportation demand management strategies in efforts to reduce local vehicle trips into and out of the City.
- Support and enhance statewide decarbonization efforts through the development of an all-electric Project free from fossil-fuel reliance; on-site generation and use of power through solar panels and battery storage; reducing vehicle emissions through an efficient guest drop-off and pick-up porte cochere design and by operating a valet-only parking garage for more efficient parking of guest's vehicles; and encouraging the replacement of gas-fueled cars with electric vehicles by providing hundreds of EV charging stations and EV ready plug-ins.

3.4 Project Characteristics

The Project proposes development of a new seven-story dual brand hotel (the Hotel), consisting of approximately 262,338 square feet and a separate, detached four-story parking garage (the Garage). The Garage would consist of 208,040 square feet of valet-only parking, providing up to 766 parking spaces, with an additional 285 parking spaces at grade. Based on the proposed net new total development area, the floor to area ratio (FAR) would be 1.13:1, which is below the permitted maximum FAR of 1.25:1.[1] The proposed Hotel and Garage would be located within the same parcel as the existing Marriott Hotel; refer to Figure 3-4, *Proposed Site Plan*. No changes to the existing Marriott Hotel are proposed; existing uses would remain in operation during construction and upon Project completion. The larger events that occur approximately four times per year on the property are anticipated to continue to occur under the proposed condition, as site availability and construction conditions warrant. These events would occur on the southeastern corner of the property, within the parking area east of the convention center. Sufficient parking capacity would be provided for these events through the implementation of parking management plans and/or the securing of offsite parking during the days of each event. Additionally, the existing reciprocal parking and access agreement with the adjacent parcel would remain in effect. However, parking requirements for the Project do not rely on the parcel at 2550 N. Hollywood Way.

Project construction would require demolition and regrading of the existing surface parking lot pavement in the northeastern portion of the parcel. The surface parking of the SE Lot and behind the convention center would also be demolished, regraded, repaved, and restriped as part of the Project. Except for the small security booths located at the parking controls on the existing driveway off Thornton Avenue, no other structures would require demolition as part of the Project.

[1] An FAR of 1.25:1 on the proposed Project site would equate to approximately 640,331 square feet. The Project site lot size is approximately 512,265 square feet, and it has an existing developed area of 316,800 square feet. When added to the proposed new hotel area of approximately 262,338 square feet, the new total developed area under the proposed Project would be approximately 579,138 square feet, for a total FAR of 1.13:1.

The Hotel

The proposed seven-story dual brand Hotel would consist of two hotel uses (Aloft and Residence Inn) with a total of 420 hotel rooms and shared amenities. The dual brand hotel uses would provide opportunities for both short- and long-term (extended) lodging with 203 short-term stay guest rooms (Aloft) and 217 long-term stay guest rooms (Residence Inn). The Hotel's seven-story structure would measure approximately 84.5 feet in height from the finished grade to the top of the roof. Therefore, the proposed Hotel and Garage structures would be lower in height than the existing onsite hotel buildings. The floor area breakdown would consist of approximately 30,240 square feet for the first floor, approximately 38,440 square feet for the second floor, approximately 40,035 square feet each for floors three through six, and approximately 33,518 square feet for floor seven, resulting in a total of 262,338 square feet of building area.

The primary entrance to the Hotel would be from Thornton Avenue with a 2,760-square-foot porte cochere providing a covered drop-off area, as well as valet parking service for guest arrival at the front of the building, where each of the Hotel brands would offer separate entrances for their guests. The floor plan for the first floor would reflect the respective brand-specific elements and standards to functionally distinguish between the short-term (Aloft) hotel from the long-term (Residence Inn) hotel space. This would consist of separate signage and entrances from the porte cochere to each hotel's respective reception desk and elevator lobbies, as well as distinct entrances for each at the Hotel's south entrance. Other brand-specific features include a dining and lounge area that is exclusive to long-term hotel guests, with a pantry and kiosks, a den, and living room space. Back-of-house office spaces for each of the brands would mostly be bifurcated, with the exception of the laundry room, a trash and recycling room on the east side of the building, and a service and loading area on the west side of the building, that would serve both brands.

The south end of the Hotel would be designed as a primary entrance (the South Entrance) to help visually and functionally connect the Hotel to the existing Marriott Hotel. This entrance concept would be accomplished by creating a two-story grand opening across from the convention center to connect the outside to the Hotel's interior courtyard. A water feature would be at the center of the South Entrance opening, as well as a proposed location for public art installation. The South Entrance would have secondary entrances on either side of it to access the respective Hotel brands. Guestrooms would occupy the "bridge" above the grand opening, starting from the third floor to the seventh floor. The interior courtyard would also be the location for the Hotel's 880-square-foot pool that would include a large deck to provide outdoor seating and lounge area for guests. Planters would outline the courtyard, providing landscaping on all sides, as well as providing supplemental stormwater treatment for the Project.

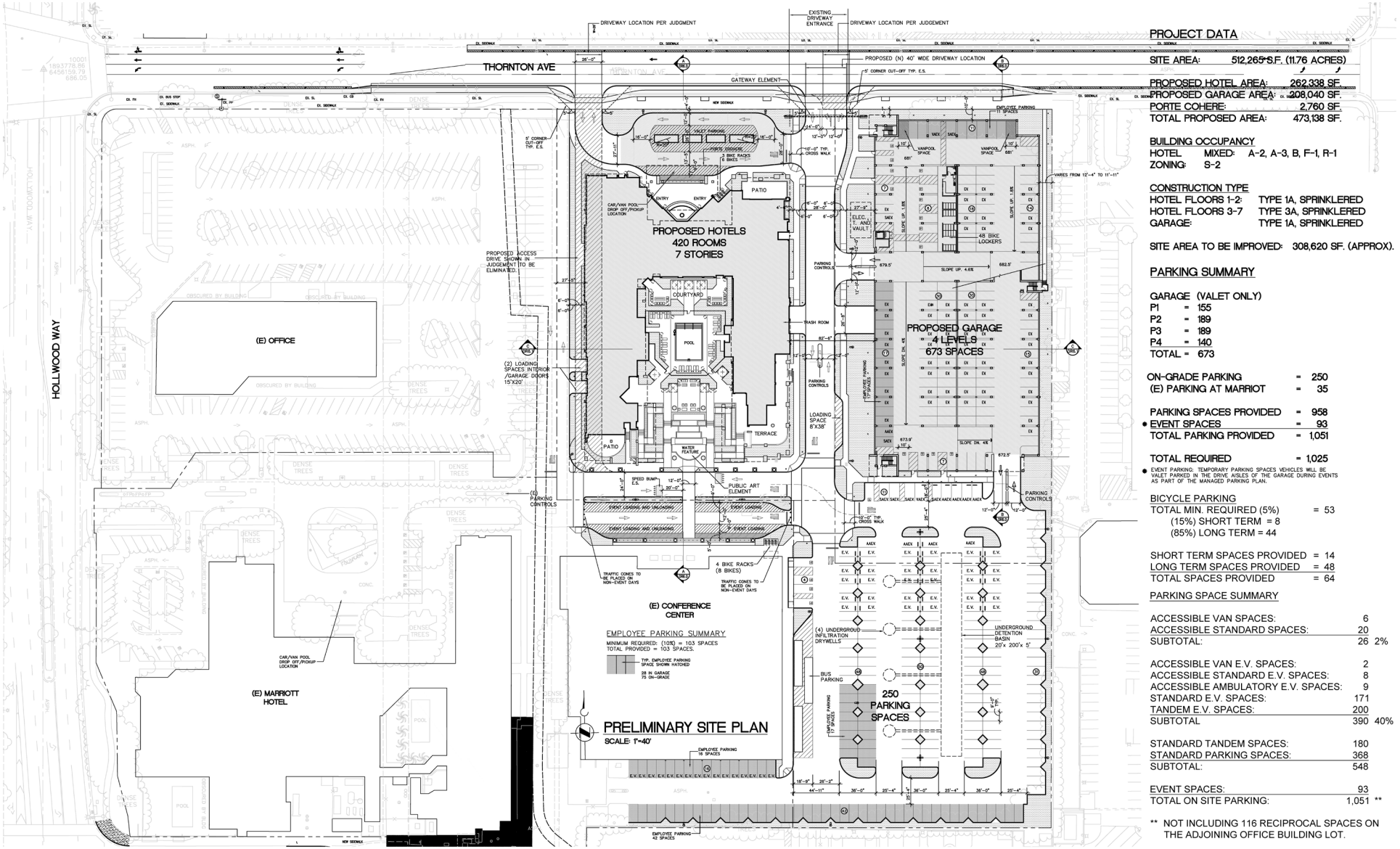

Figure 3-4: Proposed Site Plan

Source: Architectural Dimensions, 1/30/2024

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The Hotel's first floor amenities would include a bar area, the interior courtyard with swimming pool and deck, additional outdoor patios, a smaller executive-style conference room, and a large 1,500-square-foot meeting room that adjoins an outdoor terrace that can become an indoor-outdoor event space to complement the other facilities; refer to Figure 3-5, *Ground Level Floor Plan*. With Hotel guestrooms from the second to seventh floors, the fitness center and guest laundry facilities are located on the sixth floor. The rooftop would include up to 6,600 square feet of solar collectors; refer to Figure 3-6, *Level 2 Floor Plan*, Figure 3-7, *Levels 3 to 5 Floor Plans*, Figure 3-8, *Level 6 Floor Plan*, Figure 3-9, *Level 7 Floor Plan*, and Figure 3-10, *Roof Floor Plan*. The Hotel would operate 24 hours per day, 365 days per year and is anticipated to employ approximately 85 full-time equivalent jobs to operate the Hotel, Garage, and related services.

The Garage, SE Lot, and Parking Plans

The Garage would consist of two entry/exit points for vehicles, with one from the main driveway on the Garage's west side and northern half of the structure, and the other from the SE Lot at the Garage's southeastern corner. Both access points would include parking control devices to prevent self-parking. The Garage would be fully managed and valet-only at all times, with Hotel and valet staff having exclusive control of the Garage parking controls.

The Garage would consist of four levels with a maximum height of 43.5 feet from the finished grade to the top of the roof and stair tower elements that would extend up an additional nine feet five inches (9'5"), for a total height of 52 feet 11 inches (52'11"). The Garage façade fronting Thornton Avenue would be set back 10 feet from the northern property line. Vertically, the Garage would be set back from Thornton Avenue on three planes, each of which extends to the southern end of the structure. The lower plane would consist of three levels, reaching 25 feet in height and representing the 10-foot setback on the Thornton Avenue frontage. The Garage would then increase in height to 30 feet across the three levels, with the middle plane set back an additional 15 feet from the lower plane, or 25 feet from Thornton Avenue. The upper plane would reach a height of approximately 40 feet 10 inches (40'10") and would be setback 111 feet from Thornton Avenue (86 feet from the middle level and 71 feet from the lower level).

The Garage would consist of approximately 208,040 square feet of total building area. Levels 1 through 3 would be 55,350 square feet each, and Level 4 would be 41,990 square feet. Most of Level 4 would be covered by a roof, providing the structural foundation to support solar collection panels. Batteries for energy storage from the solar panels would be located in various locations in the Garage.

The Garage would provide 673 permanent parking spaces, with room for 93 additional planned event spaces that would stack in the drive aisles for supplemental parking when needed, providing a total capacity for 766 cars. Within the garage, 20 accessible standard parking spaces and six accessible van spaces would be provided; refer to Figure 3-11, *Garage Level 1*, Figure 3-12, *Garage Level 2*, Figure 3-13, *Garage Level 3*, Figure 3-14, *Garage Level 4*, and Figure 3-15, *Garage Roof*.

In addition to the Garage, the existing SE Lot, including the area behind the convention center, would be regraded, repaved, restriped, and landscaped for a more efficient parking layout and to accommodate a new underground stormwater detention basin to serve the Project. Four additional accessible parking spaces would be provided adjacent to the convention center. The stormwater detention basin would be located roughly under the center-right portion of the SE Lot and would be approximately 20 feet by 200 feet by five feet. The improved SE Lot would accommodate 250 on-grade parking spaces available for self-

parking for Hotel and/or convention center guests under normal conditions. When required by special events, the SE Lot would also be operated as valet only for the duration of those events. Parking controls for self-parking in the SE Lot would be located on the driveway between the Hotel and the Garage, as well as the existing parking controls near the Marriott Hotel entrance from Hollywood Way.

In total, the Garage and SE LOT would provide up to 1,016 parking spaces, with 923 of these permanent spaces. With the addition of 35 existing (non-Project) parking spaces at the Marriott Hotel, the total parking for the Project would be 1,051 spaces, or 958 permanent spaces. In addition, the Hotel would have two dedicated loading areas along its western façade, a trash/recycling space on the Hotel's east side, and an uncovered third loading area adjacent to the west side of the Garage.

Of the 958 permanent spaces at the Garage, SE Lot, and Marriott Hotel, 140 spaces would be equipped with electric vehicle (EV) chargers, and 250 spaces would be EV-ready, providing a total of 390 EV charger and EV ready spaces, pursuant to City requirements. This includes four existing EV charger spaces, and four EV ready spaces (eight total) located behind the convention center. The new EV spaces would be located throughout the Garage and SE Lot.

The Project would also provide 14 short-term bicycle parking spaces and 48 long-term bicycle parking spaces (62 total) for both Project guest and employee use. The short-term bicycle parking racks would be located near the main entrances for each of the Hotel brands and the convention center, and 48 long-term bicycle lockers would be located at the ground floor of the Garage.

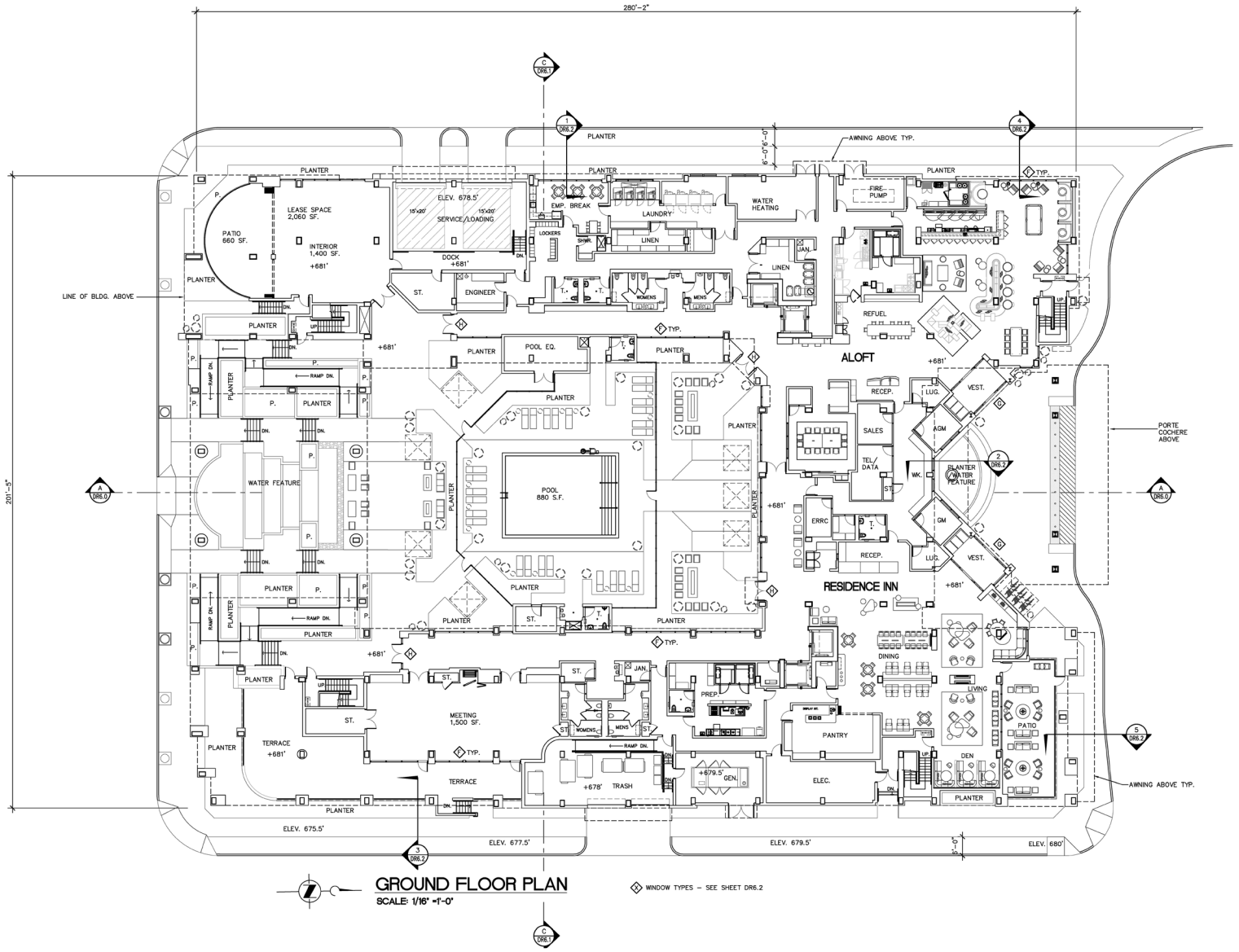


Figure 3-5: Ground Level Floor Plan

Source: Architectural Dimensions, 1/30/2024

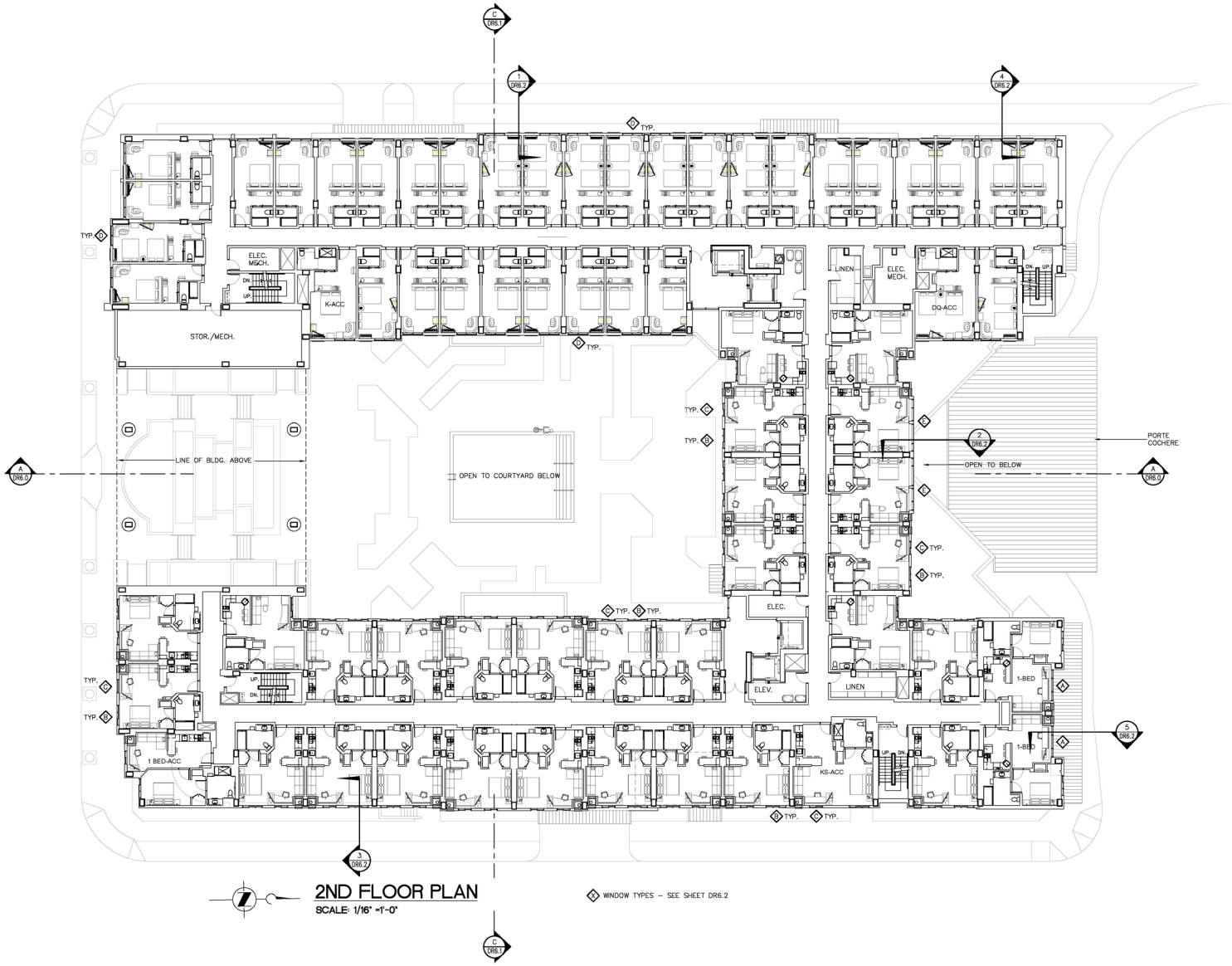


Figure 3-6: Level 2 Floor Plan

Source: Architectural Dimensions, 1/30/2024

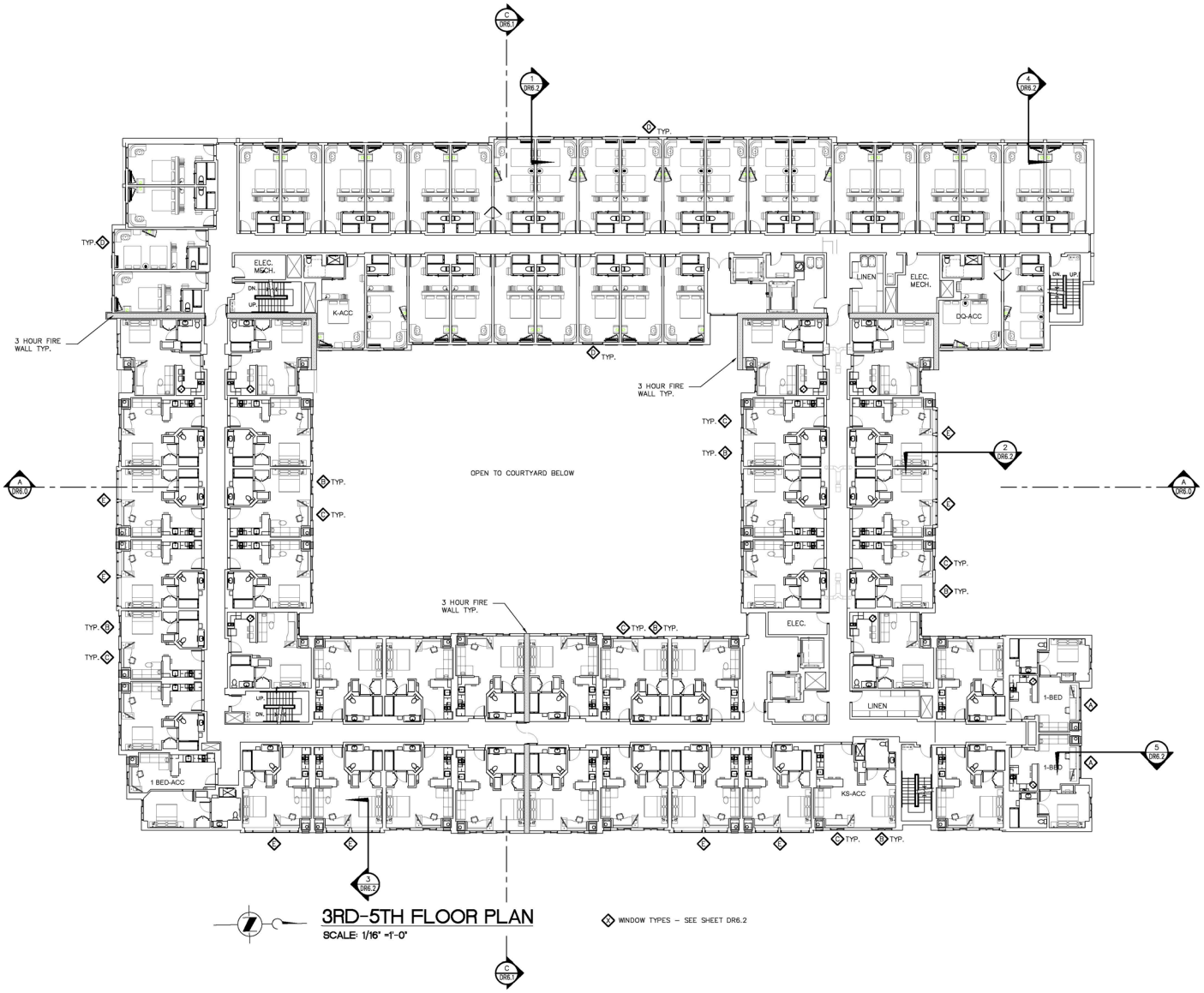


Figure 3-7: Levels 3 to 5 Floor Plans

Source: Architectural Dimensions, 1/30/2024

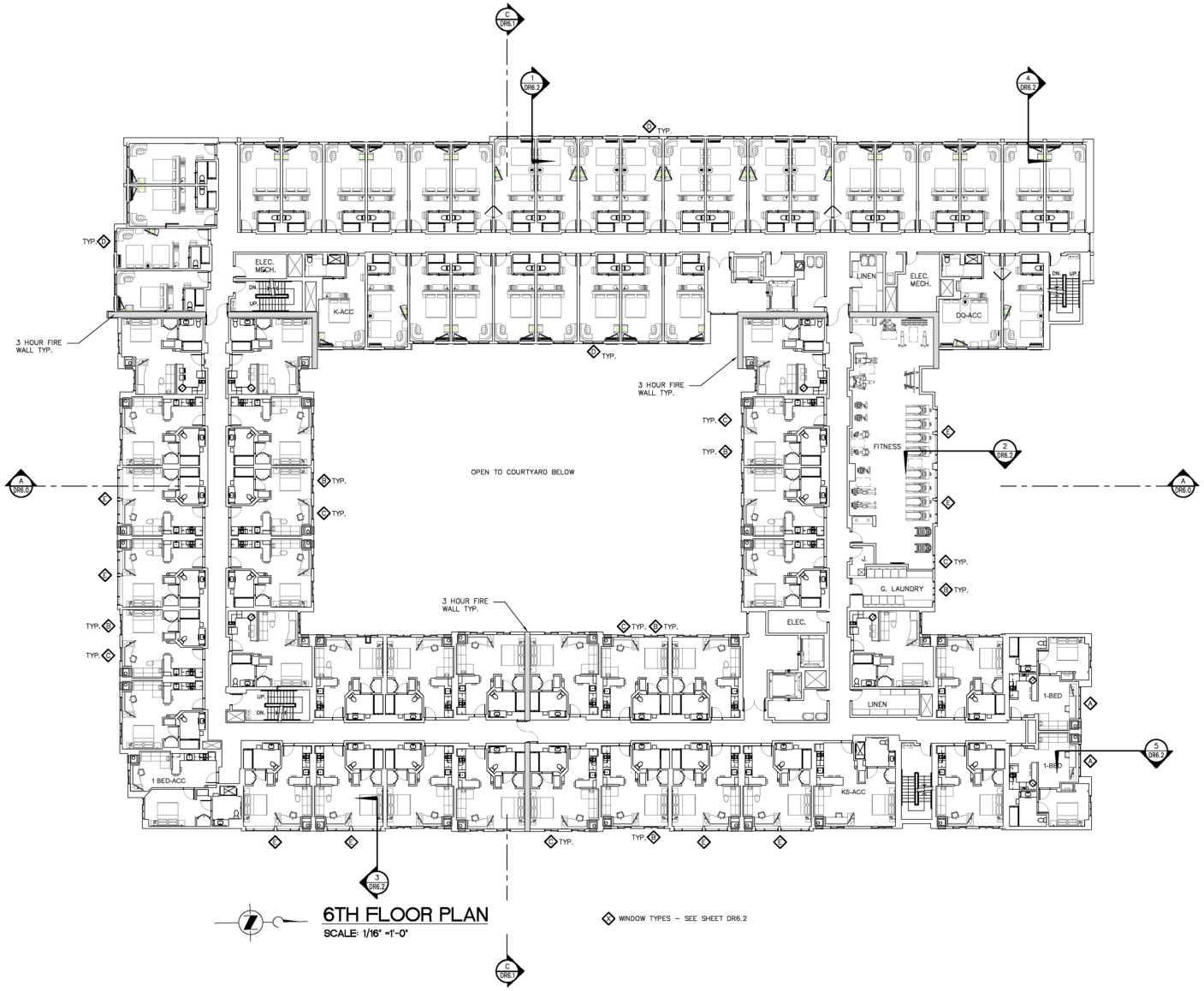


Figure 3-8: Level 6 Floor Plan

Source: Architectural Dimensions, 1/30/2024

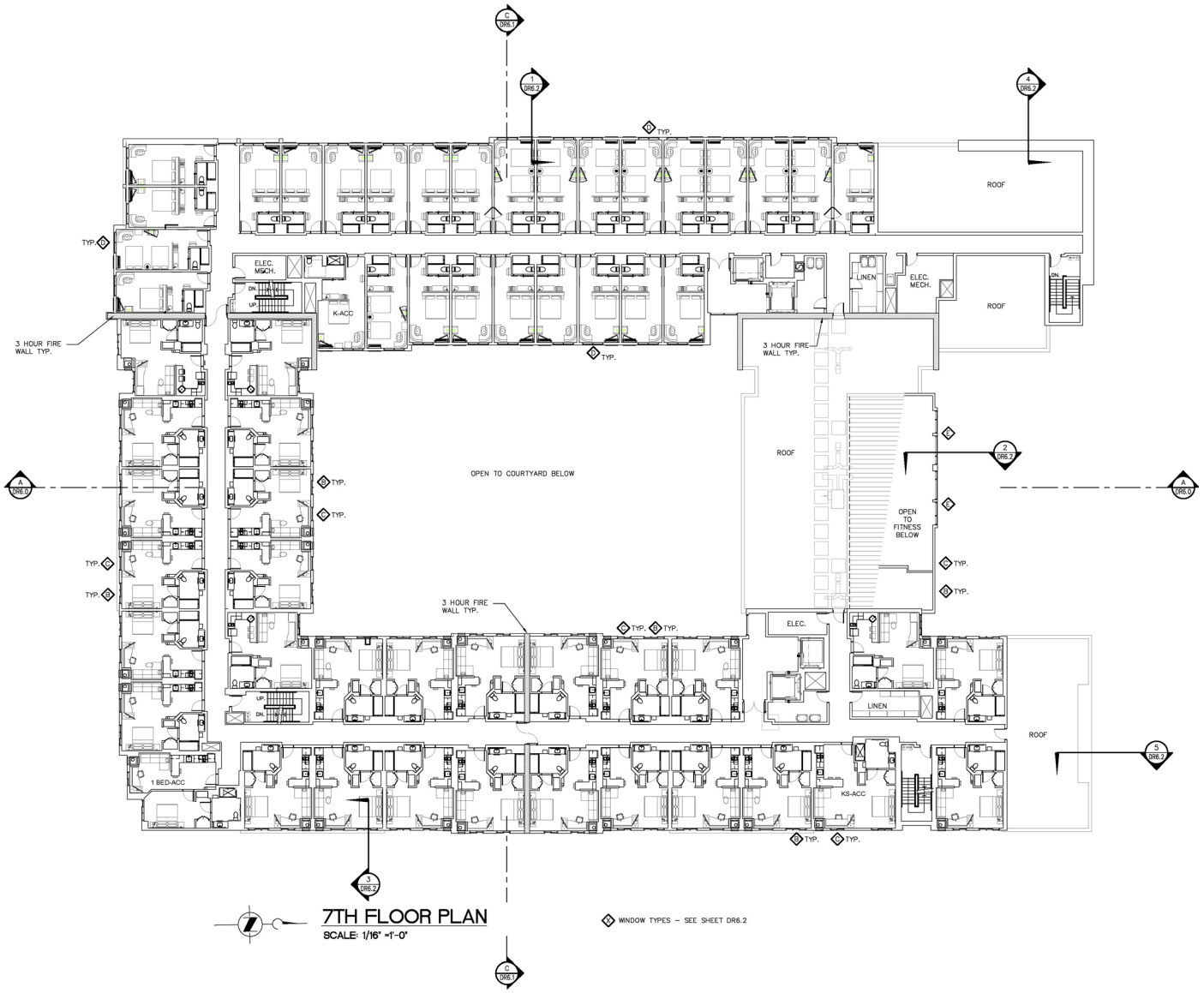


Figure 3-9: Level 7 Floor Plan

Source: Architectural Dimensions, 1/30/2024

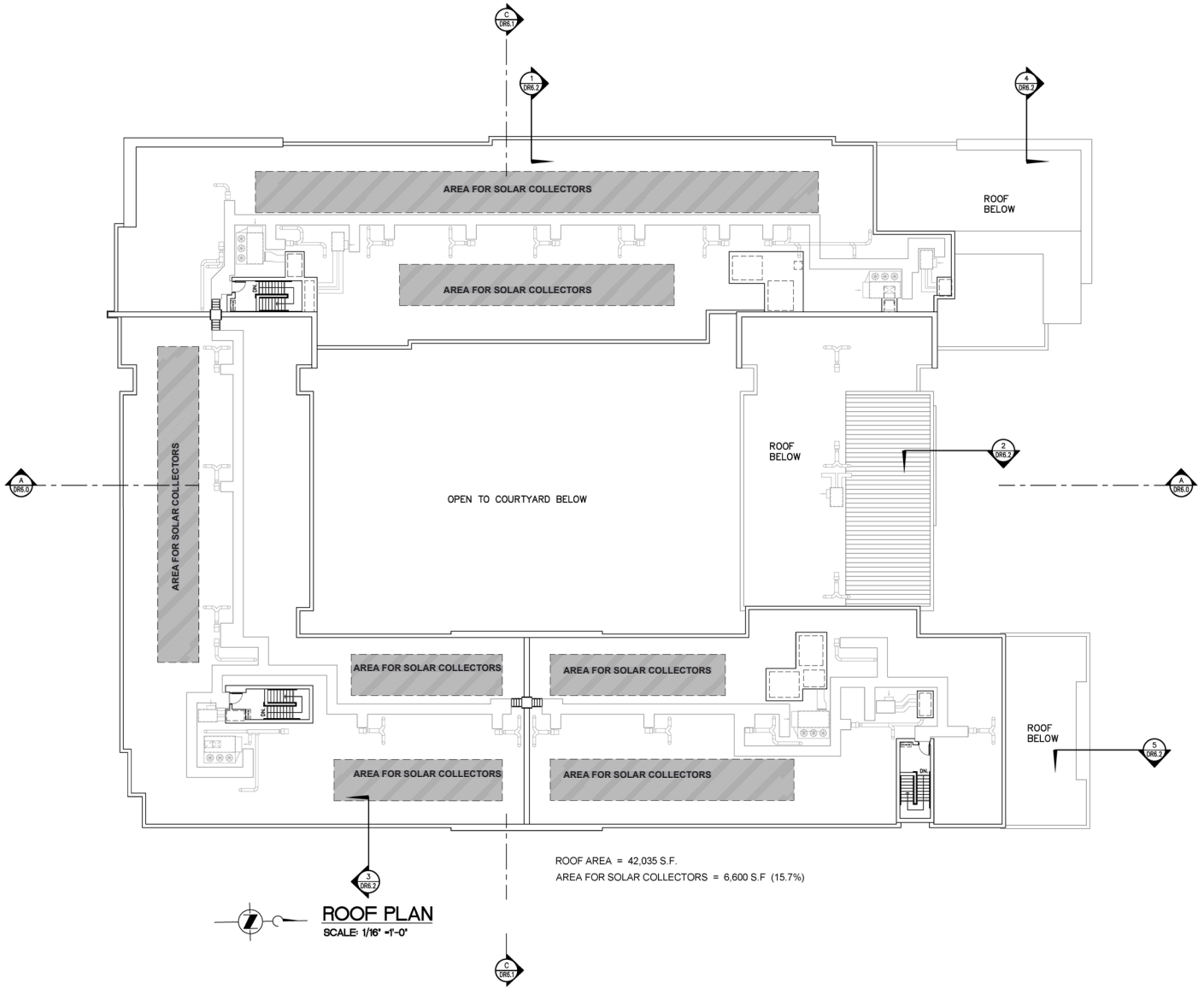
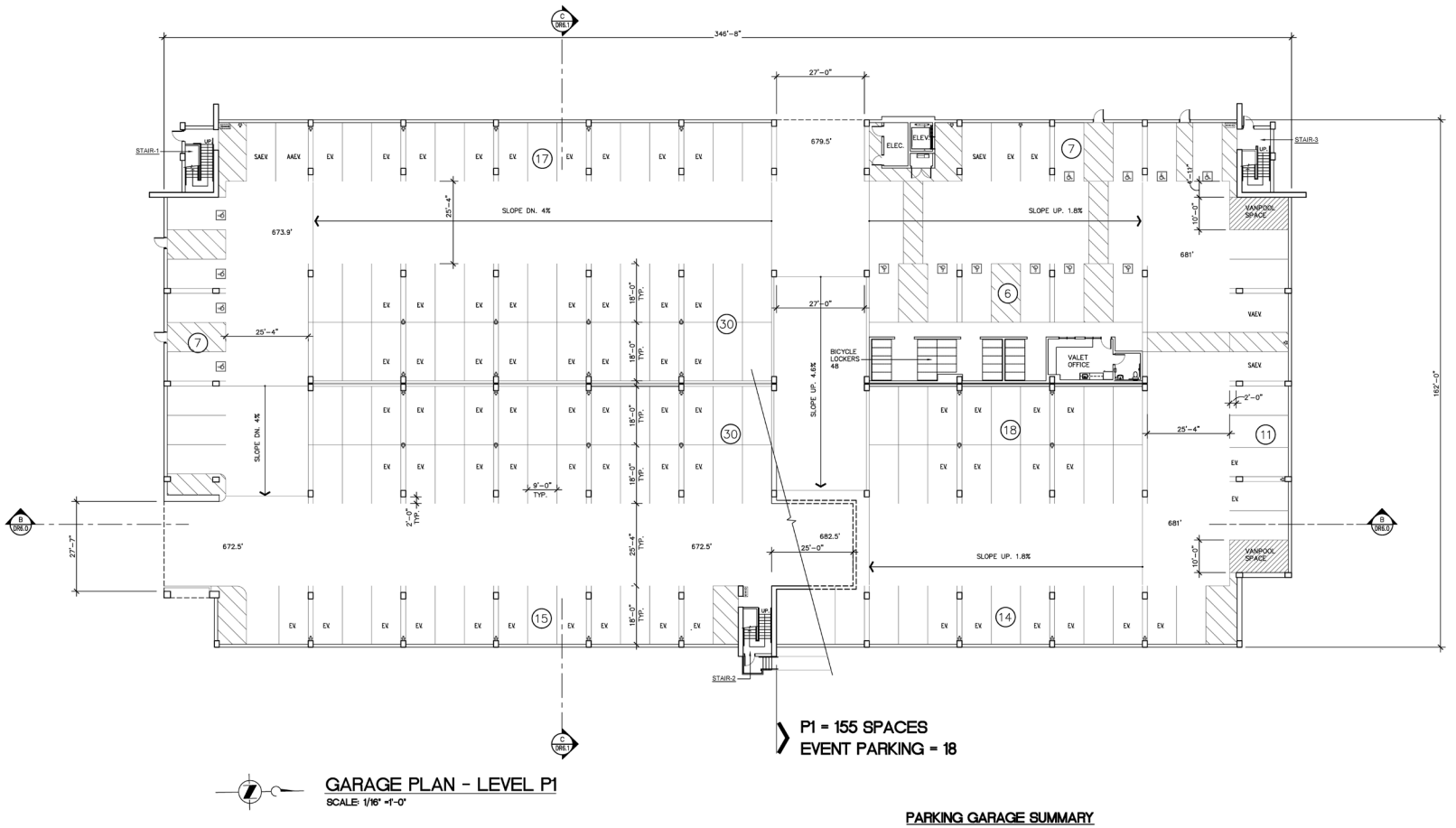


Figure 3-10: Roof Floor Plan

Source: Architectural Dimensions, 1/30/2024



GARAGE PLAN - LEVEL P1
SCALE: 1/16" =1'-0"

PARKING GARAGE SUMMARY

LEVEL	STANDARD SPACE	TANDUM SPACE	ACC. SPACE	TOTAL	EVENT SPACE	TOTAL
P1	64	78	14	155	18	174
P2	81	108	0	189	28	217
P3	81	108	0	189	28	217
P4	58	82	0	140	19	159
TOTAL	284	376	14	673	93	767

Figure 3-11: Garage Level 1

Source: Architectural Dimensions, 1/30/2024

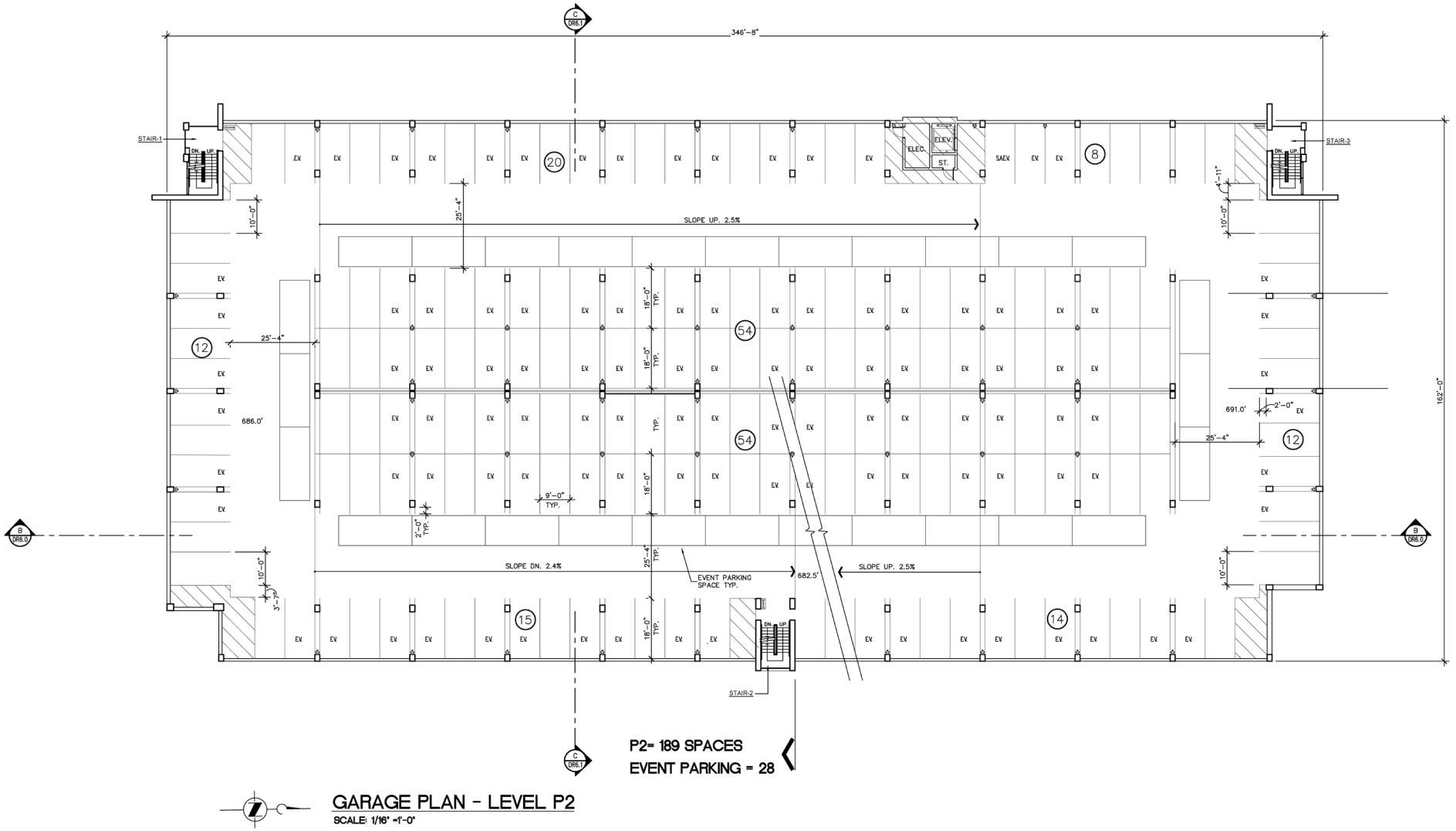


Figure 3-12: Garage Level 2

Source: Architectural Dimensions, 1/30/2024

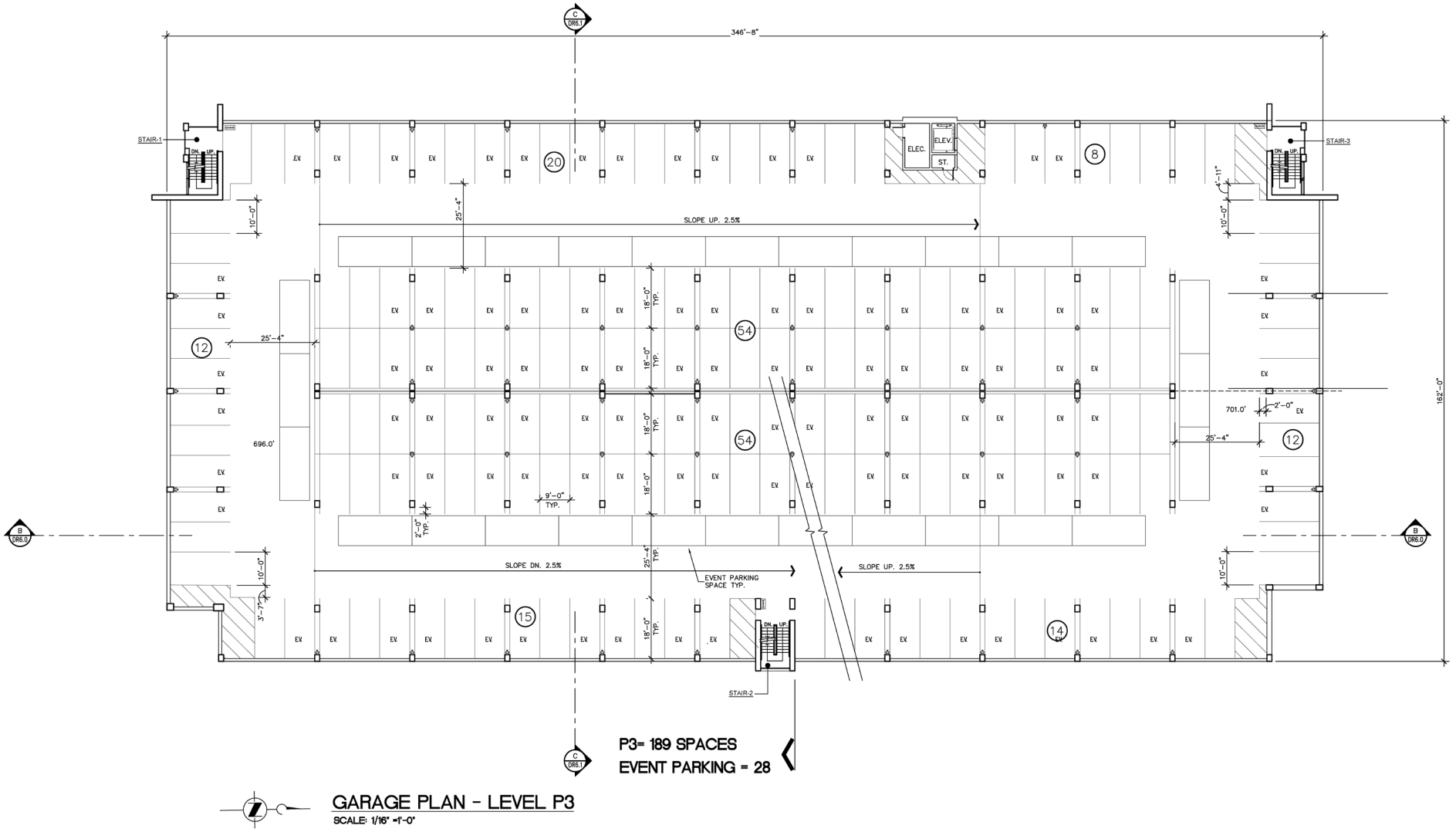


Figure 3-13: Garage Level 3

Source: Architectural Dimensions, 1/30/2024

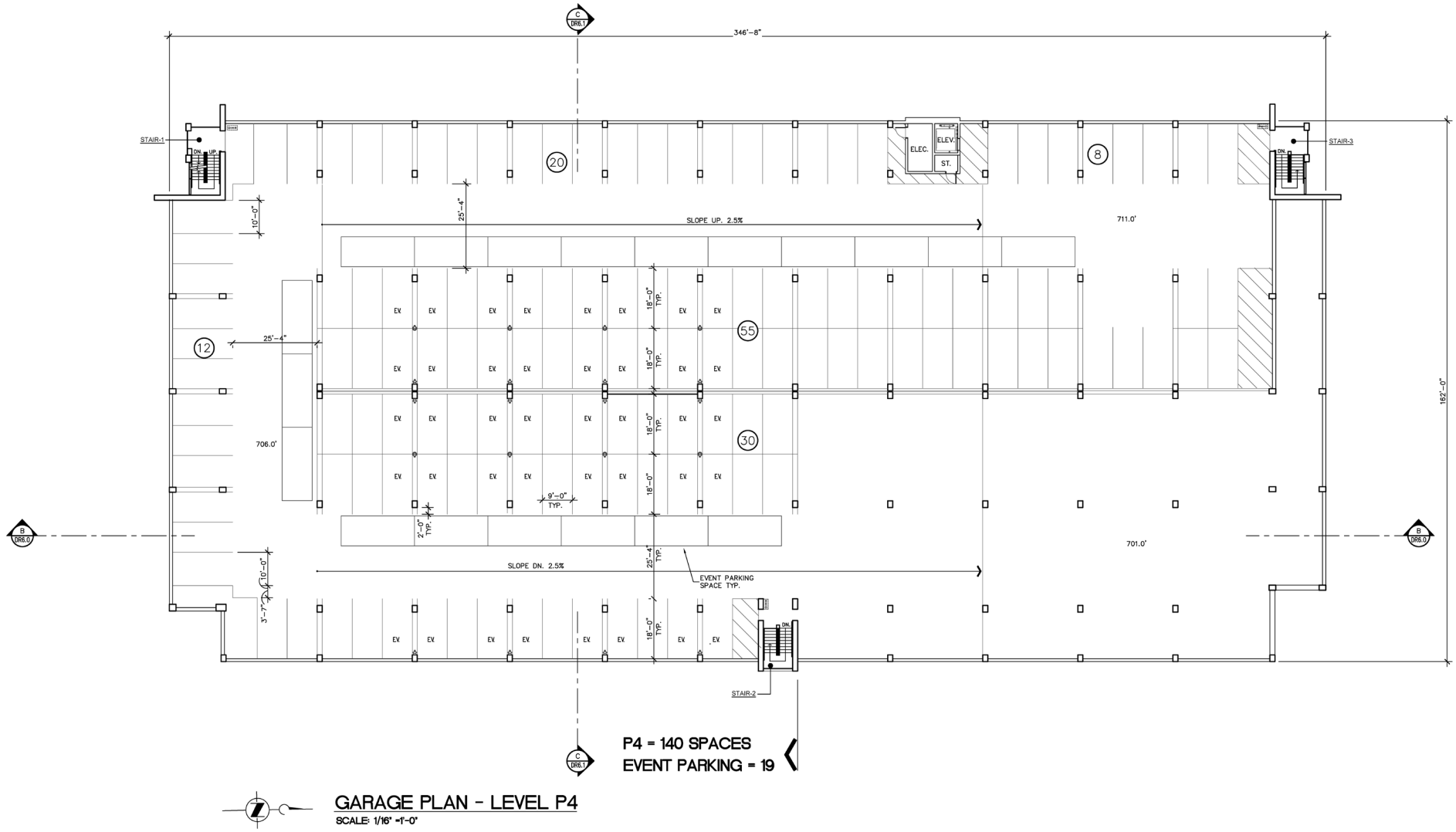


Figure 3-14: Garage Level 4

Source: Architectural Dimensions, 1/30/2024

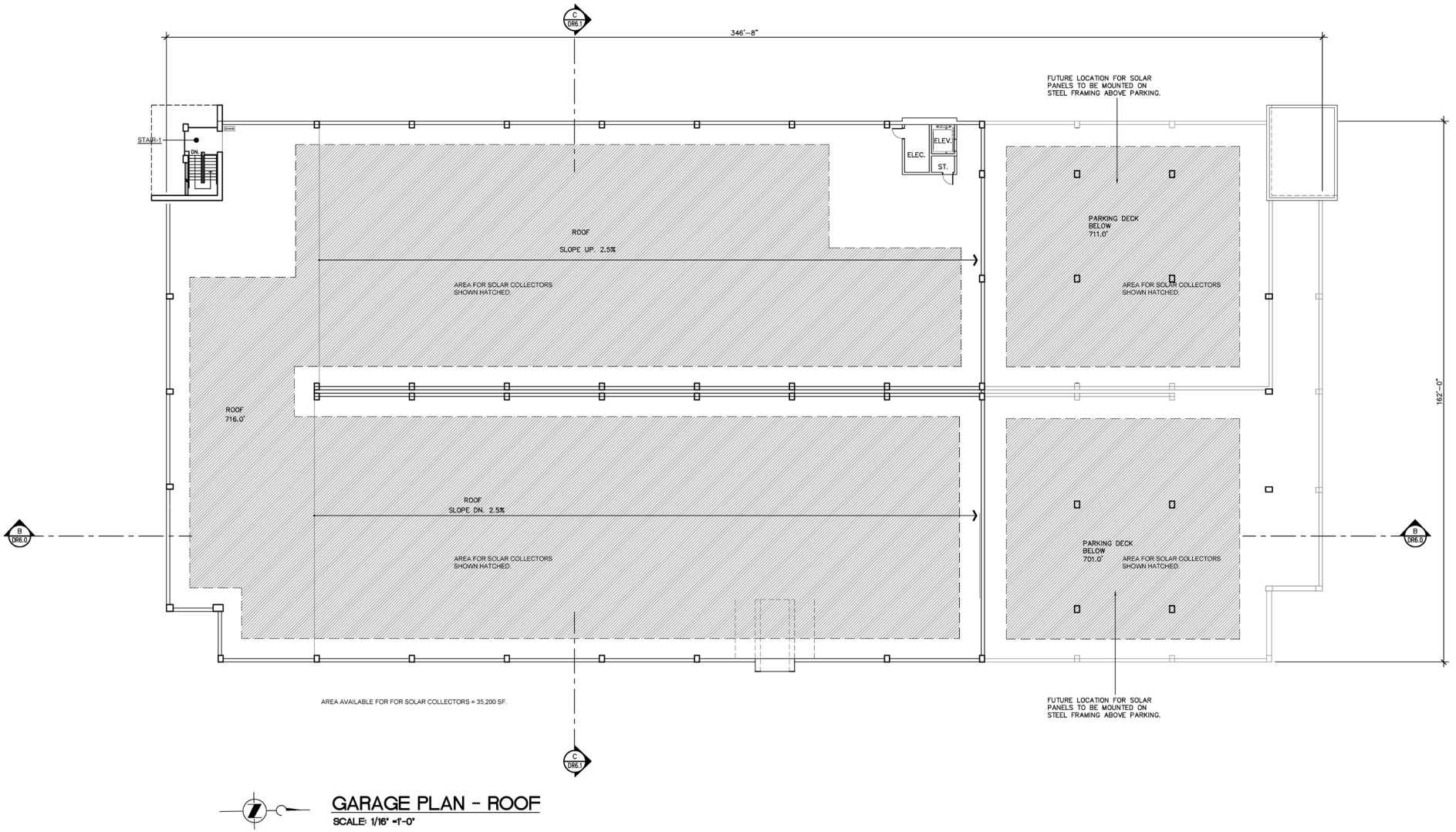


Figure 3-15: Garage Roof

Source: Architectural Dimensions, 1/30/2024

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Parking Space Compatibility

According to BMC Section 10-1-1408, the addition of the Hotel to the Project site should result in a total parking space requirement of 1,183 spaces (763 existing spaces for the Marriott Hotel and 420 new spaces for 420 new guestrooms requiring one space per guestroom). However, according to BMC Section 10-1-1415, "[S]hared parking may be counted towards code required off-street parking upon compliance with this section." The primary requirement to be eligible for such a shared parking arrangement is "[D]etailed parking studies prepared by a licensed traffic engineer to justify shared parking."

A Parking Study for 2500 North Hollywood Way (Parking Study), dated April 2021, has been prepared by Walker Consultants for the proposed Project. The Parking Study found that based on the Project's characteristics, a total of 1,021 parking spaces would sufficiently serve the Project and existing Marriott Hotel, when provided in combination with a Parking Management Plan (PMP). Therefore, while the 1,051 parking spaces proposed by the Project would not meet the code-required total of 1,183 spaces, under BMC Section 10-1-1415, a total of 1,021 parking spaces has been determined to be acceptable for this Project, when provided in combination with a PMP.

Landscaping

Landscaping adjacent to the access driveway from Hollywood Way, adjacent to the Marriott Hotel, and between the Marriott Hotel and convention center is proposed to remain. Existing landscaping within the remainder of the Project site is proposed to be removed, and new landscaping would be provided throughout the site. New landscaping would contribute to the aesthetics of the site, as well as provide shading for approximately 52 percent of the SE Lot, in accordance with City requirements (BMC Section 10-1-1418). The shrub palette would include native and drought resistant varieties. For the total existing lot area of 512,265 square feet, 40,408 square feet of new landscape area and new irrigation would be included as part of the Project. When added to the existing landscape area that would be retained, the total landscape area would be 67,683 square feet, or approximately 13 percent of the total lot area; refer to Figure 3-16, *Existing Landscape*, Figure 3-17, *Proposed Overall Site Landscape Plan*, Figure 3-18, *Schematic Tree Plan*, Figure 3-19, *Shrub Palette*, and Figure 3-20, *Surface Parking Shade Calculations*.

Lighting and Security

Lighting would be installed throughout the Project site to illuminate the exterior of the proposed structures for safety and security, including pathways, landscaping, entrances and exits, and the parking structure stairwells. Exterior light standards would consist of energy-efficient LED pole-mounted light fixtures, bollards, flood lights and wall lights; refer to Figure 3-21, *Conceptual Lighting Plan*.

Architecture and Views

The architecture is designed in a contemporary style, consisting of a variety of materials, textures, and colors. Materials include cement board siding, aluminum composite panels in varied shades, cultured stone and wood veneers, and decorative elements with perforated panel systems in red, white and dark gray. Hotel brand signage is anticipated to be installed on the Thornton Avenue frontage and the porte cochere gateway, with unifying design elements carrying across to the Garage. All signage would be required to comply with BMC Article 10 pertaining to sign and advertising structure regulations. Project sections, elevations, design elements, views, and sections are provided in Figure 3-22, *Building Sections A-A and B-B;* Figure 3-23, *Building Section C-C and Window Sections;* Figure 3-24, *Wall Sections;* Figure 3-

25, *Hotel Elevations – North and West;* Figure 3-26, *Hotel Elevations – South and East;* Figure 3-27, *Garage Elevations – North and West;* Figure 3-28, *Garage Elevations – South and East;* Figure 3-29, *Conceptual Renderings of the Project – Thornton Avenue;* Figure 3-30, *Conceptual Renderings of the Project – Thornton Avenue and Marriott Drive;* Figure 3-31, *Conceptual Renderings of the Project – Marriott Drive and Gateway;* Figure 3-32, *Conceptual Renderings of the Project – Marriott Drive, Porte Cochere, and Water Feature;* and Figure 3-33, *Conceptual Renderings of the Project – Courtyard and Water Feature*.

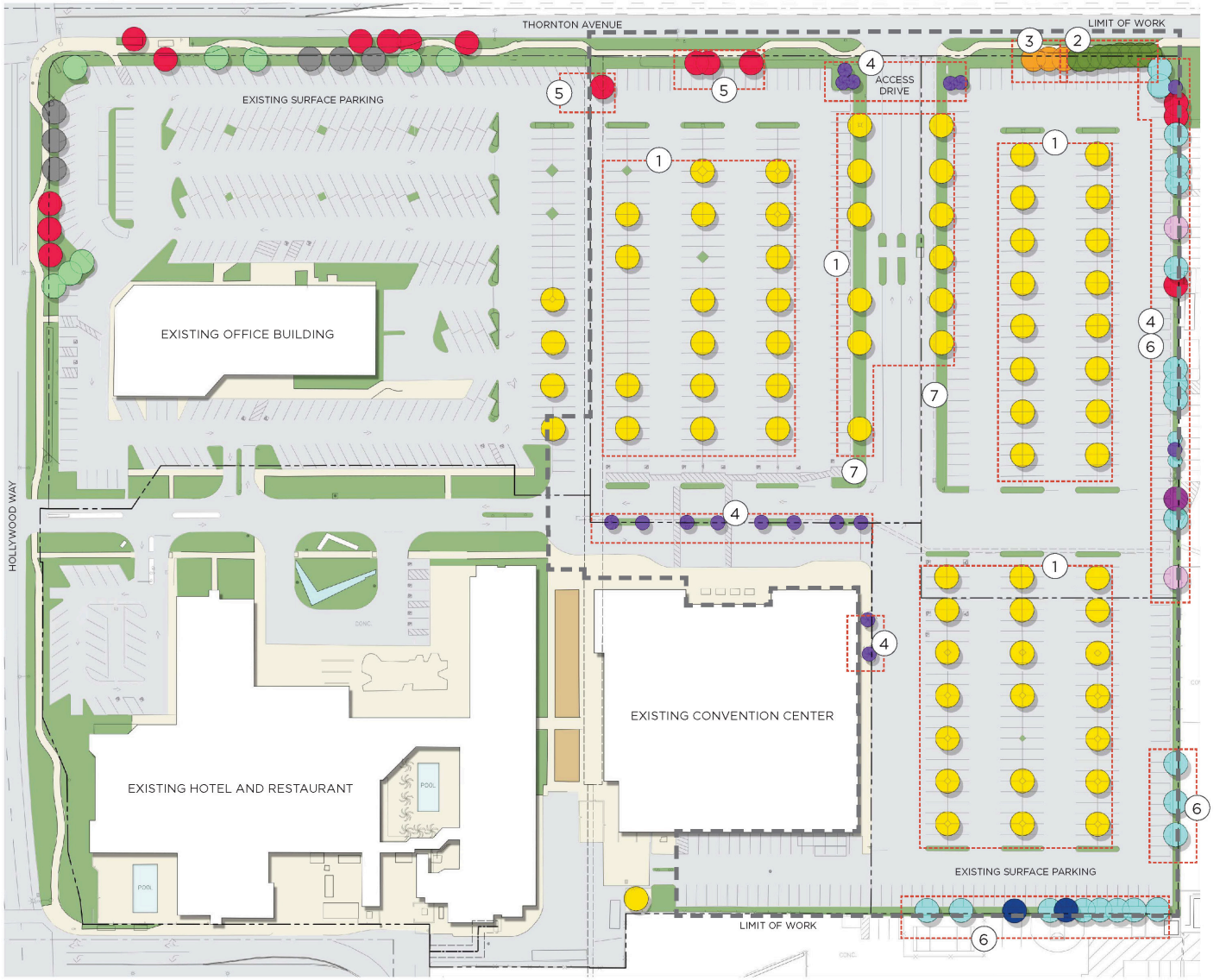
Site Access and Vehicular Circulation

The primary entrance to the new Hotel would occur from Thornton Avenue, with curb cuts at both the east and west sides of the frontage connecting to the porte cochere in between them. The porte cochere covers the drop-off area and features widened drive aisles separated by a guest drop-off 'island' to optimize valet operations in both the east and west directions for Hotel guests during check-in/check-out. The east curb cut from Thornton Avenue would also serve the main north-south driveway for the Project (the Driveway). The west curb cut would serve as the primary ingress to the porte-cochere drop-off and valet area and would connect to the Driveway for north-south circulation on the site and exiting onto Thornton Avenue from the east curb cut.

Guests entering the porte cochere from the east curb cut for drop-offs would circulate to the north side of the guest drop-off 'island' in front of the Hotel where they would unload, and the valet would then make a 180-degree turn-around at the west end of the island before proceeding to the Driveway and the Garage. The drop-off island would provide a pedestrian connection to the Hotel entrance for guests, indicated by decorative paving. The Hotel's primary right-of-way access from Thornton Avenue would provide for efficient vehicle circulation for curbside guest drop-offs, self-parking, and valet.

The Driveway would provide a drive aisle from Thornton Avenue to the rest of the Project site, connecting to the east-west drive aisle serving the existing Marriott Hotel and Office Parcel (Marriott Drive). The Driveway would also provide access to both the Garage and the SE Lot. The Driveway would consist of one southbound lane for ingress and two northbound turn lanes (one eastbound and one westbound) for egress at the east curb cut on Thornton Avenue. Parking controls would be located about 100 feet south of the west entrance to the Garage, to provide adequate queuing areas for both incoming and outgoing traffic, while still allowing access to the Garage for valets; refer to Figure 3-34, *Parking and Circulation Plan*.

Between the Hotel and the convention center, Marriott Drive would be widened to maintain existing access to the Office Parcel parking lot, as well as optimizing the drive aisles in front of the convention center for loading and unloading guests and to facilitate more efficient parking management during events.



EXISTING TREES

- BAMBUSA SPP. (BAMBOO)
- BRISBANE BOX (LOPHOSTEMON CONFERTUS)
- CAMPHORA CINNAMOMUM (CAMPHOR)
- CUPANIOPSIS ANACARDIOIDES (CARROTWOOD)
- FICUS CARICA (COMMON FIG)
- FICUS NITIDA (INDIAN LAUREL FIG)
- LIQUIDAMBAR STYRACIFLUA (LIQUIDAMBAR)
- PINUS CANARIENSIS (CANARY ISLAND PINE)
- ULMUS PARVIFLORA (CHINESE ELM)
- WASHINGTONIA ROBUSTA (MEXICAN FAN PALM)

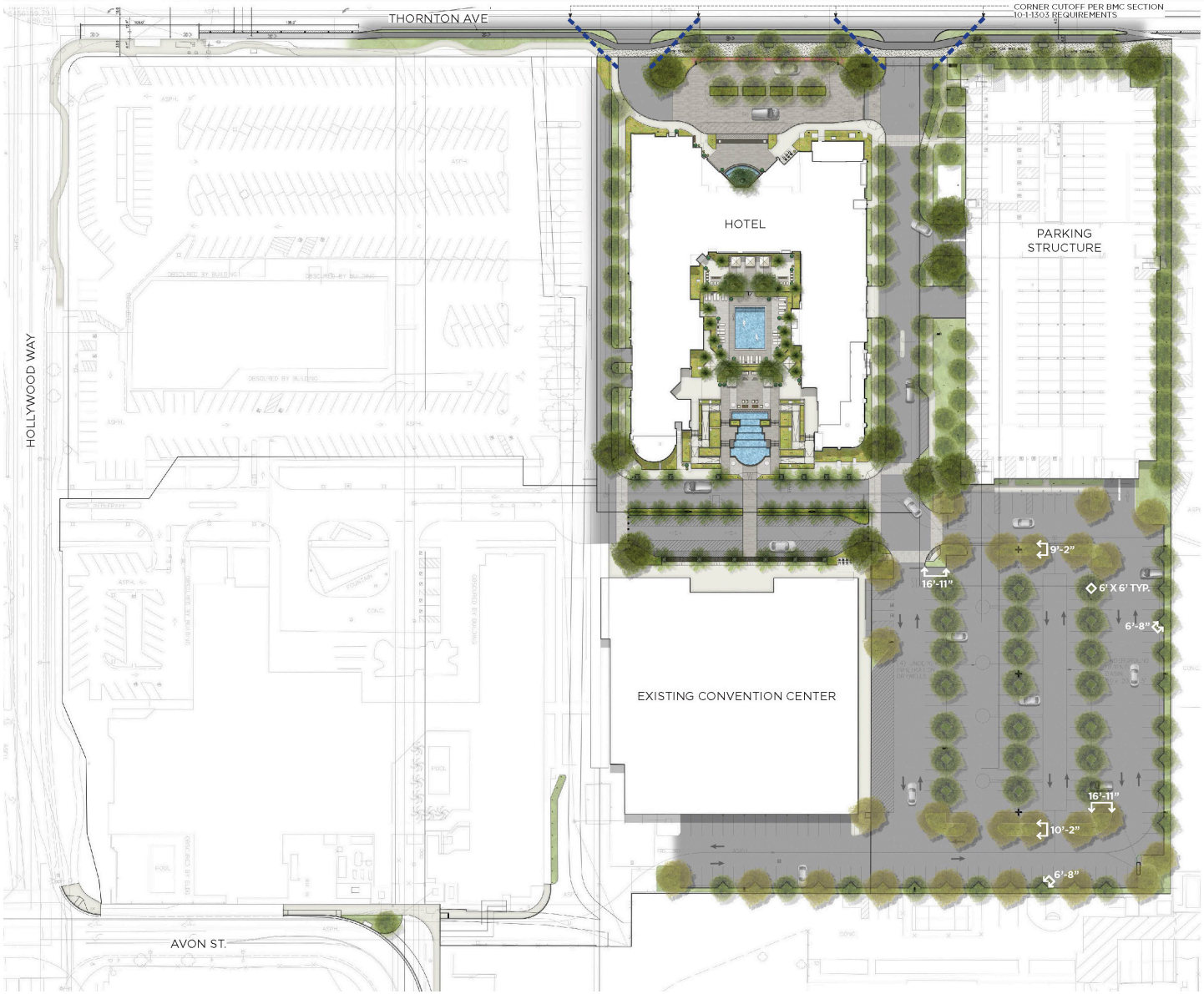
LANDSCAPE TO BE REMOVED

1. ULMUS PARVIFOLIA/EVERGREEN ELM (65)
2. FICUS MICROCARPA/INDIAN LAUREL FIG (8)
3. CUPANIOPSIS ANACARDIOIDES/CAROTWOOD TREE (3)
4. WASHINGTONIA ROBUSTA/MEXICAN FAN PALM (17)
5. LIQUIDAMBAR STYRACIFLUA/SWEET GUM (4)
6. LOPHOSTEMON CONFERTUS/BRISBANE BOX & MISC. NON-NATIVE TREES (13)
7. TURF

N

Figure 3-16: Existing Landscape

Source: Architectural Dimensions, 1/30/2024



NEW LANDSCAPED AREA:	40,408 SF
NEW IRRIGATION AREA:	40,408 SF
TOTAL LOT AREA:	512,265 SF

SITE TABULATIONS:

TOTAL LOT AREA:	512,265 SF
EXISTING LANDSCAPE AREA:	27, 275 SF
NEW LANDSCAPE AREA:	40,408 SF
TOTAL LANDSCAPE AREA:	67,683 SF
LANDSCAPE % OF TOTAL LOT:	13%

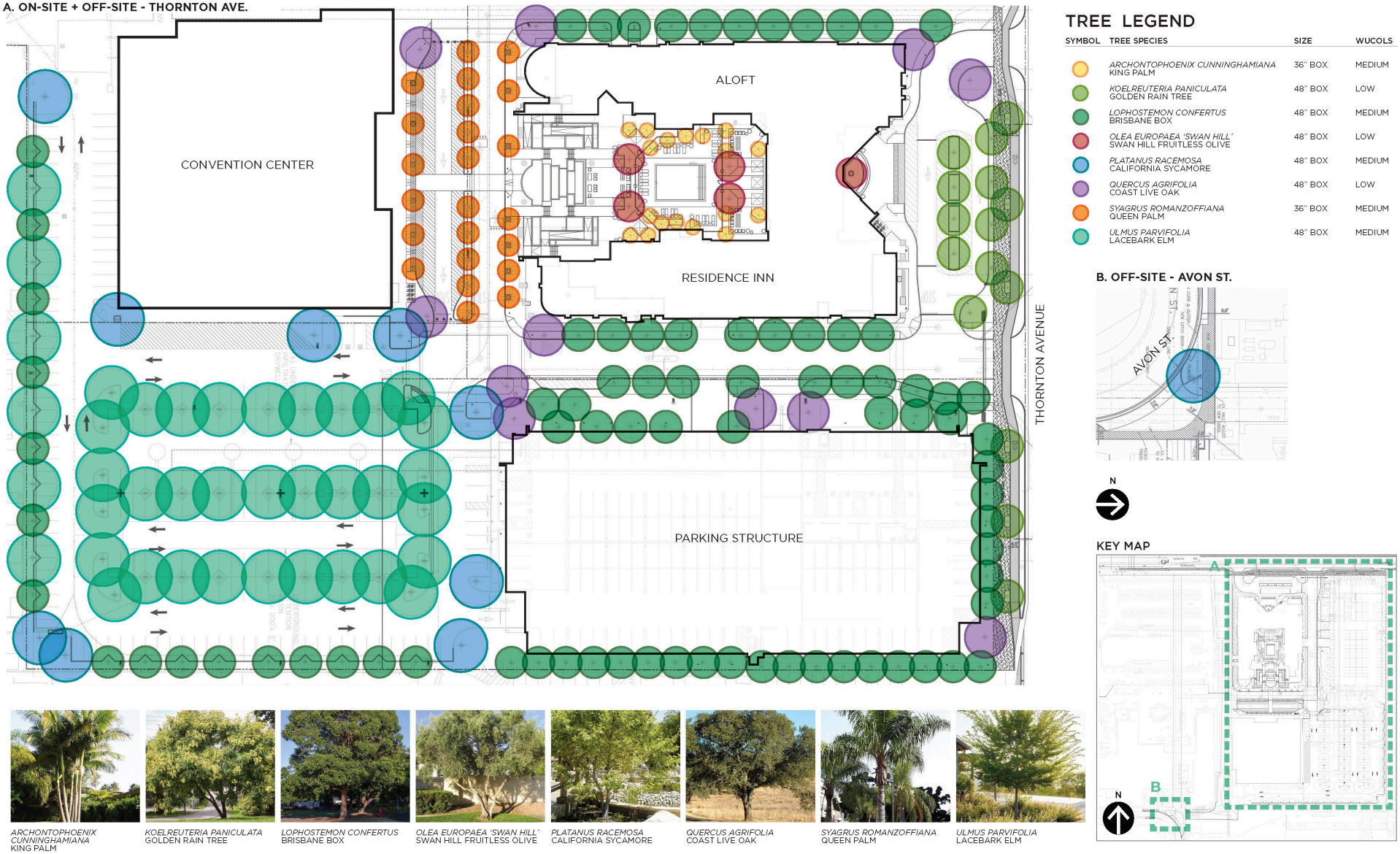
LANDSCAPE NOTES:

1. ALL AREAS REQUIRING LANDSCAPE SHALL INCLUDE THE INSTALLATION. TURF AND SHRUB IRRIGATION SYSTEMS SHALL BE IRRIGATED SEPARATELY.
2. PLANTS SHALL BE GROUPED ACCORDING TO WATER USE FACTORS PER WUCOLS ZONES
3. 3" MINIMUM DEPTH OF SHREDDED MULCH IN ALL PLANTER AREAS.
4. PLANTERS WITHIN PARKING LOT MEETS MINIMUM DIMENSION REQUIREMENTS PER MUNICIPAL CODE.

N

Figure 3-17: Proposed Overall Site Landscape Plan

Source: Architectural Dimensions, 1/30/2024



ARCHONTOPHOENIX CUNNINGHAMIANA
KING PALM

KOELREUTERIA PANICULATA
GOLDEN RAIN TREE

LOPHOSTEMON CONFERTUS
BRISBANE BOX

OLEA EUROPAEA 'SWAN HILL'
SWAN HILL FRUITLESS OLIVE

PLATANUS RACEMOSA
CALIFORNIA SYCAMORE

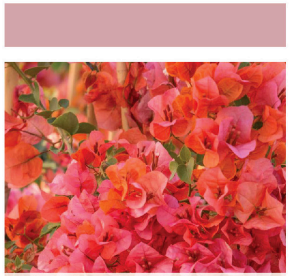
QUERCUS AGRIFOLIA
COAST LIVE OAK

SYAGRUS ROMANZOFFIANA
QUEEN PALM

ULMUS PARVIFOLIA
LACEBARK ELM

Figure 3-18: Schematic Tree Plan

Source: Architectural Dimensions, 1/30/2024


BOUGAINVILLEA 'ORANGE KING'
ORANGE KING BOUGAINVILLEA


CAREX DIVULSA
EUROPEAN GREY SEDGE


SALVIA GREGGII
AUTUMN SAGE


FRANGULA CALIFORNICA
COFFEEBERRY


LOMANDRA 'PLATINUM BEAUTY'
PLATINUM BEAUTY LOMANDRA

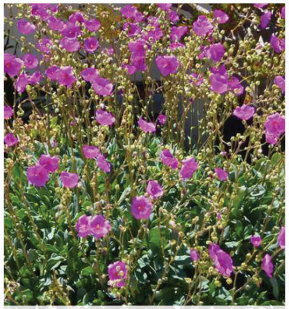

ELAEAGNUS X EBBINGEI
EBBING'S SILVERBERRY

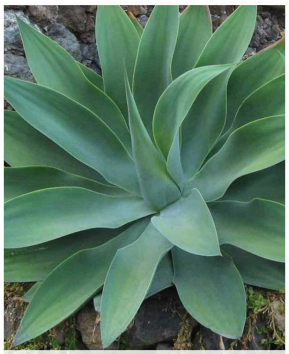

CISTUS X PULVERULENTUS 'SUNSET'
SUNSET ROCKROSE


CRASSULA ARBORESCENS SUBP. UNDULATIFOLIA
RIPPLE JADE

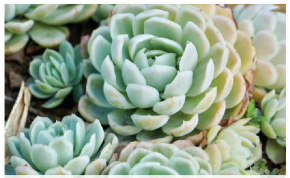

ALOE ARBORESCENS
TORCH ALOE


MUHLENBERGIA CAPILLARIS 'REGAL MIST'
PINK MUHLY


CISTANTHE GRANDIFLORA
ROCK PURSLANE


AGAVE ATTENUATA
FOXTAIL AGAVE


WESTRINGIA 'BLUE GEM'
BLUE GEM COAST ROSEMARY


ECHEVERIA SPP.
ECHVERIA VARIETIES


SALVIA LEUCANTHA
MEXICAN BUSH SAGE


SESLERIA AUTUMNALIS
AUTUMN MOOR GRASS


DIETIES BICOLOR
FORTNIGHT LILY

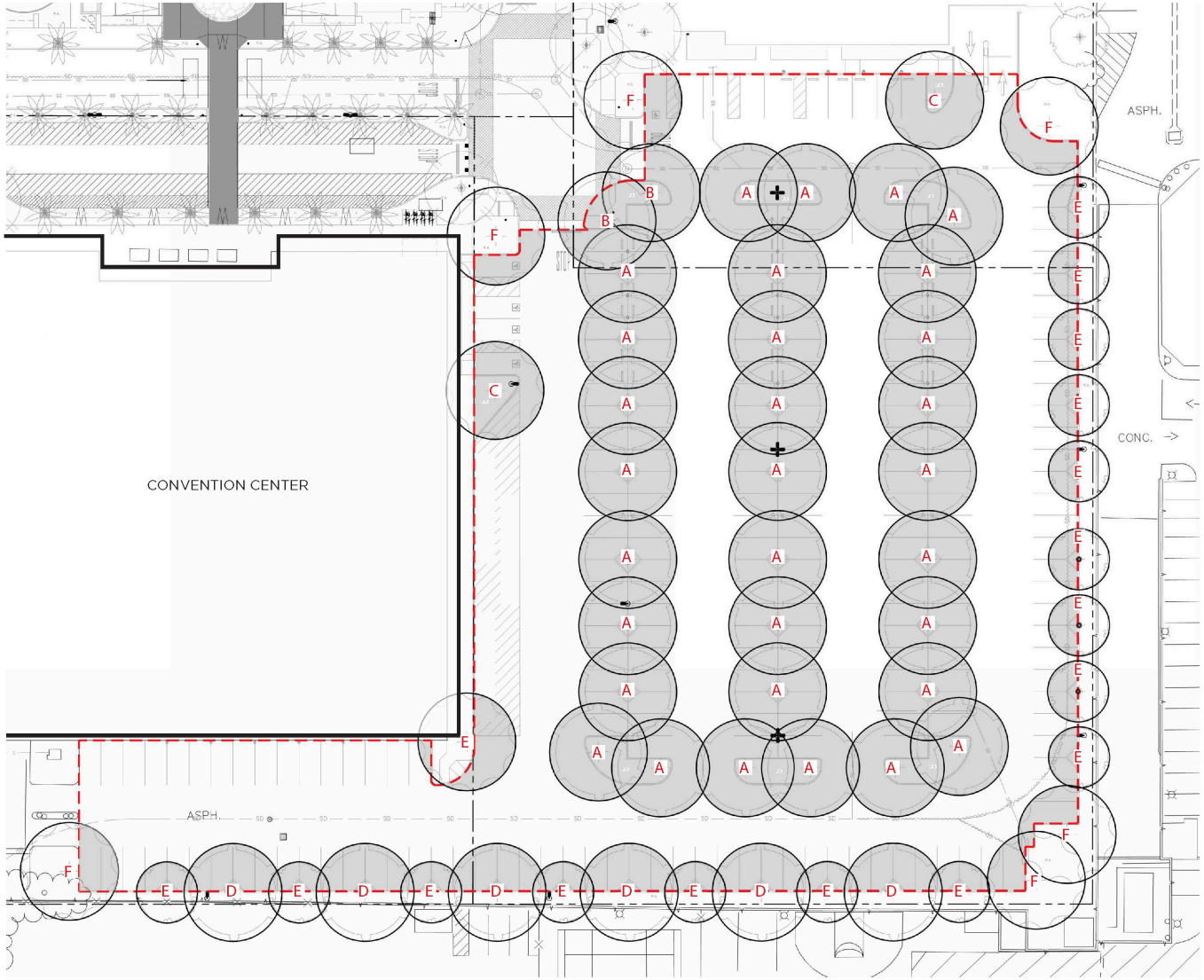
SHRUB PALETTE

CITY OF BURBANK
USDA ZONE 10A

SHRUBS	SIZE	WUCOLS
AGAVE ATTENUATA FOXTAIL AGAVE	5 GAL.	LOW
ALOE ARBORESCENS TORCH ALOE	5 GAL.	LOW
ALOE ARBORESCENS 'LUTEA' GOLDEN TORCH ALOE	5 GAL.	LOW
ALOE BARBADENSIS ALOE VERA	5 GAL.	LOW
ARISTIDA PURPUREA PURPLE THREE-AWN	5 GAL.	LOW
BOUGAINVILLEA 'ORANGE KING' ORANGE BOUGAINVILLEA	15 GAL.	MEDIUM
CAREX DIVULSA EUROPEAN GREY SEDGE	5 GAL.	MEDIUM
CISTUS X PULVERENTUS 'SUNSET' SUNSET ROCKROSE	5 GAL.	LOW
CISTANTHE 'GOLLOM' GOLLOM JADE	1 GAL.	LOW
CISTANTHE GRANDIFLORA ROCK PURSLANE	1 GAL.	LOW
CRASSULA ARBORESCENS 'RIPPLE' RIPPLE JADE	1 GAL.	LOW
CRASSULA MULTICAVA FAIRY DUSTER	1 GAL.	LOW
DIANELLA CAERULEA 'CASSA BLUE' BLUE FLAX LILY	5 GAL.	LOW
DIETIES BICOLOR FORTNIGHT LILY	5 GAL.	MEDIUM
ECHEVERIA SPP. ECHEVERIA	1 GAL.	LOW
ELAEAGNUS X EBBINGEI EBBING'S SILVERBERRY	15 GAL.	MEDIUM
FESTUCA MAIREI ATLAS FESCUE	5 GAL.	L/M
FRANGULA CALIFORNICA COFFEEBERRY	15 GAL.	L/VL
HETEROMELES ARBUTIFOLIA TOYON	15 GAL.	LOW
KALANCHOE BEHARENSIS VELVET ELEPHANT EAR	24" BOX	LOW
LANTANA MONTEVIDENSIS TRAILING LANTANA	5 GAL.	LOW
LANTANA MONTEVIDENSIS 'ALBA' WHITE TRAILING LANTANA	5 GAL.	LOW
LOMANDRA 'PLATINUM BEAUTY' PLATINUM BEAUTY LOMANDRA	5 GAL.	LOW
MUHLENBERGIA CAPILLARIS 'REGAL MIST' PINK MUHLY	5 GAL.	LOW
NANDINA 'GULFSTREAM' DWARF HEAVENLY BAMBOO	5 GAL.	LOW
PACHIRA AQUATICA MONEY PLANT	5 GAL.	MEDIUM
SALVIA GREGGI AUTUMN SAGE	5 GAL.	LOW
SALVIA LEUCANTHA MEXICAN BUSH SAGE	5 GAL.	LOW
SANSEVIERA SPP. SNAKE PLANT	5 GAL.	LOW
SANSEVIERA 'MOONSHINE' MOONSHINE SNAKE PLANT	5 GAL.	LOW
SCHEFFLERA ARBORICOLA UMBRELLA PLANT	5 GAL.	MEDIUM
SESLERIA AUTUMNALIS AUTUMN MOOR GRASS	5 GAL.	LOW
WESTRINGIA 'BLUE GEM' BLUE GEM COAST ROSEMARY	15 GAL.	LOW

Figure 3-19: Shrub Palette

Source: Architectural Dimensions, 1/30/2024



SURFACE PARKING CALCULATIONS

Symbol/Type	Plant Name	Count	% Shade
A	*Ulmus parviflora* Laceback Elm	31	100%
B	*Ulmus parviflora* Laceback Elm	2	75%
C	*Ulmus parviflora* Laceback Elm	6	50%
D	*Platanus racemosa* California Sycamore	2	75%
E	*Platanus racemosa* California Sycamore	1	50%
F	*Platanus racemosa* California Sycamore	6	25%
G	*Lophosthemon confertus* Brisbane Box	16	50%

TOTAL SHADED TREE AREA PROVIDED: 45,012 SF

(TOTAL UNSHADED PARKING AREA: 41,753 SF)

TOTAL PARKING SPACE AREA: 86,765 SF

TOTAL SHADE TREE AREA REQUIRED: **52%**

N

KEY MAP

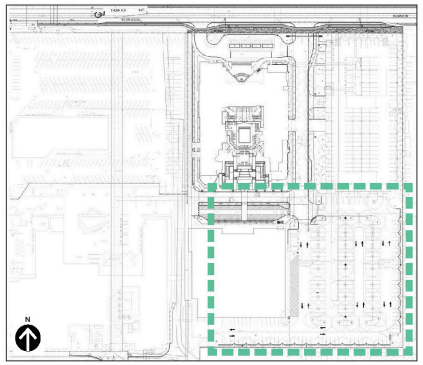


Figure 3-20: Surface Parking Shade Calculations

Source: Architectural Dimensions, 1/30/2024



LIGHTING FIXTURE LEGEND

- 1 POLE-TOP (SINGLE)
- 2 POLE-TOP (TWIN)
- 4 POLE-TOP (4X)
- BOLLARD
- FLOOD LIGHT
- WALL LIGHT

LIGHTING NOTES:
1. LIGHTING SHALL CONFORM TO STANDARDS PRESCRIBED BY THE PUBLIC WORKS DIRECTOR AND SHALL BE INSTALLED IN ALL NIGHTTIME PARKING LOTS USED FOR PUBLIC PARKING OR FOR COMMERCIAL PURPOSES.
2. ALL LIGHTING SHALL BE ARRANGED TO PREVENT GLARE OR DIRECT ILLUMINATION ON ADJOINING PROPERTIES AND STREETS.

KEY MAP

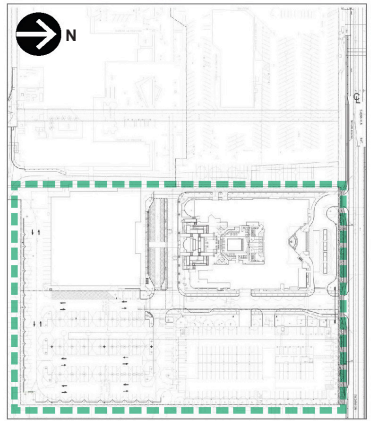
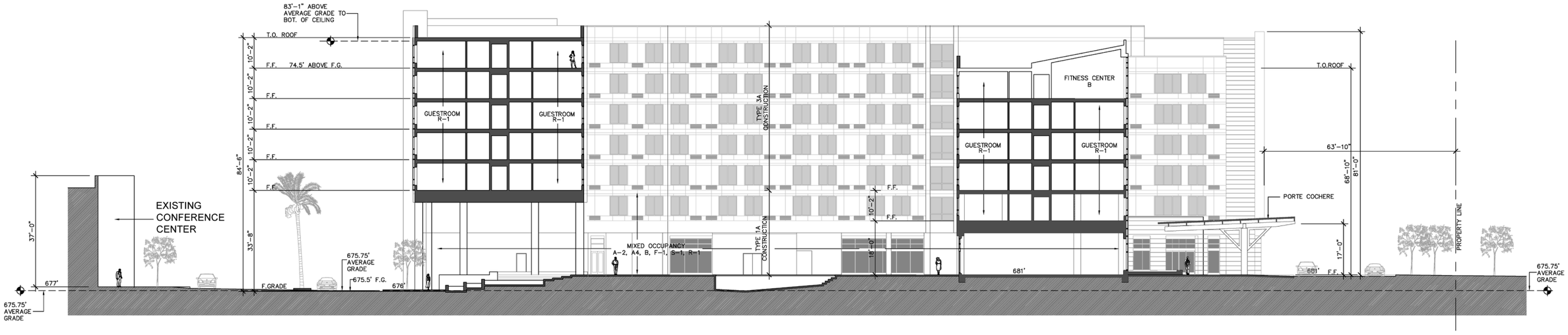


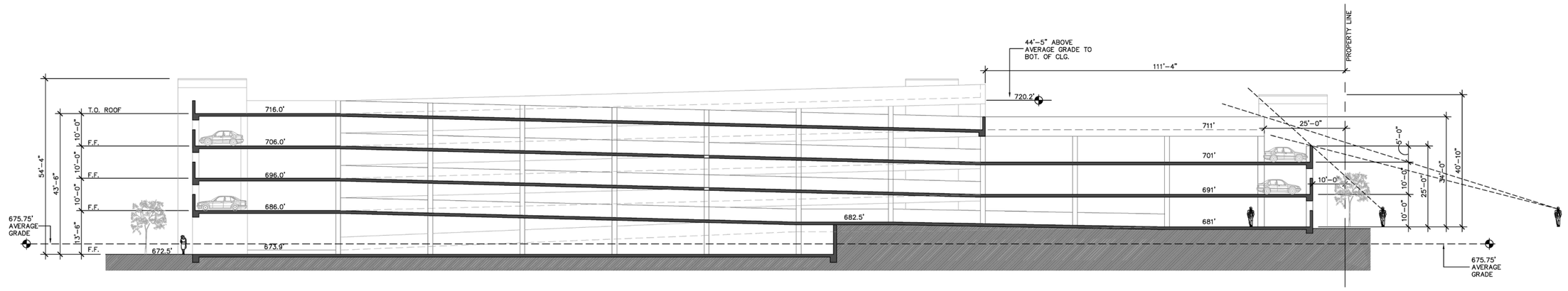
Figure 3-21: Conceptual Lighting Plan

Source: Architectural Dimensions, 1/30/2024



BUILDING SECTION A-A

SCALE: 1/16" =1'-0"



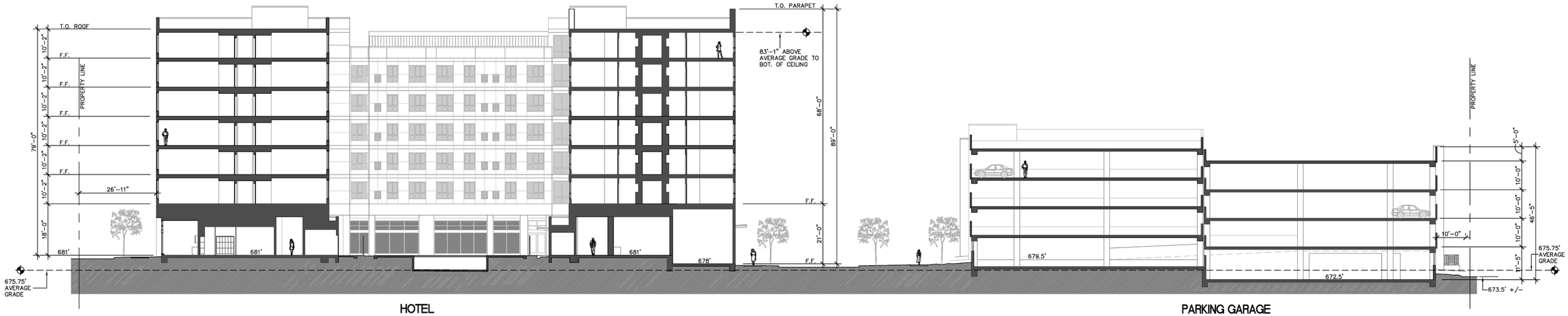
BUILDING SECTION B-B

SCALE: 1/16" =1'-0"

S-2 OCCUPANCY
CONSTRUCTION TYPE 1A W/SPRINKLERS

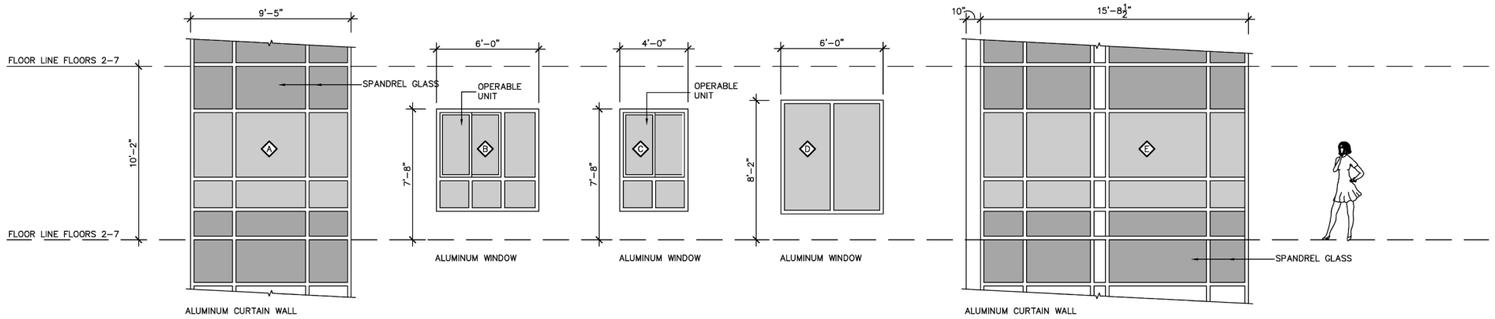
Figure 3-22: Building Sections A-A and B-B

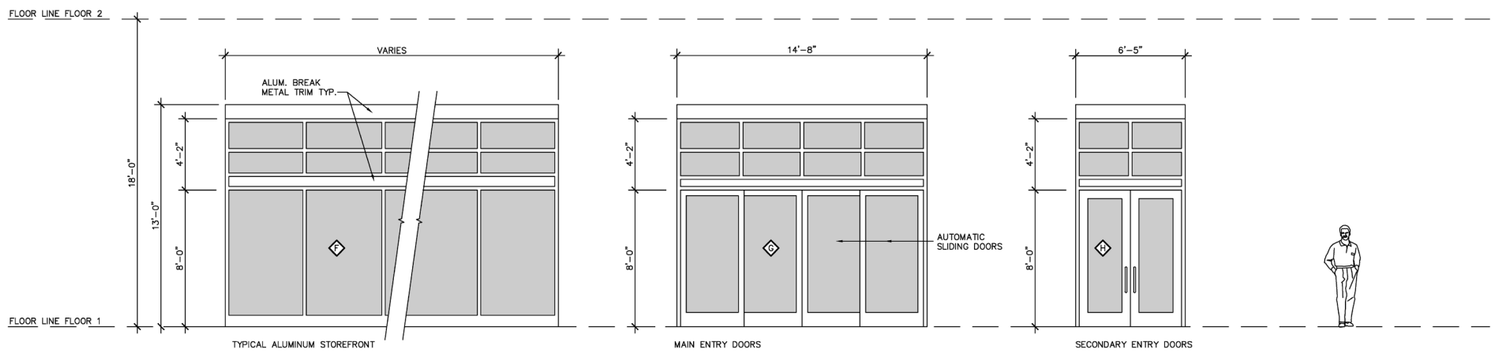
Source: Architectural Dimensions, 1/30/2024



BUILDING - SITE SECTION C-C

SCALE: 1/16" =1'-0"





TYPICAL WINDOW TYPES

SCALE: SCALE: 1/4" =1'-0"

NOTES:

1. ALL WINDOWS ARE FIXED GLAZING UNLESS NOTED OTHERWISE.

Figure 3-23: Building Section C-C and Window Sections

Source: Architectural Dimensions, 1/30/2024

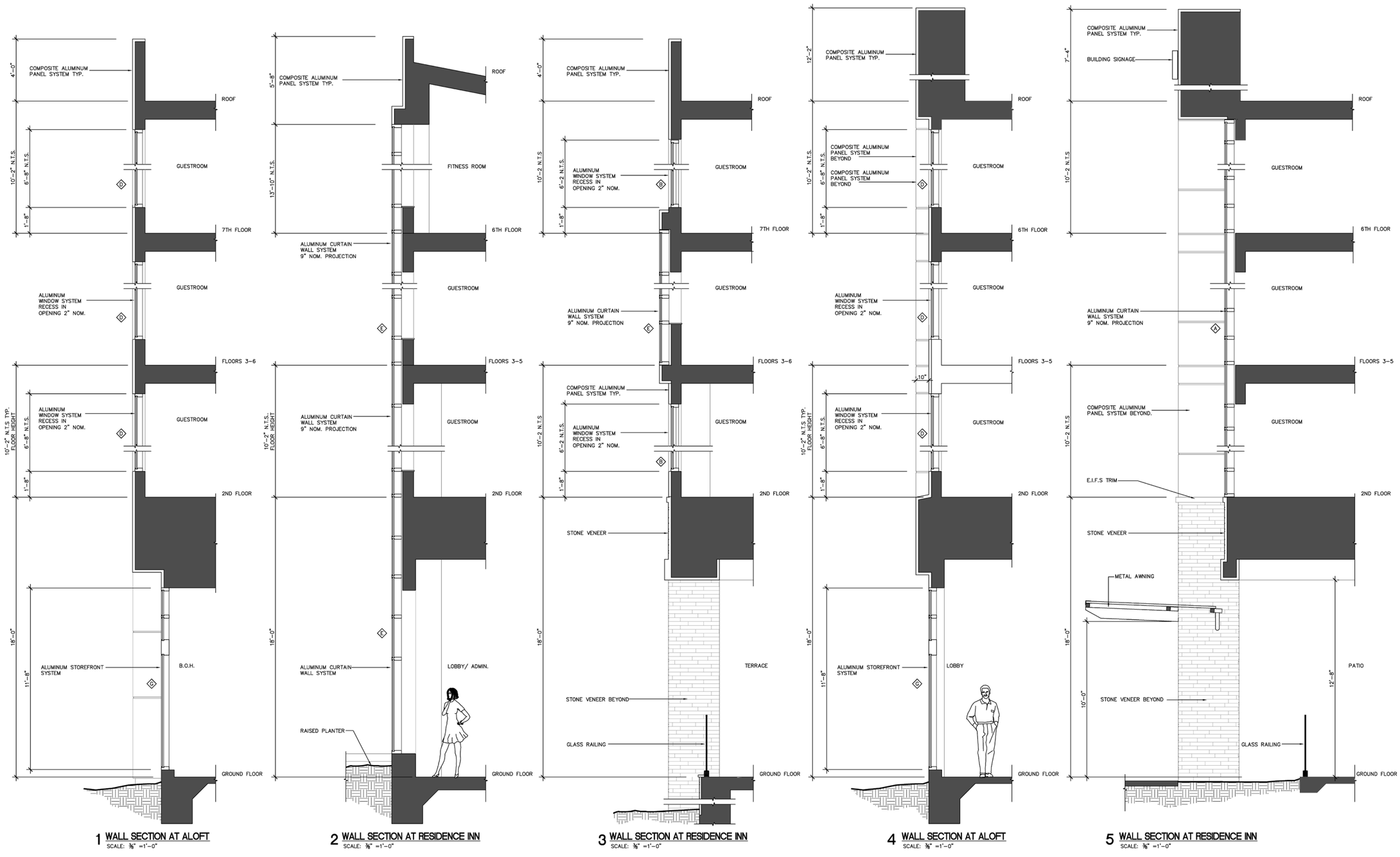


Figure 3-24: Wall Sections

Source: Architectural Dimensions, 1/30/2024

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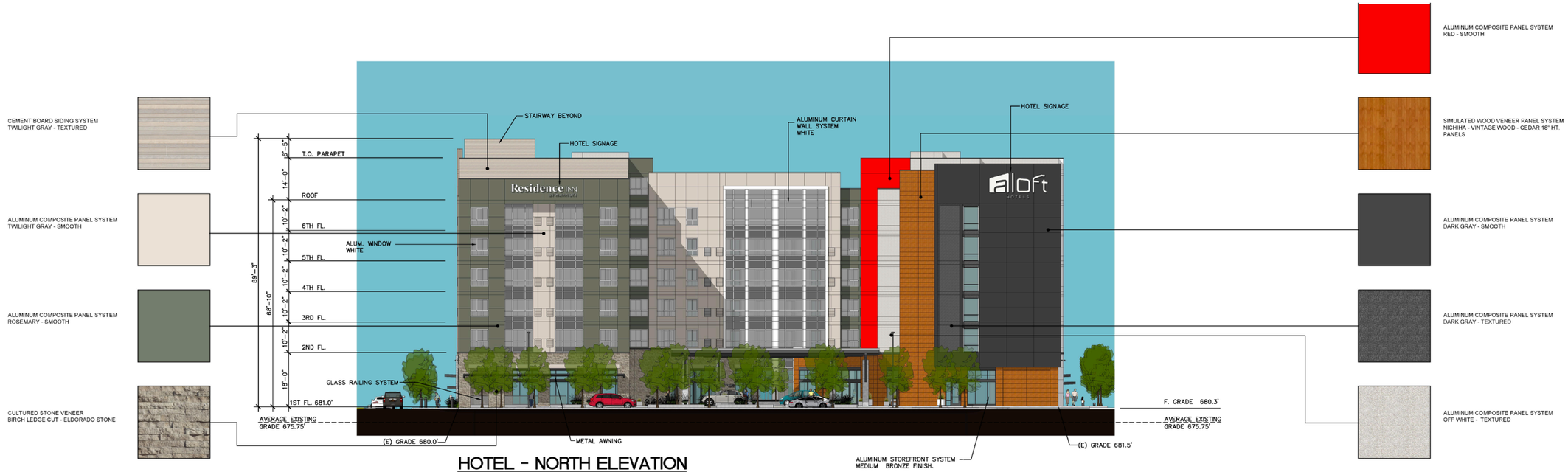
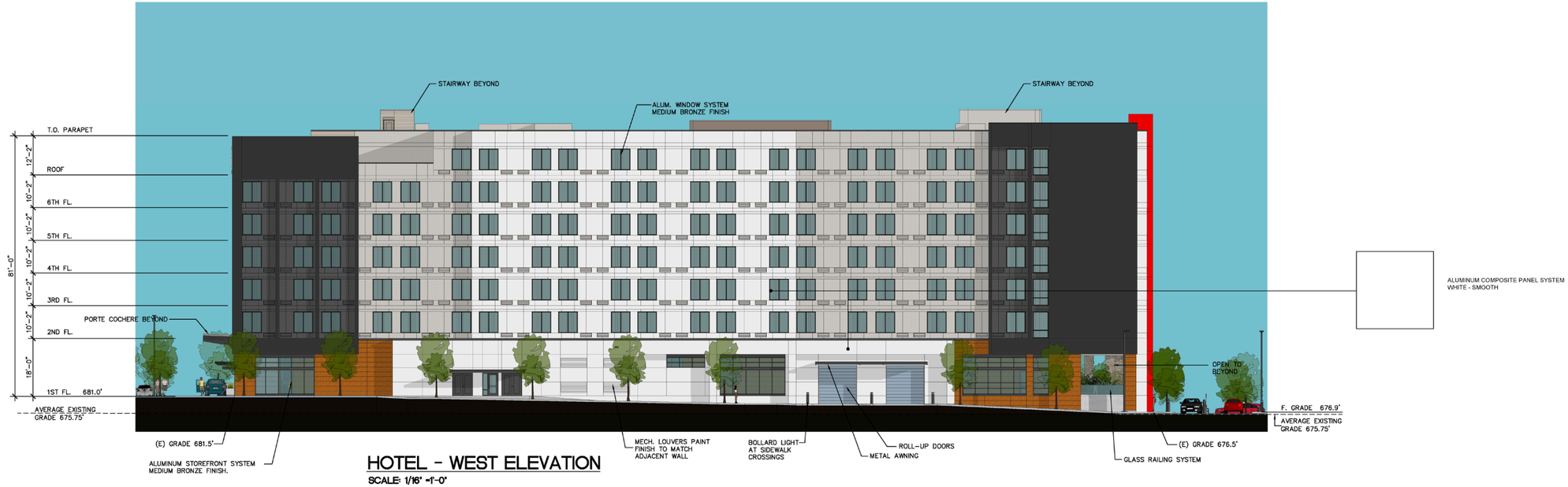


HOTEL - NORTH ELEVATION

SCALE: 1/16" =1'-0"



HOTEL - WEST ELEVATION

SCALE: 1/16" =1'-0"

Figure 3-25: Hotel Elevations- North and West

Source: Architectural Dimensions, 1/30/2024

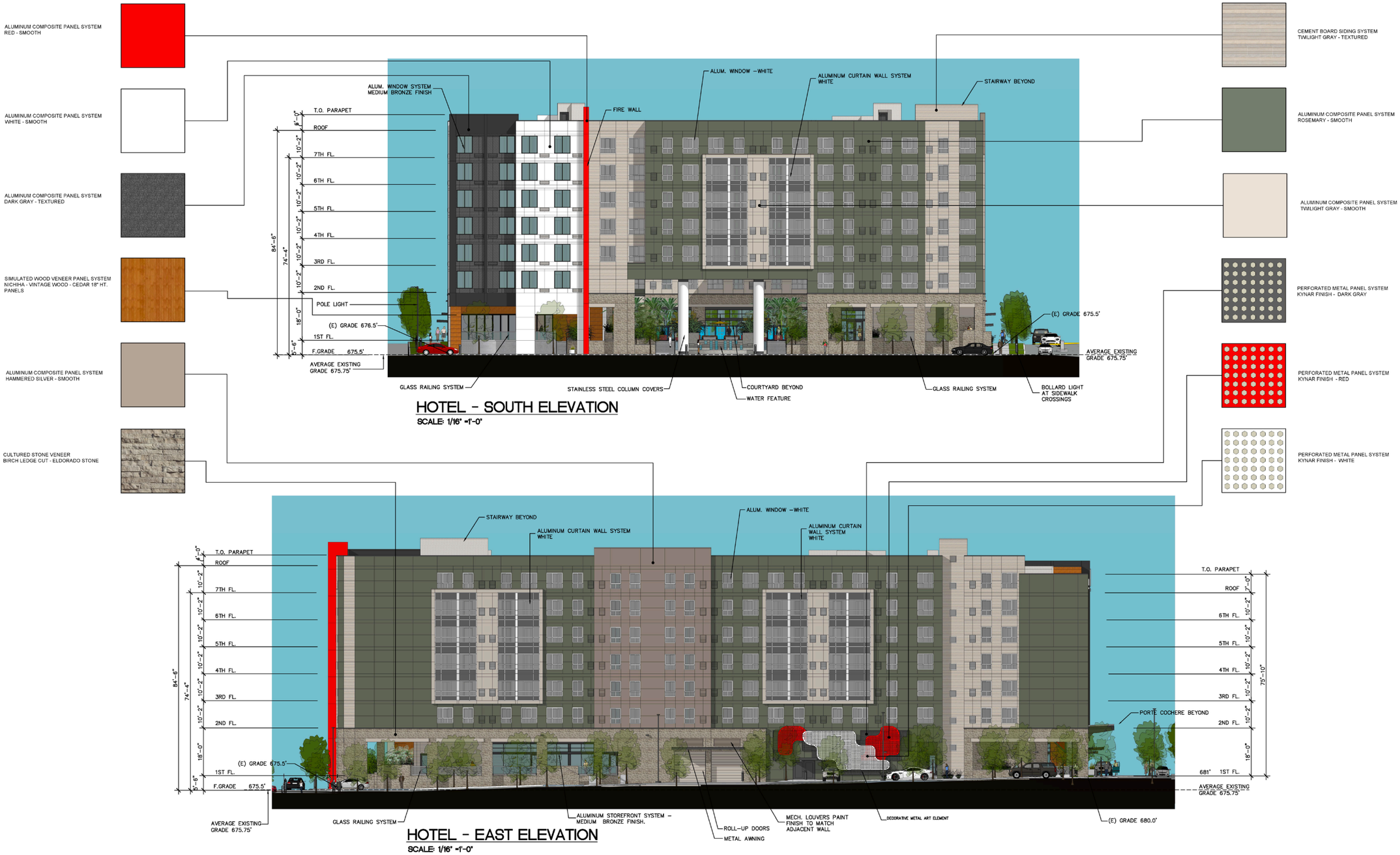


Figure 3-26: Hotel Elevations- South and East

Source: Architectural Dimensions, 1/30/2024

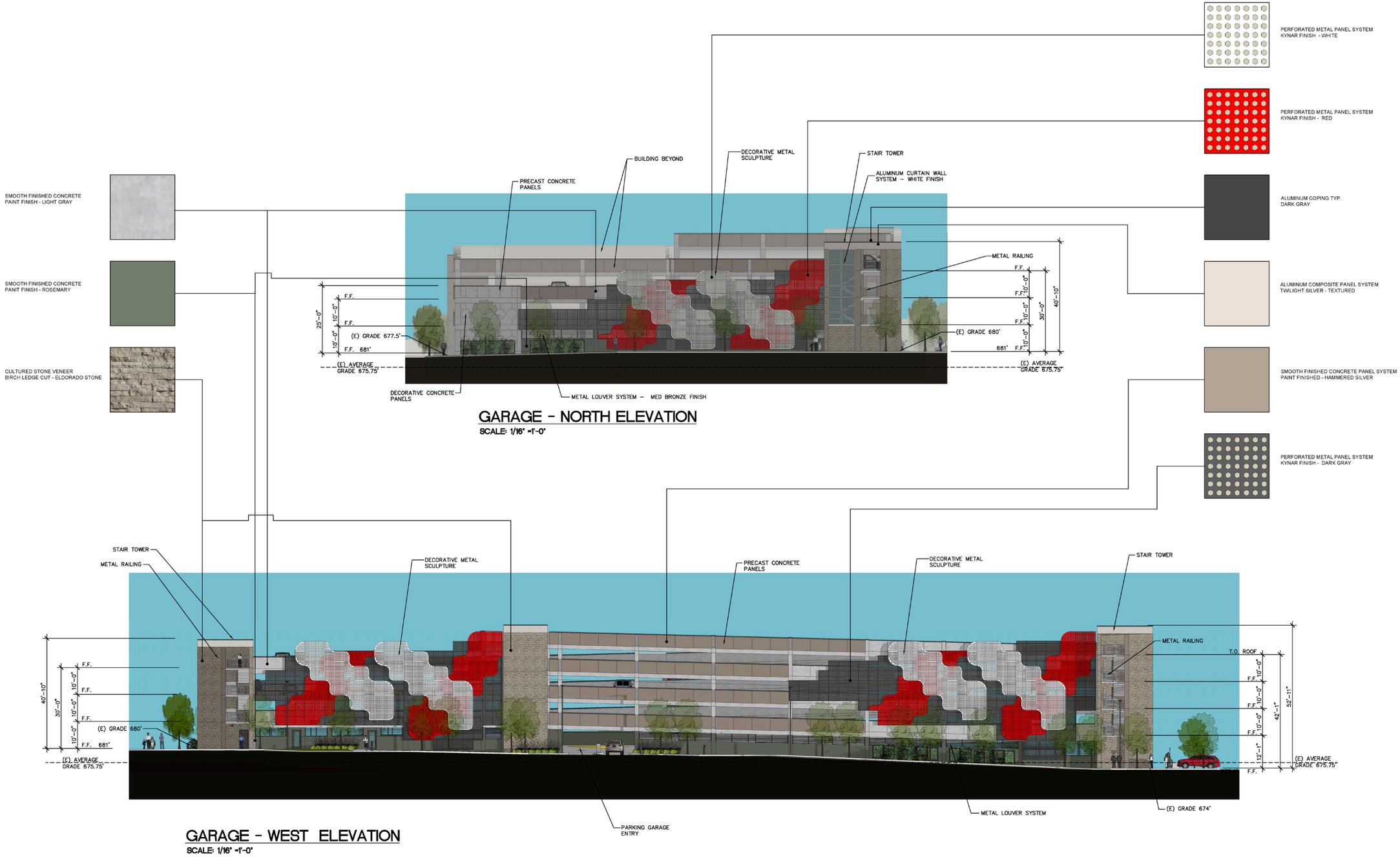


Figure 3-27: Garage Elevations- North and West

Source: Architectural Dimensions, 1/30/2024

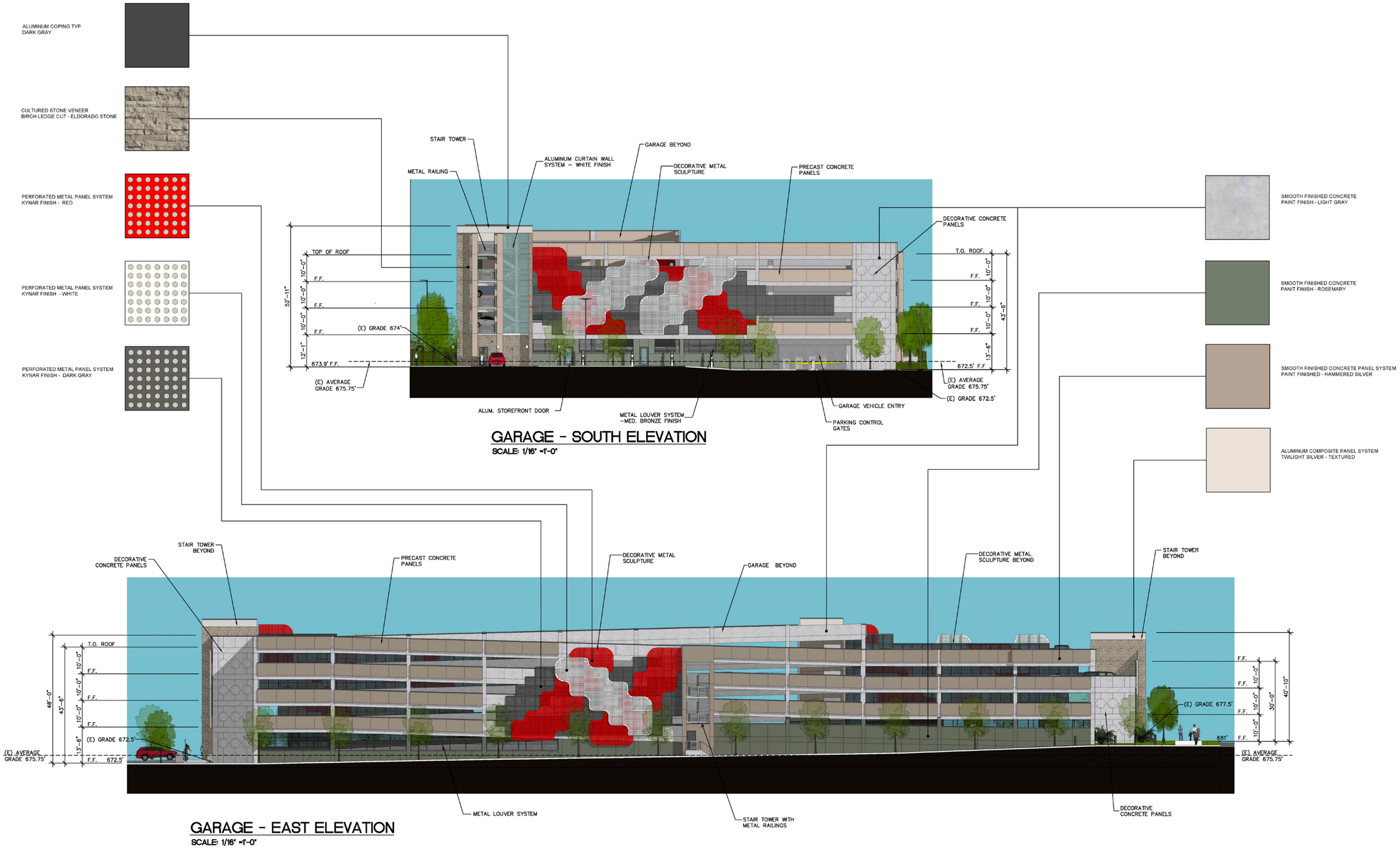
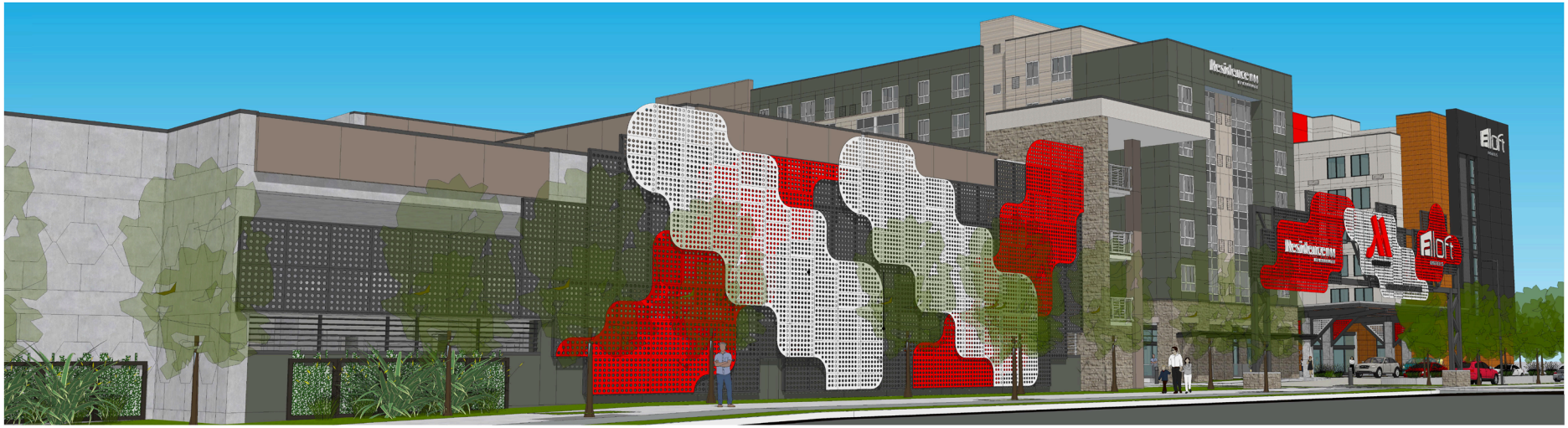


Figure 3-28: Garage Elevations- South and East

Source: Architectural Dimensions, 1/30/2024



THORNTON AVENUE – STREET VIEW – LOOKING SOUTHEAST



THORNTON AVENUE – STREET VIEW – LOOKING SOUTHWEST

Figure 3-29: Conceptual Renderings of the Project-Thornton Avenue

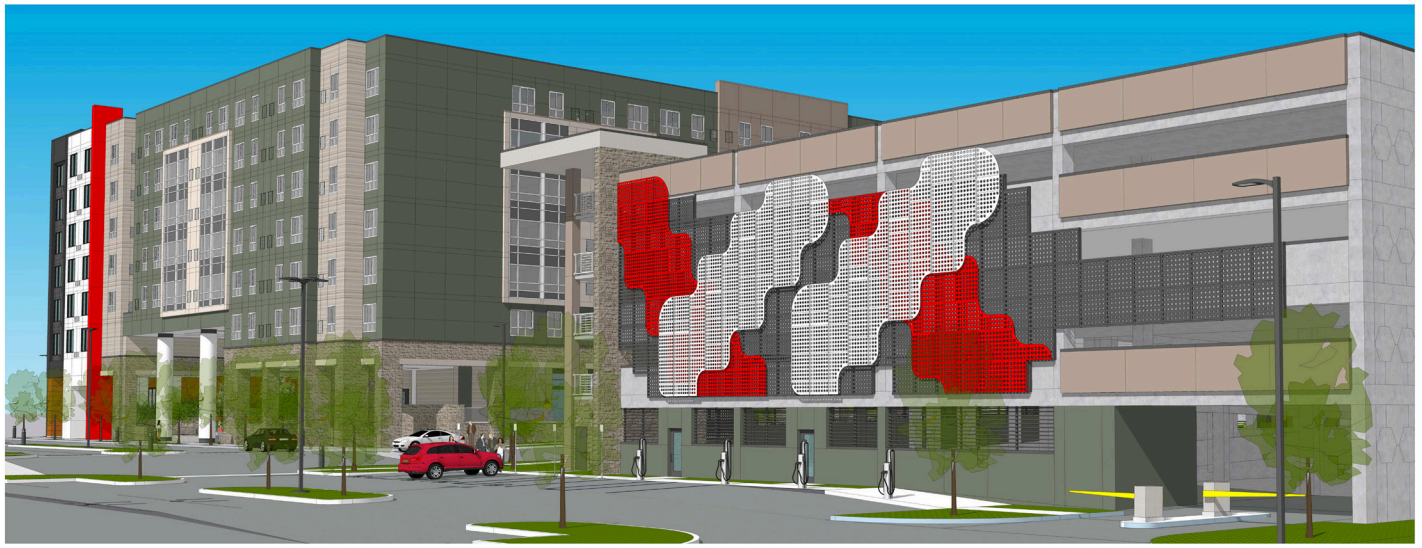
Source: Architectural Dimensions, 1/30/2024



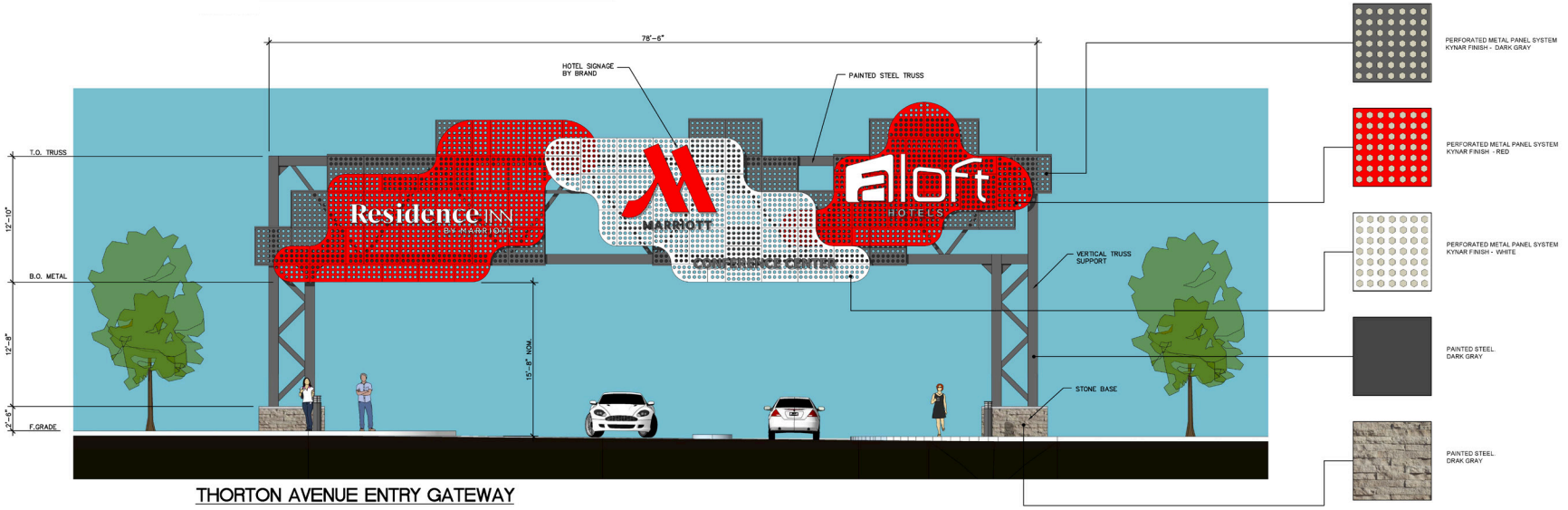


Figure 3-30: Conceptual Renderings of the Project- Thornton Avenue and Marriott Drive

Source: Architectural Dimensions, 1/30/2024



MARRIOTT DRIVE – VIEW LOOKING NORTH WEST



THORTON AVENUE ENTRY GATEWAY

Source: Architectural Dimensions, 1/30/2024

Figure 3-31: Conceptual Renderings of the Project-Marriott Drive and Gateway



MARRIOTT DRIVE – VIEW LOOKING NORTH WEST



MARRIOTT DRIVE – VIEW LOOKING AT COURTYARD ENTRY



PORTE COCHERE – VIEW LOOKING EAST



WATER FEATURE AT COURTYARD

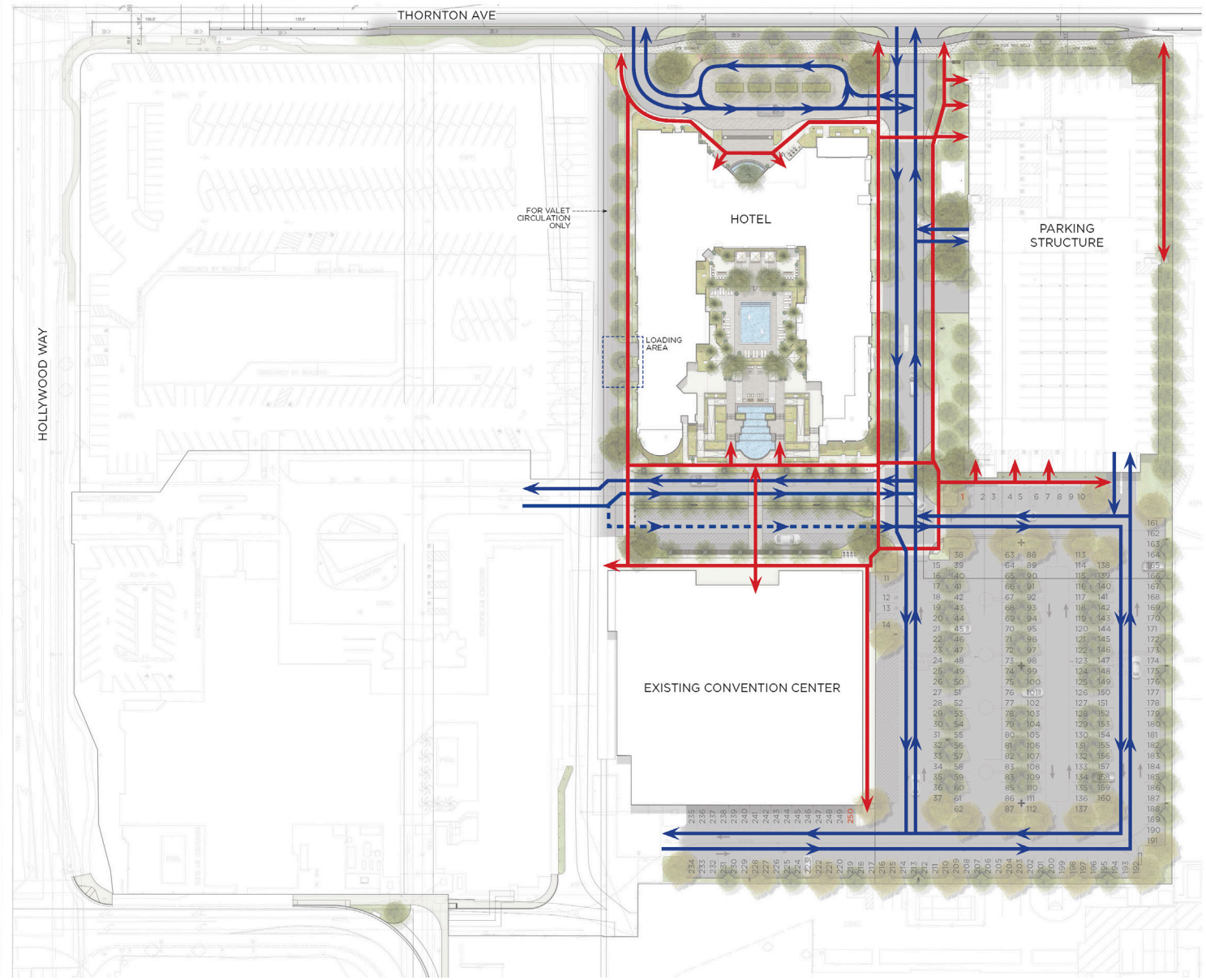
Figure 3-32: Conceptual Renderings of the Project- Marriott Drive, Porte Cochere, and Water Feature

Source: Architectural Dimensions, 1/30/2024



Figure 3-33: Conceptual Renderings of the Project- Courtyard and Water Feature

Source: Architectural Dimensions, 1/30/2024



LEGEND

- VEHICULAR CIRCULATION
- EVENT-ONLY VEHICULAR CIRCULATION
- PEDESTRIAN CIRCULATION
- SURFACE PARKING: 250

LANDSCAPE NOTES:

1. ALL AREAS REQUIRING LANDSCAPE SHALL INCLUDE THE INSTALLATION. TURF AND SHRUB IRRIGATION SYSTEMS SHALL BE IRRIGATED SEPARATELY.
2. PLANTS SHALL BE GROUPED ACCORDING TO WATER USE FACTORS PER WUCOLS ZONES
3. 3" MINIMUM DEPTH OF SHREDDED MULCH IN ALL PLANTER AREAS.
4. PLANTERS WITHIN PARKING LOT MEETS MINIMUM DIMENSION REQUIREMENTS PER MUNICIPAL CODE.

N

0' 40' 80' 120'

Figure 3-34: Parking and Circulation Plan

Source: Architectural Dimensions, 1/30/2024

Utilities and Additional Offsite Improvements

The proposed Hotel and Garage would be a fully electric, natural gas-free development, featuring solar panels on the roofs of the Garage and Hotel connecting to onsite battery storage systems. Electrical power and domestic and recycled water would be provided by Burbank Water and Power (BWP).

Electrical service would connect to existing BWP facilities at the Thornton Avenue and Ontario Street intersection and extend approximately 820 feet from the intersection into the Project site, as shown in Figure 3-2. To create a looped electrical service system, as required by BWP, the electrical service would then extend through the Project site from Thornton Avenue south to the Avon Street driveway (approximately 750 feet). From there, the service would extend an additional 595 feet in the public right of way on Avon Street, before connecting to the existing service from Empire Avenue and completing the "loop."

Fire water and domestic water would have lateral connections to the existing mains in Thornton Avenue (approximately 50 feet north of the property line). Recycled water service would connect to the main near the Thornton Avenue and Hollywood Way intersection (approximately 500 feet from the property line), as shown in Figure 3-2.

Sanitary sewer services would connect to the existing onsite main; refer to Figure 3-2. Phone and cable services would be provided from existing telecommunications infrastructure in the Project vicinity.

In addition to onsite and offsite improvements discussed above, additional offsite improvements would be required, to provide upgrades to existing pedestrian, bicycle, and vehicle facilities, as well as the City's existing sewer main. The additional offsite improvements associated with the Project can be categorized into three locations: Thornton Avenue, Avon Street, and Wyoming Avenue, and each of them has distinct characteristics. As such, they are described separately below.

Thornton Avenue Improvements

The offsite improvements on Thornton Avenue are as follows:

1. As part of the Project, between the Project site's eastern boundary and western boundary, the existing curb would be relocated approximately seven feet northward to provide a 23-foot-wide parkway along the entire Project site's frontage on Thornton Avenue. This parkway would consist of a 6.5-foot wide raised, protected, Class IV bikeway with a 4.5-foot-wide raised buffer within the roadway travel lane, and a 12-foot-wide sidewalk with four-foot by eight-foot tree wells adjacent to the bike lane. The bike lane and sidewalk would be separated by a two-foot-wide landscaped buffer between the tree wells, and the raised bikeway would transition to an in-street bikeway via ramps.

2. Between the Project site's western boundary and a point approximately 260 feet east of the Hollywood Way intersection, the Project would relocate the existing curb approximately seven feet northward but maintain the existing 16-foot-wide parkway in place, including sidewalk, landscaping, and street trees. Within the new seven-foot space, a five-foot wide raised, protected Class IV bikeway with a two-foot-wide raised buffer would be constructed.

3. As part of the Project, an in-street protected five-foot wide bike lane and a two-foot-wide painted buffer with bollards would be installed at the following locations:

- Between Ontario Street and the Project site's eastern boundary (all on-street parking along eastbound Thornton Avenue would be removed).
- Between the Hollywood Way intersection and a point approximately 260 feet east of the intersection.
- On the north side of Thornton Avenue, between Ontario Street and a point 250 feet east of Hollywood Way.

Avon Street Improvements

The Avon Street offsite improvements would include improved curb, gutter, driveway, and Americans with Disabilities Act (ADA) sidewalk on the north side of the northbound to westbound "curve" of Avon Street that would connect to a new pedestrian paseo with a planter area onsite.

Wyoming Avenue Sewer Improvements

Pursuant to the Conditions of Approval, the Project would be responsible for the design and construction of 1,580 feet of sewer main infrastructure improvements from the intersection of Wyoming Avenue and North Ontario Street to the intersection of West Burbank Boulevard and North Frederick Street. There are seven reaches of City sewer main, totaling approximately 1,580.5 feet, that the Project would be responsible for upsizing from an existing 12-inch pipe to an upgraded 15-inch pipe.

All the above improvements on Thornton Avenue, Avon Street, and Wyoming Avenue would also include restriping the travel lanes to specified dimensions to accommodate their respective new improvements. The Project would also be required to repair/reconstruct any portion of the public sidewalk, curb, or gutter fronting the Project site that is broken, uneven or uplifted at the end of the Project (irrespective of whether the damage is preexisting), and backfill/re-pave any areas where cuts for utility extensions are made in the public rights-of-way.

Sustainability Features

The Project would be designed to meet the California Green Building Standards (CALGreen) Code Tier 1 energy efficiency criteria and would incorporate a number of project design features to help offset the Project's impact on the environment and foster "green" standards of design. In keeping with the goals of the 2022 City of Burbank Greenhouse Gas Reduction Plan (GGRP), the Project would be constructed to be all-electric, with no use of natural gas in its daily operations and systems. Additionally, the Hotel's operation of the fully managed valet-only Garage would result in fewer idling vehicles and unnecessary searching and queuing of cars being driven by guests who may be unfamiliar with the Garage and site in general.

In addition, the Project would provide 390 new EV-ready parking spaces, of which 140 would be equipped with EV chargers. The number of EV spaces provided exceeds the requirements of the California Building Code and BMC Section 9-1-11-4.510 pertaining to electric vehicle charging for new construction (40-45 percent EV-ready and 15 percent with chargers).

The Project would also provide solar panels on the roofs of the Hotel and Garage to help generate energy that would be stored onsite in batteries. The Hotel proposes to accommodate up to 6,600 square feet of solar panels, and the Garage proposes to accommodate about 26,000 square feet of solar panels on its roof. An added benefit of the solar power generation and storage is that the Hotel may be able to power its backup emergency generator from these batteries, preventing the need to install a generator that is powered by natural gas or diesel that would generate emissions.

In addition to using recycled water for irrigation of the proposed Project, the irrigation for the landscaping at the existing Marriott Hotel would also be upgraded to connect to recycled water services that the Project would extend to the site.

The Project would upgrade Thornton Avenue with new protected bike lanes and narrower traffic lanes to help encourage multi-modal transportation by making it easier to travel to the Project site and within the surrounding area via bicycle. To further encourage bicycle use, 62 bicycle parking spaces are also proposed onsite. Additionally, due to its location adjacent to the Hollywood Burbank Airport, 420 additional rooms would become available within walking distance of the Hollywood Burbank Airport, providing opportunities for reduced vehicle miles travel to and from the Hollywood Burbank Airport.

3.5 Construction

The Project involves construction activities associated with grading, building construction, paving, and architectural coating applications. The Project would be constructed in a single phase, with construction anticipated to begin during the fourth quarter of 2025 and completed in the fourth quarter of 2027.

As part of the Project, the total amount of earthwork includes approximately 2,565 cubic yards of cut and 10,565 cubic yards of fill, for a total of approximately 35 days of earthwork. This would result in approximately 10,000 cubic yards of soil to be imported and approximately 2,000 cubic yards of soil to be exported. During the 35 days of earthwork, it is anticipated that approximately 20 haul truck trips per day would be required. Approximately 3.5 total acres would be paved.

Parking for construction workers would be accommodated onsite, to the extent feasible, while still providing enough parking for Marriott Hotel guests. Should the need for additional construction parking be required, arrangements would be made for additional offsite parking that cannot be accommodated onsite, subject to the City's prior approval of a construction management plan.

3.6 Agreements, Permits, and Approvals

The City of Burbank, as the Lead Agency, has discretionary authority over the proposed Project. To implement the Project, the Project Applicant would need to obtain various permits and approvals, including, but not limited to, the following:

- *Planned Development*. The Planned Development would rezone the Project site into a property and Project-specific zoning designation. The allowable permitted/conditionally permitted uses and the development standards applicable to the property would be outlined in the Planned Development.

- *Development Review*. The Development review would allow for the construction of the proposed Hotel and Garage.

- *Development Agreement*. The Development Agreement, between the Project Applicant and the City, is required in conjunction with a Planned Development request.

- *Grading and Building Permits*. The approval of grading and building permits would be required before commencement of grading or construction activity.

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4.0 BASIS OF CUMULATIVE ANALYSIS

CEQA Guidelines Section 15355 defines cumulative impacts as follows:

> *"Cumulative impacts" refers 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), an EIR shall discuss the cumulative impacts of a project when the project's incremental effect is cumulatively considerable, as defined in CEQA Guidelines Section 15065(a)(3). The potential cumulative impacts associated with the Project are assessed in Section 5.0, *Environmental Analysis*, of this EIR for each applicable environmental issue area 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 is guided by the standards of practicality and reasonableness, and should include the following elements:

1. *Either method:*

   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.*

The cumulative impact analyses in this Draft EIR used either Method A or B. When using Method B, the analysis considered the adopted Citywide and regional growth forecasts from the Southern California Association of Governments' (SCAG) 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Burbank2035 for land use and planning impacts, the 2020-2045 RTP/SCS and the South Coast Air Quality Management District's (SCAQMD) 2022 Air Quality Management Plan (2022 AQMP) for operational air quality and AQMP consistency impacts, or other long-range planning documents, such as the Burbank Water and Power 2020 Urban Water Management Plan (2020 UWMP) for cumulative water supply. This information was supplemented with analyses of related projects, described below.

The related projects and other possible development in the area determined as having the potential to interact with the proposed Project, to the extent that a significant cumulative effect may occur, are outlined in Table 4-1, *Related Projects List*, and shown on Exhibit 4-1, *Related Projects*. The related projects list provided in Table 4-1 was derived from data provided by the City of Burbank and the status of the identified projects are current as of August 2024.

The geographic areas, and hence the related projects, considered for the cumulative impact analyses vary according to environmental issue area and were determined based upon the Project's scope and the anticipated area in which the Project could contribute to an incremental increase in cumulatively considerable impacts (as discussed in Section 5.0). The implementation of each related project represented in Table 4-1 was determined to be reasonably foreseeable by the City.

Table 4-1
Related Projects List

Key Map	Project Name/Location	Project Description[1]	Status
1	4100, 4108, 4110 West Riverside Drive	Apartments: 72 units Retail: 17,144 SF Day Care Center: 7,447 SF	Undergoing Review
2	4201 W. Magnolia Boulevard	Day Care Center: 2,300 SF	Undergoing Review
3	129 E. Providencia	Hotel: 83 rooms	Undergoing Review
4A	Media Studios North Original Remaining Entitlement 3401 W. Empire Avenue	General Office: 73,000 SF	Entitled
4	Media Studios North Expanded Entitlement 3377 W. Empire Avenue	General Office: 87,447 SF	Entitled
5	First Street Village 315 N. First Street	Apartments: 275 units Restaurant: 9,265 SF Retail: 12,000 SF	Under Construction (partially completed)
6	AC Hotel 550 N. Third Street	Hotel: 196 rooms	Entitled
7	LaTerra 777 N. Front Street	Apartments: 573 units Retail/Gallery Space: 1,067 SF Hotel: 307 rooms Restaurant: 1,800 SF	Under Construction
8	Lycee International de Los Angeles (LILA) 1105 Riverside Drive	Increase of school enrollment from 350 to 450 students	Entitled
9	Fry's Mixed Use 2311 North Hollywood Way	Retail: 9,000 SF General Office: 151,800 SF Residential (multi-family): 862 units	Entitled
10	921 to 1001 Riverside	Residential (condominiums): 92 units	Entitled
11	910 S. Mariposa	Residential (condominiums): 30 units	Undergoing Review
12	2814 Empire	Apartments: 148 units	Under Construction
13	3700 Riverside	Apartments: 49 units	Entitled
14	601-607 Glenoaks	Adult Day Care	Undergoing Review
15	Bob Hope Site 3201 W. Olive Avenue	Apartments: 144 units	Entitled
16	3031 Thornton Avenue	Industrial: 72,080 SF	Undergoing Review
17	2801 Thornton Avenue	Industrial: 72,080 SF	Undergoing Review
18	801 S. 6th Street	Apartments: 39 units	Undergoing Review

Table 4-1 (continued)
Related Projects List

Key Map	Project Name/Location	Project Description[1]	Status
19	The Burbank Studios (formerly NBC) 3000 W. Alameda Avenue	Second Century Project: 563,091 SF Main Studio Lot Remaining Entitlement (General Office): 620,938 SF	Construction Completed 2023 Entitled
20	Warner Brothers 4000 Warner Avenue	Main Campus (General Office): 1,934,509 SF Ranch (General Office): 738,685 SF	Entitled
21	Disney Remaining Entitlement 500 S. Buena Vista Street	General Office: 681,130 SF	Entitled
22	Hollywood Burbank Airport (formerly Burbank Bob Hope) Terminal Relocation	Relocation of the existing terminal	Under Construction. On November 8, 2016, the voters of Burbank approved an agreement between the City of Burbank and the Burbank-Glendale-Pasadena Airport Authority, which granted the Airport Authority the right to build a 14-gate, 355,000-square-foot replacement passenger terminal.
23	California High Speed Rail Project	High speed rail project which would include a stop near the Hollywood-Burbank Airport	Not Available

SF = square feet

Note:
1. Slight discrepancies between buildout square footages listed in this table and those approved may occur through the development review process; however, the most conservative buildout is considered in this EIR.

Source:
City of Burbank Community Development Department Transportation Division, August 2024.



Figure 4-1: Related Projects

Project Location

*Cumulative Project

*Refer to table 4-1 for a description of the related project

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5.0 ENVIRONMENTAL ANALYSIS

The City of Burbank (City) determined that an Environmental Impact Report (EIR) would be required for the Project. A Notice of Preparation (NOP) and Recirculated NOP were prepared and circulated for the proposed 2500 N. Hollywood Way – Dual Brand Hotel Project on November 4, 2019 and March 6, 2024, respectively; refer to Section 2.0, *Introduction and Purpose*, and Appendix A, Notice of Preparation. As allowed under California Environmental Quality Act (CEQA) Guidelines Sections 15063(a) and 15081, the City did not prepare an Initial Study and instead began working directly on the EIR. Agency and public input received during the NOP and Recirculated NOP comment period and the EIR Scoping Meetings were used to inform the scope of the evaluation for the EIR.

This EIR focuses on the potentially significant and significant effects of the Project and documents the reasons for concluding that other effects will be less than significant. The following subsections of the EIR contains a detailed environmental analysis of the existing conditions, Project impacts (including direct and indirect, short-term, long-term, and cumulative impacts), recommended mitigation measures and unavoidable significant impacts for the following environmental issue areas:

5.1	Air Quality	5.8	Land Use and Planning
5.2	Cultural Resources	5.9	Noise
5.3	Energy	5.10	Public Services (Fire and Police Protection)
5.4	Geology and Soils	5.11	Transportation
5.5	Greenhouse Gas Emissions	5.12	Tribal Cultural Resources
5.6	Hazards and Hazardous Materials	5.13	Utilities and Service Systems
5.7	Hydrology and Water Quality		

Each potentially significant environmental issue area is addressed in a separate section of the EIR and is organized into the following subsections:

- "Environmental Setting" describes the physical conditions that exist at the present time (typically the time of the NOP) and that may influence or affect the issue under investigation.
- "Regulatory Setting" discusses the laws, ordinances, regulations, and standards that apply to the Project.
- "Significance Criteria and Thresholds" provides the thresholds that are the basis of conclusions of significance, which are primarily the criteria in Appendix G of the CEQA Guidelines (14 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). The standards used to evaluate the significance of impacts are sometimes

qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

- "Impacts and Mitigation Measures" describes potential environmental changes to the existing physical conditions that may occur if the proposed Project is implemented. Evidence, based on factual and scientific data, is presented to show the cause and effect relationship between the proposed 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 the potential direct and reasonably foreseeable indirect effects are considered.

  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 proposed Project together with all other reasonably foreseeable, planned, and approved 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]).

- "References" identifies the sources used in and throughout the subsection.

CEQA provides that an EIR shall focus on the significant effects on the environment and discuss potential environmental effects with emphasis in proportion to their severity and probability of occurrence. During preparation of this EIR, the City conducted an analysis of the proposed Project's effect on specific environmental topic areas, included as part of the Environmental Checklist form presented in CEQA Guidelines Appendix G. Through the course of this evaluation, certain impacts were identified as "less than significant with mitigation," "less than significant," or "no impact" due to the inability of a Project of this scope to yield such impacts or the absence of Project characteristics producing effects of this type. These effects are not required to be included in the EIR's primary environmental analysis sections (Section 5.1 through 5.13). The environmental issues related to aesthetics, agriculture and forestry resources, biological resources, geology and soils (fault rupture, landslides, septic tanks/alternative wastewater disposal), hazards and hazardous materials (hazards within one-quarter mile of a school and wildland fires); hydrology and water quality (groundwater supplies and recharge and risk of pollutants in flood hazard, tsunami, or seiche zones), land use and planning (physically divide an established community) mineral resources, population and housing, public services (schools, parks, and libraries), recreation,

transportation (emergency access) and wildfire were found to result in no impacts or less than significant impacts; refer to Section 8.0, *Effects Found Not To Be Significant*.

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5.1 AIR QUALITY

The purpose of this section is to describe the existing air quality characteristics and to identify the air pollutant emissions generated by the construction and operation of the proposed Project and address their potential impacts to air quality, including toxic air contaminants. This section is based in part upon *South Coast Air Quality Management District 2022 Air Quality Management Plan* (SCAQMD 2022 AQMP) adopted December 2, 2022 and *Hollywood Way Detailed Report* prepared by Denovo Planning Group dated March 7th, 2024 included as Appendix C, Air Quality, Energy, and Greenhouse Gas Emissions Data.

5.1.1 ENVIRONMENTAL SETTING

Regional Topography

The California Air Resources Board (CARB) divides the State of California (State) into 15 air basins that share similar meteorological and topographical features. The City is located within the South Coast Air Basin (Basin), a 6,600-square mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area of Riverside County.

The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors, such as wind, sunlight, temperature, humidity, rainfall, and topography, all affect the accumulation and dispersion of air pollutants throughout the Basin.

Climate

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The climate consists of a semi-arid environment with mild winters, warm summers, moderate temperatures, and comfortable humidity. Precipitation is limited to a few winter storms. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds.

The average annual temperature varies little throughout the Basin, averaging 75 degrees Fahrenheit (°F). However, with a less-pronounced oceanic influence, the eastern inland portions of the Basin show greater variability in annual minimum and maximum temperatures. All portions of the Basin have had recorded temperatures over 100°F in recent years.

Although the Basin has a semi-arid climate, the air near the surface is moist due to the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the Basin by offshore winds, the ocean effect is dominant. Periods with heavy fog are frequent, and low stratus clouds, occasionally referred to as "high fog," are a characteristic climate feature. Annual average relative humidity is 70 percent at the coast and 57 percent in the eastern part of the Basin. Precipitation in the Basin is typically nine to 14 inches annually and is rarely in the form of snow or hail due to typically warm weather. The frequency and amount of rainfall is greater in the coastal areas of the Basin.

The height of the inversion (i.e., a layer in the atmosphere in which air temperature increases with height) is important in determining pollutant concentration. When the inversion is approximately 2,500 feet above sea level, the sea breezes carry the pollutants inland to escape over the mountain slopes or through the passes. At a height of 1,200 feet, the terrain prevents the pollutants from entering the upper atmosphere, resulting in a settlement in the foothill communities. Below 1,200 feet, the inversion puts a tight lid on pollutants, concentrating them in a shallow layer over the entire coastal basin. Usually, inversions are lower before sunrise than during the day. Mixing heights for inversions are lower in the summer and more persistent, being partly responsible for the high levels of ozone (O_3) observed during summer months in the Basin. Smog in southern California is generally the result of these temperature inversions combining with sea breezes that carry the pollutants inland and local mountains to contain the pollutants for long periods of time, allowing them to form secondary pollutants by reacting with sunlight. The Basin has a limited ability to disperse these pollutants due to typically low wind speeds.

Criteria Air Pollutants

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by State and federal laws. These regulated air pollutants are known as “criteria air pollutants” and are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_x), sulfur dioxide (SO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead are primary air pollutants. Of these, CO, NO_X, SO_2, PM_{10}, and $PM_{2.5}$ are criteria pollutants. ROG and NO_X are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant O_3 is formed by a chemical reaction between ROG and NO_X in the presence of sunlight. O_3 and nitrogen dioxide (NO_2) are the principal secondary 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 stratospheric (the “good” O_3 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 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 O_3 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 respirable particulate matter, which is 10 microns or less in diameter. 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. PM_{10} poses a serious health hazard alone or in combination with other pollutants. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract.

Fine Particulate Matter ($PM_{2.5}$). $PM_{2.5}$ refers to fine particulate matter, which is 2.5 microns or smaller in diameter. $PM_{2.5}$ 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 also 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. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease.

Sulfur Dioxide (SO_2). Sulfur dioxide (SO_2) is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. Sulfur dioxide 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/or 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 carbon monoxide, carbon dioxide, 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 terms VOC and ROG, discussed below, are often used interchangeably.

Reactive Organic Gases (ROG). Similar to VOCs, ROGs 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.

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances capable of causing short-term (acute) and/or long-term (chronic) or carcinogenic (i.e., cancer causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes approximately 200 compounds, including particulate emissions from diesel-fueled engines.

Ten pollutants have been singled out through ambient air quality data as being the most substantial health risks in California. Direct exposure to these pollutants has been shown to cause cancer, birth defects, brain and nervous system damage, and respiratory disorders.

TACs often result from fugitive emissions during fuel storage and transfer activities, and from leaking valves and pipes. For example, the electronics industry, including semiconductor manufacturing, uses highly toxic chlorinated solvents in semiconductor production processes. Automobile exhaust also contains TACs, such as benzene and 1,3-butadiene.

Diesel Particulate Matter

Diesel Particulate Matter (DPM) is emitted from both mobile and stationary sources. In California, on-road diesel-fueled engines contribute approximately 24 percent of the Statewide total, with an additional 71 percent attributed to other mobile sources, such as construction and mining equipment, agricultural equipment, and transport refrigeration units. Stationary sources contribute approximately five percent of total DPM in the State. It should be noted that CARB has developed several plans and programs to reduce diesel emissions, such as the Diesel Risk Reduction Plan, the Statewide Portable Equipment Registration Program (PERP), and the Diesel Off-Road Online Reporting System (DOORS). PERP and DOORS allow owners or operators of portable engines and certain other types of equipment to register their equipment in order to operate them in the State without having to obtain individual permits from local air districts.

Diesel exhaust and many individual substances contained in it (e.g., arsenic, benzene, formaldehyde, and nickel) have the potential to contribute to mutations in cells that can lead to cancer. Long-term exposure to diesel exhaust particles poses the highest cancer risk of any TAC evaluated by Office of Environmental

Health Hazard Assessment (OEHHA). CARB estimates that about 70 percent of the cancer risk that the average Californian faces from breathing toxic air pollutants stems from diesel exhaust particles.

In its comprehensive assessment of diesel exhaust, OEHHA analyzed more than 30 studies of people who worked around diesel equipment, including truck drivers, railroad workers, and equipment operators. The studies showed these workers were more likely to develop lung cancer than workers who were not exposed to diesel emissions. These studies provide strong evidence that long-term occupational exposure to diesel exhaust increases the risk of lung cancer. Using information from OEHHA's assessment, CARB estimates that diesel particle levels measured in California's air in 2000 could cause 540 "excess" cancers in a population of one million people over a 70-year lifetime. Other researchers and scientific organizations, including the National Institute for Occupational Safety and Health, have calculated cancer risks from diesel exhaust similar to those developed by OEHHA and CARB.

Exposure to diesel exhaust can also have immediate health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and can cause coughing, headaches, lightheadedness, and nausea. In studies with human volunteers, diesel exhaust particles made people with allergies more susceptible to the materials to which they are allergic, such as dust and pollen. Exposure to diesel exhaust also causes inflammation in the lungs, which may aggravate chronic respiratory symptoms and increase the frequency or intensity of asthma attacks.

Diesel engines are a major source of fine particulate pollution. The elderly and people with emphysema, asthma, and chronic heart and lung disease are especially sensitive to fine-particle pollution. Numerous studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Because children's lungs and respiratory systems are still developing, they are also more susceptible than healthy adults to fine particles. Exposure to fine particles is associated with increased frequency of childhood illnesses and can also reduce lung function in children. In California, diesel exhaust particles have been identified as a carcinogen.

Local Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. Air quality monitoring stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. The closest air monitoring station to the Project site that monitors CO and $PM_{2.5}$ is the Reseda Monitoring Station, the closest air monitoring station that monitors PM_{10} is the Los Angeles – North Main Street Monitoring Station, and the closest air monitoring station that monitors O_3 and NO_2 is the North Hollywood Monitoring Station. Local air quality data from 2020 to 2022 is provided in Table 5.1-1, *Summary of Air Quality Data*. This table lists the monitored maximum concentrations and number of exceedances of State/federal air quality standards for each year.

Table 5.1-1
Summary of Air Quality Data

Pollutant	California Standard	Federal Primary Standard	Year	Maximum Concentration[1]	Days (Samples) State/Federal Standard Exceeded
Ozone (O_3) (1-hour)[2]	0.09 ppm for 1 hour	NA[6]	2022 2021 2020	0.106 ppm 0.110 ppm 0.133 ppm	6 / N/A 6 / N/A 5 / N/A
Ozone (O_3) (8-hour)[2]	0.070 ppm for 8 hours	0.070 ppm for 8 hours	2022 2021 2020	0.102 ppm 0.109 ppm 0.109 ppm	24 / 13 33 / 17 65 / 50
Carbon Monoxide (CO) (1-hour)[2]	20 ppm for 1 hour	35 ppm for 1 hour	2022 2021 2020	2.197 ppm 2.603 ppm 2.036 ppm	0 / 0 0 / 0 0 / 0
Nitrogen Dioxide (NO_2)[8]	0.018 ppm for 1 hour	0.100 ppm for 1 hour	2022 2021 2020	0.053 ppm 0.065 ppm 0.060 ppm	0 / 0 0 / 0 0 / 0
Fine Particulate Matter ($PM_{2.5}$)[2, 3]	No Separate Standard	35 µg/m^3 for 24 hours	2022 2021 2020	28.2 µg/m^3 55.5 µg/m^3 80.1 µg/m^3	* / * * / * * / 8.9
Particulate Matter (PM_{10}) [3, 4, 5]	50 µg/m^3 for 24 hours	150 µg/m^3 for 24 hours[7]	2022 2021 2020	61.0 µg/m^3 138.5 µg/m^3 185.3 µg/m^3	* / * * / * * / *

ppm = parts per million; PM_{10} = particulate matter 10 microns or less in diameter; µg/m^3 = micrograms per cubic meter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; NA = not applicable; * = insufficient data available to determine the value

Notes:
1. Maximum concentration is measured over the same period as the California Standards.
2. Data collected from the Reseda Monitoring Station located at 18330 Gault Street, Reseda, California 91335.
3. PM_{10} and $PM_{2.5}$ exceedances are derived from the number of samples exceeded, not days.
4. Data collected from the Los Angeles – North Main Street Monitoring Station located at 1630 North Main Street, Los Angeles, California 90012.
5. PM_{10} exceedances are based on State thresholds established prior to amendments adopted on June 20, 2002.
6. The federal standard for 1-hour ozone was revoked in June 2005.
7. The federal standard for average PM_{10} was revoked in December 2006.
8. Data collected from the North Hollywood Monitoring Station located at 10659 W Delano Street, California 91606.

Sources:
California Air Resources Board, *ADAM Air Quality Data Statistics*, http://www.arb.ca.gov/adam/, accessed February 28, 2024.
California Air Resources Board, *AQMIS2: Air Quality Data*, https://www.arb.ca.gov/aqmis2/aqdselect.php, accessed February 28, 2024.

5.1.2 REGULATORY SETTING

Federal

Federal Clean Air Act

The Federal Clean Air Act (FCAA) of 1963 was the first federal legislation regarding air pollution control and has been amended numerous times in subsequent years, with the most recent amendments occurring in 1990. At the federal level, the USEPA is responsible for implementation of certain portions of the FCAA including mobile source requirements. Other portions of the FCAA, such as stationary source requirements, are implemented by State and local agencies.

The FCAA establishes federal air quality standards, known as National Ambient Air Quality Standards (NAAQS) and specifies future dates for achieving compliance. The FCAA also mandates that the State submit and implement a State Implementation Plan (SIP) for areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met. The 1990 amendments to the FCAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones.

In addition to criteria pollutants, Title I of the FCAA also includes air toxics provisions, which require the USEPA to develop and enforce regulations to protect the public from exposure to airborne contaminants that are known to be hazardous to human health. In accordance with Section 112 of the FCAA, the USEPA establishes National Emission Standards for Hazardous Air Pollutants. The list of hazardous air pollutants (HAPs), or air toxics, includes specific compounds that are known or suspected to cause cancer or other serious health effects.

FCAA Title II requirements pertain to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline, automobile pollution control devices, and vapor recovery nozzles on gas pumps are a few of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles which have strengthened in recent years to improve air quality. For example, the standards for NO_x emissions have been lowered substantially, and the specification requirements for cleaner-burning gasoline are more stringent.

In 1997, the U.S. Environmental Protection Agency (USEPA) 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 USEPA, the United States Supreme Court reversed this decision and upheld the USEPA's new standards.

On June 20, 2002, CARB adopted amendments for Statewide annual ambient particulate matter air quality standards. These standards were revised/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. On January 5, 2005, the USEPA published a Final Rule in the Federal Register that designates the Basin as a nonattainment area for federal $PM_{2.5}$ standards. On July 8, 2016, USEPA made a finding that the Basin has attained the 1997 24-hour and annual $PM_{2.5}$ standards based on 2011-2013 data. However, the Basin

remains in nonattainment as the USEPA has not determined that California has met the Federal Clean Air Act requirements for redesignating the Basin nonattainment area to attainment.

Mobile Source Air Toxics Rule

In 2001, the USEPA issued its first Mobile Source Air Toxics (MSAT) Rule, which identified 21 MSAT compounds as being HAPs that required regulation. A subset of six MSAT compounds were identified as having the greatest influence on health, including benzene, 1,3-butadiene, formaldehyde, acrolein, acetaldehyde, and DPM. In February 2007, the USEPA issued a second MSAT Rule that generally supported the findings in the first rule and provided additional recommendations for compounds having the greatest impact on health. The rule also identified several engine emission certification standards that must be implemented. Unlike criteria pollutants, MSATs do not have NAAQS, making evaluation of their impacts more subjective. In April 2014, the USEPA issued a third MSAT Rule that established the Tier 3 standards, which are part of a comprehensive approach to reducing the impacts of motor vehicles on air quality and public health.

National Emissions Standards for Hazardous Air Pollutants Program

Under federal law, 187 substances are listed as HAPs. Major sources of specific HAPs are subject to the requirements of the National Emissions Standards for Hazardous Air Pollutants program. The USEPA is establishing regulatory schemes for specific source categories and requires implementation of Maximum Achievable Control Technologies for major sources of HAPs in each source category. State law has established the framework for California's TAC identification and control program, which is generally more stringent than the federal program and is aimed at HAPs that are specific problems in California. The State has formally identified 244 substances as TACs and is adopting appropriate control measures for each TAC. Once adopted at the State level, each air district will be required to adopt a control measure that is equal or more stringent.

State

California Clean Air Act

California Air Resources Board (CARB) administers air quality policies for the State of California. The California Clean Air Act (CCAA), signed into law in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with the California Ambient Air Quality Standards (CAAQS) by the earliest practical date. The AQMPs also serve as the basis for the preparation of the SIP for meeting federal clean air standards for the State. Like the USEPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. The CAAQS apply to the same criteria pollutants as the FCAA but also include State-identified criteria pollutants. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events, such as wildfires, volcanoes, etc., are not considered violations of a State standard, and are not used as a basis for designating areas as nonattainment. The State standards are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, the CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates. Table 5.1-1 identifies the CAAQS and the NAAQS standards. The Basin is currently designated as a nonattainment area with respect to the State O_3, PM_{10}, and $PM_{2.5}$ standards, as well as the national 8-hour O_3 and $PM_{2.5}$

standards. The Basin is designated as in attainment or unclassified for the remaining State and federal standards.

California Air Toxics "Hot Spots" Information and Assessment Act (AB 2588)

Enacted in 1987, AB 2588 is a Statewide program that requires facilities exceeding recommended OEHHA levels to reduce risks to acceptable levels. Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment (HRA) and, if specific thresholds are exceeded, required to communicate the results to the public in the form of notices and public meetings. In September 1992, AB 2588 was amended by Senate Bill 1731, which required facilities that pose a significant health risk to the community to reduce their risk by developing a risk management plan.

Diesel exhaust is mainly composed of particulate matter (PM) and gases, which contain potential cancer-causing substances. Emissions from diesel engines currently include over 40 substances that are listed by USEPA as HAPs and by CARB as TACs. On August 27, 1998, CARB identified PM in diesel exhaust as a TAC, based on data linking diesel particulate emissions to increased risks of lung cancer and respiratory disease.

Toxic Air Contaminant Identification and Control Act (AB 1807)

CARB's Statewide comprehensive air toxics program was established in 1983 with the Toxic Air Contaminant Identification and Control Act. AB 1807 created California's program to reduce exposure to air toxics and sets forth a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an airborne toxics control measure (ATCM) for sources that emit designated TACs. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions.

Diesel Reduction Plan

In September 2000, CARB adopted a comprehensive diesel risk reduction plan to reduce emissions from both new and existing diesel-fueled engines and vehicles. The goal of the plan is to reduce DPM emissions and their associated health risk by 75 percent in 2010 and by 85 percent by 2020. As part of this plan, CARB identified ATCM for mobile and stationary emissions sources. Each ATCM is codified in the California Code of Regulations (CCR), including the ATCM to limit diesel-fueled commercial motor vehicle idling, which puts limits on idling time for large diesel engines (13 CCR Chapter 10 Section 2485).

California Building Energy Efficiency Standards (Title 24)

In 1978, the California Energy Commission established the State's energy efficiency standards for residential and non-residential buildings in response to a legislative mandate to create uniform building codes to reduce California's energy consumption. The 2022 Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24," became effective on January 1, 2023.

Regional

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) is primarily responsible for planning, implementing, and enforcing air quality standards for the Basin, which is a subregion within the western portion of the SCAQMD. The SCAQMD also regulates portions of the Salton Sea Air Basin and Mojave Desert Air Basin within Riverside County. The Basin is designated non-attainment for O_3 8-hour NAAQS and nonattainment for the $PM_{2.5}$ and Pb NAAQS. The Basin is also designated non-attainment for the O_3, PM_{10}, and $PM_{2.5}$ CAAQS. The Basin is designated unclassifiable or in attainment for all other federal and State standards.

Air Quality Management Plan

The SCAQMD is required to monitor air pollutant levels to ensure that State and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Under State law, the SCAQMD is required to prepare an AQMP for pollutants for which its jurisdiction is in non-attainment.

To meet the NAAQS and CAAQS, the SCAQMD has adopted a series of AQMPs that serve as a regional blueprint to develop and implement an emissions reduction strategy that will bring the Basin into attainment with the standards in a timely manner. The most significant air quality challenge in the Basin is to reduce NO_X emissions to meet the O_3 standard deadline for the non-Coachella Valley portion of the Basin, as NO_X plays a critical role in the creation of O_3. The 2022 AQMP, adopted by the SCAQMD's Governing Board on December 2, 2022, includes strategies to ensure the SCAQMD does its part to further its ability to reduce NO_X emissions as expeditiously as practicable but no later than the statutory attainment deadline of August 3, 2038, for the Basin and August 3, 2033, for the Riverside County portion of the Salton Sea Air Basin to meet the 2015 federal O_3 standards. The 2022 AQMP builds on the measures already in place from the previous AQMPs and includes a variety of additional strategies, such as regulation, accelerated deployment of available cleaner technology, best management practices, co-benefits from existing programs, incentives, and other CCAA measures to meet the 8-hour O_3 standard. Since NO_X emissions also lead to the formation of $PM_{2.5}$, the NO_X reductions needed to meet the O_3 standards will likewise lead to improvement of $PM_{2.5}$ levels and attainment of annual $PM_{2.5}$ standards.[1]

The SCAQMD's strategy to meet the NAAQS and CAAQS distributes the responsibility for emissions reductions across federal, State, and local levels and industries. Most of these emissions are from heavy-duty trucks, ships, and other State and federally regulated mobile source emissions, the majority of which are beyond SCAQMD's control. The SCAQMD has limited control over truck emissions with rules, such as Rule 1196. The 2022 AQMP is composed of stationary and mobile source emissions reductions, including traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies, and reductions from federal sources (e.g., aircraft, locomotives, and ocean-going vessels). These strategies are to be implemented in partnership with CARB and USEPA. The SCAQMD will not meet the standard without significant federal action. In addition to federal action, the 2022 AQMP relies on substantial future development of advanced technologies to meet the standards, including the transition to zero- and low-emission technologies. Of the needed NO_X emissions reductions, 46 percent

[1] SCAQMD 2022 AQMP.

will come from federal actions, 34 percent from CARB actions, and 20 percent directly from SCAQMD actions.[2]

The 2022 AQMP also incorporates the transportation strategy and transportation control measures from the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy. A more detailed discussion of 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy is included below.

CEQA Air Quality Handbook

The SCAQMD published the *CEQA Air Quality Handbook*, which was approved by the SCAQMD Governing Board in 1993. The *CEQA Air Quality Handbook* guides local government agencies and consultants in preparing air quality assessments for environmental documents required by CEQA. With the help of the *CEQA Air Quality Handbook*, local land use planners and other consultants can analyze and document how proposed and existing projects affect air quality and fulfill the requirements of the CEQA review process. The SCAQMD is in the process of developing an *Air Quality Analysis Guidance Handbook* to replace the current *CEQA Air Quality Handbook*.

Rules and Regulations

The SCAQMD has adopted several rules and regulations to regulate sources of air pollution in the Basin and help achieve air quality standards for land use development projects. The following rules apply to the Project:

- Rule 402 – Nuisance: This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material, which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- Rule 403 – Fugitive Dust: This rule requires projects to prevent, reduce, or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to a project property line, restricts the net PM_{10} emissions to less than 50 micrograms per cubic meter ($\mu g/m^3$), and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the best available control measures (identified in the tables within the rule). Best available control measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers, and/or ceasing all activities. Finally, a contingency plan may be required if so determined by the USEPA.
- Rule 445 – Wood-Burning Devices: This rule prohibits installation of wood-burning devices into any new development.
- Rule 1113 – Architectural Coatings: This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

[2] SCAQMD 2022 AQMP.

- Rule 1138 – Control of Emissions from Restaurant Operations: This rule specifies PM and VOC emissions and odor control requirements for commercial cooking operations that use chain-driven charbroilers to cook meat.
- Rule 1146.2 – Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters: This rule requires manufacturers, distributors, retailers, refurbishers, installers, and operators of new and existing units to reduce NO_X emissions from natural gas-fired water heaters, boilers, and process heaters as defined in this rule.
- Rule 1186 – PM_{10} Emissions from Paved and Unpaved Roads, and Livestock Operations: This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM_{10} emissions by requiring the cleanup of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also Rule 403).
- Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities: This rule requires owners and operators of any demolition or renovation activity and the associated disturbance of asbestos-containing materials, any asbestos storage facility, or any active waste disposal site to implement work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials.
- Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines: This rule applies to stationary compression ignition engines greater than 50 brake horsepower and sets limits on emissions and operating hours. In general, new stationary emergency standby diesel-fueled engines greater than 50 brake horsepower are not permitted to operate more than 50 hours per year for maintenance and testing.

Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy[3]

SCAG is the regional planning agency that implements the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development, and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and State air quality requirements. Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. The 2020-2045 RTP/SCS includes transportation programs, measures, and strategies generally designed to reduce vehicle miles travelled (VMT), which are contained in the 2022 AQMP. The SCAQMD

[3] It is noted that SCAG adopted the 2024-2050 RTP/SCS on April 4, 2024. However, the 2022 AQMP utilizes growth forecasts and measures from the 2020-2045 RTP/SCS. Therefore, for purposes of this EIR and the air quality analysis, the 2020-2045 RTP/SCS is relevant and applicable to determining the Project's consistency with the 2022 AQMP.

combines its portion of the AQMP with measures prepared by SCAG.[4] The Transportation Control Measures, included as Appendix IV-C of the 2022 AQMP, are based on the 2020-2045 RTP/SCS.

The 2022 AQMP forecasts the 2037 emissions inventories ''with growth'' based on the 2020-2045 RTP/SCS. The region is projected to see a 12-percent growth in population, a 17-percent growth in housing units, an 11-percent growth in employment, and a 5-percent growth in VMT between 2018 and 2037. Despite regional growth in the past, air quality has improved substantially over the years, primarily because of air quality control programs at the local, State, and federal levels.

Since issuance of the Project's Notice of Preparation (NOP) and initiation of the analysis presented in this EIR, SCAG adopted the 2024-2050 RTP/SCS, which carries forward policy direction established in the 2020-2045 RTP/SCS, as well as more recent Regional Council actions that address emerging issues facing the region. The 2024-2050 RTP/SCS outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region's shared goals through 2050. As with the previous RTP/SCS, the 2024-2050 RTP/SCS is a long-term plan for the southern California region that details investment in the transportation system and development in communities. SCAG worked closely with local jurisdictions to develop the 2024-2050 RTP/SCS, which incorporates current demographics and anticipated future population, household, and employment growth patterns based, in part, upon local growth forecasts, projects and programs, and includes complementary regional policies and initiatives. The Plan outlines a forecasted development pattern that demonstrates how the region can sustainably accommodate needed housing. In addition, the 2024-2050 RTP/SCS is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and FCAA requirements.

Local

Burbank2035 General Plan

Burbank2035 includes goals and policies that would reduce air emissions generated by land uses within the City. The implementation programs build on the goals and policies to ensure that the overall direction set forth in Burbank2035 is translated from general ideas to actions. Programs that would reduce air emissions include Mobility Programs M-6 (Transit System), M-7 (Bicycle Master Plan and Pedestrian Master Plan), and M-10 (Transportation Demand Management). Burbank2035 also includes an Air Quality and Climate Change Element, which is an optional element (i.e., not required by State law) pursuant to California Government Code Section 65303, that is specifically designed to reduce the City's air pollutant emissions and comply with Statewide goals. The Air Quality and Climate Change Element contains the following goals and policies that reduce potential air quality impacts:

[4] SCAQMD, 2022 AQMP.

GOAL 1 REDUCTION OF AIR POLLUTION: 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.

Policy 1.2: Seek to attain or exceed the more stringent of federal or state ambient air quality standards for each criteria air pollutant.

Policy 1.5: Require projects that generate potentially significant levels of air pollutants, such as landfill operations or large construction projects, to incorporate best available air quality and greenhouse gas mitigation in project design.

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.

Policy 1.7: Require reduced idling, trip reduction, and efficiency routing of transportation for City departments, where appropriate.

Policy 1.9: Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.

Policy 1.10: Give preference to qualified contractors using reduced-emission equipment for City construction projects and contracts for services, as well as businesses that practice sustainable operations.

GOAL 2 SENSITIVE RECEPTORS: Burbank is committed to reducing the exposure of sensitive receptors to toxic air contaminants and odors.

Policy 2.2: Separate sensitive uses such as residences, schools, parks, and day care facilities from sources of air pollution and toxic chemicals. Provide proper site planning and design features to buffer and protect when physical separation of these uses is not feasible.

Policy 2.3: Require businesses that cause air pollution to provide pollution control measures.

Policy 2.5: Require the use of recommendations from the California Air Resources Board's Air Quality and Land Use Handbook to guide decisions regarding location of sensitive land uses.

GOAL 3 REDUCTION OF GREENHOUSE GAS EMISSIONS: Burbank seeks a sustainable, energy-efficient future and complies with Statewide greenhouse gas reduction goals.

Policy 3.1: Develop and adopt a binding, enforceable reduction target and mitigation measures and actions to reduce community-wide greenhouse gas emissions within Burbank by at least 15 percent from current levels by 2020.

5.1.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

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 significance criteria in this section. A project would result in a significant impact related to air quality if it would:

- Conflict with or obstruct implementation of the applicable air quality plan (refer to Impact Statement AQ-1);
- 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 (refer to Impact Statement AQ-2);
- Expose sensitive receptors to substantial pollutant concentrations (refer to Impact Statement AQ-3); and/or
- Result in other emissions such as those leading to odors adversely affecting a substantial number of people (refer to Impact Statement AQ-4).

SCAQMD Regional Thresholds

Under CEQA, the SCAQMD is an expert commenting agency on air quality within its jurisdiction or impacting its jurisdiction. Under the FCAA, the SCAQMD has adopted federal attainment plans for O_3 and PM_{10}. The SCAQMD reviews projects to ensure that they would not: (1) cause or contribute to any new violation of any air quality standard; (2) increase the frequency or severity of any existing violation of any air quality standard; or (3) delay timely attainment of any air quality standard or any required interim emission reductions or other milestones of any federal attainment plan.

The *CEQA Air Quality Handbook* also provides significance thresholds for both construction and operation of projects within the SCAQMD jurisdictional boundaries. If the SCAQMD thresholds are exceeded, a potentially significant impact could result. However, ultimately the lead agency determines the thresholds of significance for impacts. If a project proposes development in excess of the established thresholds, as outlined in Table 5.1-2, *South Coast Air Quality Management District Emissions Thresholds*, a significant air quality impact may occur, and additional analysis is warranted to fully assess the significance of impacts.

Table 5.1-2
South Coast Air Quality Management District Emissions Thresholds

Phase	Pollutant (lbs/day)					
	VOC[1]	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Construction	75	100	550	150	150	55
Operational	55	55	550	150	150	55
VOC = volatile organic compounds; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter up to 10 microns; $PM_{2.5}$ = particulate matter up to 2.5 microns; lbs = pounds						
Note: 1. Please note that the SCAQMD significance threshold is in terms of VOC, while CalEEMod calculates reactive organic compounds (ROG) emissions. For purposes of this analysis, VOC and ROG are used interchangeably as ROG represents approximately 99.9 percent of VOC emissions.						
Source: South Coast Air Quality Management District, *CEQA Air Quality Handbook,* November 1993.						

SCAQMD Localized Significance Thresholds

Local Significance Thresholds (LSTs) were developed in response to SCAQMD Board's 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 screening lookup tables for projects that disturb/grade one, two, or five acres per day emitting CO, NO_X, $PM_{2.5}$, 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 in size should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors from area source emissions. For LST analysis purposes, SCAQMD is divided into 38 Source Receptor Areas (SRAs), each of which contain specific localized air quality emission thresholds for CO, NO_X, $PM_{2.5}$, and PM_{10} to determine local air quality impacts. The Project is located within the SRA 7 (East San Fernando Valley).

Cumulative Emissions Thresholds

Based on the SCAQMD guidance, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which Basin is in non-attainment. As discussed in the SCAQMD's White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution:

> *As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR… Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and*

cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.[5]

The cumulative analysis of air quality impacts in this Draft EIR follows the SCAQMD's guidance such that construction or operational Project emissions will be considered cumulatively considerable if Project-specific emissions exceed an applicable recommended significance threshold established by the SCAQMD.

Based on these significance thresholds and criteria, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact. The standards used to evaluate the significance of impacts are sometimes qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

5.1.4 IMPACTS AND MITIGATION MEASURES

AQ-1: Would the project conflict with or obstruct implementation of the applicable air quality plan?

Impact Analysis: On December 2, 2022, the SCAQMD Governing Board adopted the 2022 AQMP. The 2022 AQMP incorporates the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, updated emission inventory methodologies for various source categories. Additionally, the 2022 AQMP utilized information and data from SCAG and its 2020-2045 RTP/SCS. According to the SCAQMD's *CEQA Air Quality Handbook*, projects must be analyzed for consistency with two main criteria, as discussed below.

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 Impact AQ-3, below, localized concentrations of CO, NO_X, and particulate matter (PM_{10} and $PM_{2.5}$) would be less than significant during Project construction and operations. Therefore, the proposed Project would not result in an increase in the frequency or severity of existing air quality violations. Further, there is no ambient standard or localized threshold for ROGs, but due to the role ROGs play in O_3 formation, it is classified as a precursor

[5] SCAQMD, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*, Appendix D, August 2003.

pollutant and only a regional emissions threshold has been established. It is noted that emission of ROGs as a result of the proposed Project would not exceed the regional emissions threshold; refer to Impact AQ-2, below.

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

As discussed below in Impacts AQ-2 and AQ-3, the proposed Project would result in emissions that would be below the SCAQMD's thresholds for regional and localized emissions. Therefore, the proposed Project would not have the potential to cause or contribute to a new violation of the ambient air quality standards.

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

The proposed Project would result in less than significant impacts with regard to localized concentrations during Project construction and operation. According to the SCAQMD, if localized concentrations are below localized significance thresholds and no other air quality impacts were determined to be significant, then construction and operation activities are not significant for air quality.[6]As discussed in Impact AQ-3, construction and operation of the proposed Project would not exceed applicable localized significance thresholds. Additionally, Impact AQ-1, AQ-2, and AQ-4 determined that construction and operation of the proposed Project would not result in any other significance air quality impacts.

Additionally, as discussed in Impact AQ-2, the construction and operation of the proposed Project would not result in emissions that exceed the SCAQMD adopted construction or operational thresholds for regional emissions. As the proposed Project would not result in any localized air quality violations or exceed the SCAQMD adopted construction or operational thresholds for regional emissions, the proposed Project would not result in an increase in the frequency of air quality violation at a regional level or delay the timely attainment of air quality standards. As such, the proposed Project would not delay the timely attainment of air quality standards or 2022 AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and 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 the proposed Project exceeds the assumptions utilized in preparing the forecasts presented in the 2022 AQMP. Determining whether a project exceeds the assumptions reflected in the 2022 AQMP involves the evaluation of the three factors outlined below. The following discussion provides an analysis of each of these factors.

[6] South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, Revised July 2008.

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 2022 AQMP form the basis for the projections of air pollutant emissions and are based on general plan land use designations and SCAG's 2020-2045 RTP/SCS demographics forecasts. The population, housing, and employment forecasts within the 2022-2045 RTP/SCS are based on local general plans, as well as input from local governments, such as the City. The SCAQMD has incorporated these same demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment) into the 2022 AQMP.

The Project proposes the development of a Hotel (262,338 square feet) with up to 420 rooms and detached Garage (208,040 square feet) on a portion of the Project site currently used for surface parking. No changes to the existing Marriott Hotel are proposed. Based on Burbank2035, the Project site is designated Regional Commercial, which allows a maximum of 1.25 floor area ratio (FAR) and 58 units per acre with discretionary approval. The Regional Commercial land use designation provides for regional employment and shopping destinations that serve both Burbank residents and residents of surrounding cities. Based on City of Burbank Zone Map (Effective 2019), the Project site is zoned as PD 89-1, Planned Development, which accommodates unique developments for residential, commercial, professional, or other similar activities, including combinations of uses and modified development standards that would create a desirable, functional, and community environment under controlled conditions of a development plan.

As part of the proposed Project, the Project Applicant is required to obtain a rezoning entitlement for PD 89-1 to rezone the Project site into property and project-specific Planned Development zoning designation; the allowable permitted/conditionally permitted uses and the development standards applicable to the property are outlined in the Planned Development. Upon approval, such entitlement would allow for the proposed development of the Project site. With the entitlement, the proposed Project would be consistent with the Project site's land use designation, and consistent with the types, intensity, and patterns of land use envisioned for the Project-site vicinity.

The City's population estimate as of January 1, 2023 is 104,535 persons.[7] While the Project does not involve residential development, according to the Project Applicant, the Project would generate approximately 85 full-time equivalent jobs and could indirectly induce population growth if future employees move into the City to work at the Hotel. While it is likely that future employees already live in the City or would commute from neighboring jurisdictions, this analysis conservatively assumes all 85 future employees would move into the City for employment. Based on an average household size of 2.37[8], the Project would result in an indirect population increase of approximately 202 persons (85 times 2.37).

[7] State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023*, May 2023.
[8] Ibid.

SCAG growth forecasts in the 2020-2045 RTP/SCS estimate the City's population to reach 115,400 persons by 2045, representing a total increase of 10,865 persons from the 2023 estimate of 104,535 individuals.[9] The Project's potential indirect population growth (202 persons) represents approximately 1.86 percent of the City's anticipated population increase by 2045, and only 0.18 percent of the City's total projected 2045 population.

Additionally, SCAG growth forecasts in the 2020-2045 RTP/SCS estimate the City's employment to reach 138,700 jobs by 2045, representing a total increase of 24,700 jobs from the baseline amount of 114,000 from 2016.[10] The approximately 85 Project-generated jobs represent 0.34 percent of the City's anticipated jobs increase by 2045, and a nominal percentage of the City's total projected 2045 employment.

Therefore, the indirectly induced population and employment growth as a result of the proposed Project would not cause the SCAG growth forecast to be exceeded. As the SCAQMD has incorporated these population, housing, and employment forecasts into the 2022 AQMP, it can be concluded that the proposed Project would be consistent with the 2022 AQMP.

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

c) The proposed Project would result in less than significant air quality impacts, and mitigation would not be required; refer to Impacts AQ-2 and AQ-3. In addition, the Project would be required to comply with all applicable SCAQMD rules and regulations, including Rule 403, which requires excessive fugitive dust emissions to be controlled by regular watering or other dust prevention measures, and Rule 1113, which regulates the ROG content of paint. As such, the proposed Project meets this AQMP consistency factor.*Would the project be consistent with the land use planning strategies set forth in the AQMP?*

Land use planning strategies set forth in the 2022 AQMP are primarily based on the 2020-2045 RTP/SCS. The Project is an infill development and is located within a Transit Priority Area (TPA). Further, the Project would provide bicycle parking spaces and electric vehicle charging stations onsite to promote alternative transportation options. Therefore, the Project would be consistent with the actions and strategies of the 2020-2045 RTP/SCS. In addition, as discussed above, the Project would be consistent with Burbank2035 land use designation. As such, the proposed Project would meet this AQMP consistency factor.

Based on the analysis above, the Project would not conflict with or obstruct implementation of the 2022 AQMP, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

[9] SCAG, *Demographic and Growth Forecast*, September 3, 2020.
[10] Ibid.

AQ-2: Would the project 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?

Impact Analysis:

Construction

The Project involves construction activities associated with grading, building construction, paving, and architectural coating applications. The Project would be constructed in a single phase, with construction anticipated to begin during the fourth quarter of 2025 and completed in the fourth quarter of 2027. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2022.1 (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 onsite or offsite. The analysis of daily construction emissions has been prepared using CalEEMod; refer to Appendix C for the CalEEMod outputs and results. Table 5.1-3, *Short-Term Construction Emissions*, presents the anticipated daily short-term construction emissions.

Table 5.1-3
Short-Term Construction Emissions

Construction Related Emissions	Pollutant (pounds/day)[1,2]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 1 (2025)	2.52	26.6	22.6	0.05	7.57	2.01
Year 2 (2026)	5.06	45.0	57.7	0.13	9.62	3.97
Year 3 (2027)	36.7	32.8	51.2	0.08	8.31	3.42
Maximum Daily Emissions	***36.7***	***45.0***	***57.7***	***0.13***	***9.62***	***3.97***
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod, version 2022.1. The reduction/credits for construction emissions are based on adjustments to CalEEMod and are required by the SCAQMD Rules. It should be noted that the modeling displays "Mitigated" emissions which considers regulatory compliance and Project-specific design features. The CalEEMod "Mitigated" does not equate to CEQA mitigation measures. In compliance of SCAQMD Rule 402 and 403, the adjustments applied in CalEEMod includes 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, and limit speeds on unpaved roads to 15 miles per hour.
2. The greater emission between summer and winter emissions is shown as a conservative analysis.

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

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 demolition, site preparation, and construction is expected to be short-term and would cease upon Project completion. It should be noted that 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.

Construction activities would comply with SCAQMD Rule 402, which requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance offsite, and Rule 403, which requires that excessive fugitive dust emissions be controlled by regular watering or other dust prevention measures. Adherence to SCAQMD Rule 403 would greatly reduce PM_{10} and $PM_{2.5}$ concentrations. It should be noted that these estimated reductions were applied in CalEEMod. As shown in Table 5.1-3, total PM_{10} and $PM_{2.5}$ emissions would not exceed the SCAQMD thresholds during construction with the implementation of the SCAQMD Rules 402 and 403.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions (e.g., NO_x, CO, and SO_2) from construction activities include emissions associated with the transport of machinery and supplies to and from the Project site, emissions produced onsite as the equipment is used, and emissions from trucks transporting materials to/from the Project site. As presented in Table 5.1-3, NO_x, CO, and SO_2 emissions would be below the established SCAQMD thresholds during construction.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. As required, all architectural coatings for the proposed Project structures would comply with SCAQMD Regulation XI, Rule 1113 – Architectural Coating, which provides specifications on painting practices, as well as regulates the ROG content of paint. As shown in Table 5.1-3, ROG emissions associated with the proposed Project would not exceed SCAQMD thresholds.

Total Daily Construction Emissions

In accordance with the SCAQMD Guidelines, CalEEMod was utilized to model construction emissions for ROG, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$. As indicated in Table 5.1-3, ROG, NO_x, CO, SO_2, PM_{10}, and $PM_{2.5}$ emissions during construction of the proposed Project would not exceed the SCAQMD significance thresholds. Thus, total construction related air emissions would be less than significant.

Operation

Table 5.1-4, *Long-Term Operational Air Emissions Without Project Design Features*, presents ROG, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions from the operation of the Project without project design features that have been incorporated into the Project to reduce operational emissions. CalEEMod outputs are contained within Appendix C.

Table 5.1-4
Long-Term Operational Air Emissions Without Project Design Features

Emissions Source	Pollutant (lbs/day)[1]					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Proposed Project Summer Emissions[4]						
Area Source Emissions	9.36	0.17	20.5	<0.01	0.04	0.03
Energy Emissions[3]	-	-	-	-	-	-
Mobile Emissions[2]	11.7	7.69	95.4	0.24	24.2	6.24
Total Emissions	**21.06**	**7.86**	**115.90**	**0.24**	**24.24**	**6.27**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***
Proposed Project Winter Emissions[4]						
Area Source Emissions	6.00	-	-	-	-	-
Energy Emissions[3]	-	-	-	-	-	-
Mobile Emissions[2]	11.6	8.41	88.3	0.23	24.2	6.24
Total Emissions	**17.60**	**8.41**	**88.3**	**0.23**	**24.2**	**6.24**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod, version 2022.1.
2. The mobile source emissions were calculated using the trip generation data provided by Fehr & Peers, dated August 2024; refer to Appendix K.
3. The Project would not result in any energy source emission as the Project would not consume natural gas.
4. The numbers are subject to rounding.

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

Table 5.1-5, *Long-Term Operational Air Emissions With Project Design Features*, presents ROG, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions from the operation of the Project with the incorporation of Project design features. Project design features modeled in CalEEMod includes photovoltaic panels for on-site renewable energy production (11 percent of the total annual consumption), exceeding the most current Title 24 standards by 10 percent, installing energy efficient lighting, installing energy efficient appliances, low flow water fixtures, water efficient landscaping, and all-electric landscaping equipment. CalEEMod outputs are contained within Appendix C.

Table 5.1-5
Long-Term Operational Air Emissions With Project Design Features

Emissions Source	Pollutant (lbs/day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Proposed Project Summer Emissions[4]						
Area Source Emissions	6.00	-	-	-	-	-
Energy Emissions[3]	-	-	-	-	-	-
Mobile Emissions[2]	11.7	7.69	95.4	0.24	24.2	6.24
Total Emissions	**17.7**	**7.69**	**95.4**	**0.24**	**24.2**	**6.24**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***
Proposed Project Winter Emissions[4]						
Area Source Emissions	6.00	-	-	-	-	-
Energy Emissions[3]	-	-	-	-	-	-
Mobile Emissions[2]	11.6	8.41	88.3	0.23	24.2	6.24
Total Emissions	**17.5**	**8.41**	**88.3**	**0.23**	**24.2**	**6.24**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod, version 2022.1. This table incorporates Project design features.
2. The mobile source emissions were calculated using the trip generation data provided by Fehr & Peers, dated August 2024; refer to Appendix K.
3. The Project would not result in any energy source emission as the Project would not consume natural gas.
4. CalEEMod modeling includes the incorporation of Project design features provided by the Applicant to reduce operational emissions (i.e., exceeding the most current Title 24 standards by 10 percent, requiring energy efficient appliances, establishing onsite renewable energy production, low-flow fixtures, water-efficient landscaping, and requiring all-electric landscaping equipment). CalEEMod modeling displays "Mitigated" emissions which considers regulatory compliance and Project-specific design features. The CalEEMod "Mitigated" does not equate to CEQA mitigation.
5. The numbers are subject to rounding.

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

As shown in Table 5.1-4 and Table 5.1-5, the proposed Project would be below SCAQMD thresholds with and without the incorporation of Project design features.

Mobile Source Emissions

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. The mobile source emissions were calculated using the Project's daily trip generation data provided by Fehr &

Peers, dated August 2024 (refer to Appendix K). As shown in Table 5.1-5, emissions generated by vehicle traffic associated with the Project would not exceed established SCAQMD thresholds.

Area Source Emissions

Area source emissions would be generated due to an increased demand for consumer products (e.g., cleaning supplies), area architectural coatings, and landscaping equipment associated with the development of the proposed Project. As shown in Table 5.1-5, area source emissions from the proposed Project would not exceed SCAQMD thresholds for ROG, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$.

Energy Source Emissions

Typical energy source emissions would be generated as a result of electricity usage associated with a development. The Project would not consume natural gas and would have onsite renewable energy production from photovoltaic panels. The primary use of electricity by the Project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. As shown in Table 5.1-5, energy source emissions from the proposed Project would not exceed SCAQMD thresholds for ROG, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$.

Total Operational Emissions

As indicated in Table 5.1-5, ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ emissions during operation of the proposed Project would not exceed the SCAQMD significance thresholds. Thus, total operational air emissions would be less than significant.

Conclusion

As indicated in Table 5.1-3 and Table 5.1-5, the proposed Project would not result in short- or long-term air quality impacts, as emissions would not exceed the SCAQMD adopted construction or operational thresholds for regional emissions. Based on SCAQMD guidance, projects that do not exceed project-specific thresholds are generally not considered to be cumulatively significant. Thus, the proposed Project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

AQ-3: Would the project expose sensitive receptors to substantial pollutant concentrations?

Impact Analysis: 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. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases, such as asthma, emphysema, and bronchitis.

The nearest sensitive receptors are residential uses located approximately 360 feet east of the Project site. To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction and operations impacts (area sources only). The CO hotspot analysis, following the LST analysis, addresses localized mobile source impacts.

Localized Significance Thresholds

Construction

The SCAQMD guidance on applying CalEEMod to LSTs specifies the number of acres a particular piece of equipment would likely disturb per day.[11] SCAQMD provides LST thresholds for one-, two-, and five-acre site disturbance areas (i.e., the size of the construction area that would likely be disturbed per day); SCAQMD does not provide LST thresholds for projects over five acres. The Project would actively disturb approximately three acres per day during the grading phase of construction. It should be noted that SCAQMD does not contain a dedicated LST threshold for site disturbance areas of three acres and as such, the Project's disturbance area has been compared to the LST threshold for two acres. The LST thresholds for two acres are more stringent (i.e., a lower threshold) compared to the LST thresholds for five-acres. As such, while the proposed Project would actively disturb three acres, utilizing LST thresholds for two acres would present a conservative analysis in which emissions are concentrated in a smaller area. Therefore, the use of the LST thresholds for two acres for the construction LST analysis represents a conservative analysis. The closest sensitive receptors, comprising multi-family residences and a child development center, are approximately 360 feet from the eastern boundary of the Project site. These sensitive land uses may be potentially affected by air pollutant emissions generated during onsite construction activities. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. According to the 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. As the nearest sensitive receptors are located approximately 360 feet (110 meters) from the planned construction area, the LST values for 100 meters have been used. While the sensitive receptors are located 110 meters away, the use of LST values for 100 meters will present a conservative analysis in which receptors are assumed to be closer than they are. It should be noted that SCAQMD does not contain a dedicated LST threshold for sensitive receptors at 110 meters and as such, the 100 meters LST values have been used. The LST thresholds for 100 meters are more stringent (i.e., a lower threshold) compared to the LST values for 200 meters. Therefore, the use of the LST thresholds for 100 meters for the construction LST analysis represents a conservative analysis.

Table 5.1-6, *Localized Significance of Construction Emissions*, shows the localized construction-related emissions. It is noted that the localized emissions presented in Table 5.1-6 are less than those in Table 5.1-3 because localized emissions include only onsite emissions (i.e., from construction equipment and fugitive dust) and do not include offsite emissions (i.e., from worker, vendor, and hauling trips). As seen in Table 5.1-6, emissions would not exceed the LSTs for SRA 7.

[11] The number of acres represent the total acres traversed by grading equipment. To properly grade a piece of land, multiple passes with equipment may be required. The disturbance acreage is based on the equipment list and days of the grading phase according to the anticipated maximum number of acres a given piece of equipment can pass over in an 8-hour workday.

Table 5.1-6
Localized Significance of Construction Emissions

Construction Phase[1,2]	Pollutant (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Demolition (2025)	22.2	19.9	0.92	0.84
Maximum Daily Emissions Onsite for 2025	**22.2**	**19.9**	**0.92**	**0.84**
Localized Significance Threshold[3]	**121**	**1,594**	**34**	**10**
Thresholds Exceeded?	***No***	***No***	***No***	***No***
Grading (2026)	27.20	27.60	4.72	2.46
Building Construction (2026)	9.85	13.00	0.38	0.35
Paving (2026)	7.12	9.94	0.32	0.29
Maximum Daily Emissions Onsite for 2026	**44.17**	**50.54**	**5.42**	**3.10**
Localized Significance Threshold[3]	**121**	**1,594**	**34**	**10**
Thresholds Exceeded?	***No***	***No***	***No***	***No***
Building Construction (2027)	9.39	12.90	0.34	0.31
Architectural Coating (2027)	0.83	1.13	0.02	0.02
Sewer Main Improvement (2027)	19.20	20.80	3.99	2.12
Maximum Daily Emissions Onsite for 2027	**29.42**	**34.83**	**4.35**	**2.45**
Localized Significance Threshold[3]	**121**	**1,594**	**34**	**10**
Thresholds Exceeded?	***No***	***No***	***No***	***No***

Notes:
1. Construction phases, including grading, building construction, and paving, are expected to overlap in the year 2026. Building construction, architectural coating, and sewer main improvements are expected to overlap in the year 2027. As a conservative analysis, the different phases that would occur in the same year had their construction emissions combined. As such, maximum onsite daily emissions for CO, NOx, PM_{10} and $PM_{2.5}$ shown for each year of are the sum of all onsite emissions occurring in their respective year.
2. The reduction/credits for construction emissions are based on adjustments to CalEEMod and are required by the SCAQMD Rules. The adjustments applied in CalEEMod includes 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; and limit speeds on unpaved roads to 15 miles per hour.
3. The LSTs were determined using Appendix C of the SCAQMD *Final Localized Significant Threshold Methodology* guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The LSTs were based on the anticipated daily acreage disturbance for construction established for SRA 7 using the thresholds for two acres at a distance of 100 meters from the nearest sensitive receptors, which are located at a distance of approximately 110 meters.

Operations

According to SCAQMD LST methodology, the primary emissions from operational activities include combustion emissions from stationary sources (from gasoline and diesel consumption) and/or onsite mobile sources. It should be noted that the SCAQMD LST methodology states that off-site mobile emissions (travel away and from the Project site) should not be included in the emissions compared to the LST. As such, mobile sources compared to the LST refers to emissions generated by mobile equipment while on a project site. Specifically, mobile sources may result in a localized significance if a project attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities).[12] Additionally, the SCAQMD LST methodology states that facilities, such as landfills, may result in operational activities that generate $PM_{2.5}$ and PM_{10} emissions. The proposed Project does not include such land uses that would require extended periods of queuing or idling and is not a facility that would generate significant $PM_{2.5}$ and PM_{10} emissions. However, the Project would include major stationary equipment, such as an onsite emergency generator and a fire pump as Project design features. Per SCAQMD, all stationary equipment that emits or controls air contamination (i.e., emergency generators) would require a permit prior to installation or operation. However, it should be noted that the proposed stationary equipment (i.e., fire pump and emergency generator) would be powered by an onsite battery storage system charged by the proposed photovoltaic panels. As such, the proposed stationary equipment would utilize renewable energy as an energy source and would not include combustion emissions. Thus, due to the lack of such emissions, the proposed stationary equipment would not require a permit from SCAQMD and no long-term localized significance threshold analysis is necessary.

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 (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

The SCAQMD requires a quantified assessment of CO hotspots when a project increases the volume-to-capacity ratio (also called the intersection capacity utilization) by 0.02 (two percent) for any intersection with an existing level of service LOS D or worse. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersections.

The Basin is designated as an attainment/maintenance area for the federal CO standards and an attainment area for State standards. There has been a decline in CO emissions even though VMT on U.S. urban and rural roads have increased. Nationwide estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014 and have continued to decline. The Basin was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD's AQMP. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

[12] SCAQMD, *Final Localized Significance Threshold Methodology*, June 2003, Revised July 2008.

A detailed CO analysis was conducted in the Federal Attainment Plan for Carbon Monoxide (CO Plan) for the SCAQMD's 2003 Air Quality Management Plan, which is the most recent AQMP that addresses CO concentrations. The locations selected for microscale modeling in the CO Plan are worst-case intersections in the Basin and would likely experience the highest CO concentrations. Thus, CO analysis within the CO Plan is utilized in a comparison to the proposed Project since it represents a worst-case scenario with heavy traffic volumes within the Basin.

Of these locations, the Wilshire Boulevard/Veteran Avenue intersection in Los Angeles experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm 1-hr CO federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily trip (ADT) volume of approximately 100,000 vehicles per day. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hotspots would not be experienced at any intersections near the Project site due to the comparatively low volume of traffic that would occur as a result of Project implementation. Based on existing ADT data on nearby roadway segments, the surrounding roadways have an existing ADT that ranges from 1,528 to 33,439 ADT; refer to Table 5.9-6 of Section 5.9. It should be noted that the Project's ADT would be distributed amongst all roadways based on trip distribution patterns obtained from Fehr and Peers using the City's most recent Travel Demand Model.[13]Based on the Project's ADT and trip distributions, ADT on nearby roadway segments with the incorporation of the proposed Project would range from 1,606 to 34,659 ADT. As these roadways do not exceed 100,000 vehicles per day, the potential for a CO hotspot is nominal. As such, the implementation of the proposed Project would not increase traffic volumes beyond the current level of service. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

AQ-4: Would the project result in other emissions such as those leading to odors adversely affecting a substantial number of people?

Impact Analysis:

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 shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. The Project would also be required to comply with the SCAQMD Regulation XI, *Rule 1113 – Architectural Coating*, which would minimize odor impacts from ROG emissions during architectural

[13] Fehr & Peers, *Operations Analysis for the 2500 North Hollywood Way Project*, October 2024.

coating. Any impacts to existing adjacent land uses would be short-term and are considered less than significant.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed Project would not include any uses identified by the SCAQMD as being associated with odors. It should be noted that the SCAQMD does not have a quantifiable threshold relating to odors. However, the San Joaquin Valley Air Pollution Control District (SJVAPCD) has adopted a quantifiable threshold for projects that are known to produce odors.[14] SJVAPCD identified the following facilities associated with odors: wastewater treatment facilities, sanitary landfill, transfer station, composting facility, petroleum refinery, asphalt batch plant, chemical manufacturing, fiberglass manufacturing, painting/coating operations, food processing facility, feedlot/dairy, and rendering plants. Per SJVAPCD, a significant impact on odors would occur if one "confirmed" complaint or three "unconfirmed" complaint per year averaged over a three-year period was filed on a facility associated with odors. As the proposed project is not a land use or facility associated with odors, operational impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.1.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." Table 4-1, *Related Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The following discussions are included in order of the topical areas discussed above to determine whether a significant cumulative effect would occur.

Would the project, combined with other related projects, conflict with or obstruct implementation of the applicable air quality plan?

Impact Analysis: Per SCAQMD guidance, the significance thresholds for cumulative impacts are the same as those for project-specific impacts. As analyzed above, the proposed Project would result in operational emissions that would be below the SCAQMD's thresholds for regional and localized emissions. Therefore, the proposed Project would not have the potential to cause or contribute to a new violation of the ambient air quality standards. Further, the proposed Project would result in less than significant impacts with regard to localized concentrations during Project construction. As such, the proposed Project would not delay the timely attainment of air quality standards or 2022 AQMP emissions reductions. The Project's potential to indirectly induce population growth as a result of employees relocating to the City and the

[14] San Joaquin Valley Air Pollution Control District, *Guidance to Conduct Detailed Analysis for Assessing Odor Impacts to Sensitive Receptors, Guidance to Conduct Detailed Analysis for Assessing Odor Impacts to Sensitive Receptors, Guidance to Conduct Detailed Analysis for Assessing Odor Impacts to Sensitive Receptors,* 2016.

Project's direct growth in employment opportunities would be consistent with SCAG growth forecasts in the 2020-2045 RTP/SCS and would not cause the SCAG growth forecasts to be exceeded. As the SCAQMD has incorporated these population, housing, and employment forecasts into the 2022 AQMP, the proposed Project would be consistent with the 2022 AQMP. Therefore, the proposed Project's less than significant effects involving potential conflict with or obstructing implementation of the 2022 AQMP would not be cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related projects, 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?

Would the project, combined with other related projects, expose sensitive receptors to substantial pollutant concentrations?

Impact Analysis: As discussed under the analyses of Impacts AQ-2 and AQ-3 above, the Project's construction- and operation-related regional and localized emissions would be less than significant. Based on the SCAQMD's guidance, construction or operational project emissions would be considered cumulatively considerable if project-specific emissions exceed an applicable recommended significance threshold established by the SCAQMD. Since the Project would not exceed any of the significance thresholds for regional and localized emissions, as further described below, the Project's contribution to cumulative air quality impacts would not be cumulatively considerable. The SCAQMD neither recommends quantified analyses of cumulative construction emissions, nor does it provide separate methodologies or thresholds of significance to be used to assess cumulative construction impacts. The SCAQMD significance thresholds for construction are intended to meet the objectives of the 2022 AQMP to ensure the NAAQS and CAAQS are not exceeded. As the Project Applicant has no control over the timing or sequencing of the related projects, any quantitative analysis to ascertain the daily construction emissions that assumes multiple, concurrent construction would be speculative. In addition, construction-related criteria pollutant emissions are temporary in nature and cease following project completion.

The proposed Project would result in less than significant impacts with regard to construction-related emissions and would be required to comply with the applicable SCAQMD rules and regulations. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted 2022 AQMP emissions control measures) would also be imposed on construction projects throughout the Basin, which would include each of the related projects listed in Table 4-1. Therefore, Project-related construction emissions, combined with those from other related projects in the area, would not substantially deteriorate local air quality and would not result in cumulative construction-related impacts. Thus, the Project's less than significant effects associated with a net increase in any criteria pollutant for which the project region is non-attainment would not be cumulatively considerable, and cumulative construction impacts would be less than significant.

The SCAQMD has set forth both a methodological framework and significance thresholds for the assessment of a project's cumulative operational air quality impacts. The SCAQMD's approach for

assessing cumulative impacts is based on the SCAQMD's 2022 AQMP forecasts of attainment of NAAQS in accordance with the requirements of the FCAA and CCAA. This forecast also considers SCAG's 2022 AQMP forecasted future regional growth. As such, the analysis of cumulative impacts focuses on determining whether the proposed Project is consistent with the growth assumptions upon which the SCAQMD's 2022 AQMP is based. If the project is consistent with the growth assumptions, then future development would not impede the attainment of NAAQS and a significant cumulative air quality impact would not occur.

As discussed above, the proposed Project would not result in long-term air quality impacts, as the Project's operational emissions would not exceed the SCAQMD adopted operational thresholds. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis and emission reduction technology, strategies, and plans are constantly being developed. As a result, the Project's less than significant effects associated with a net increase of any nonattainment criteria pollutant or exposure of sensitive receptors to potentially significant health risk impacts would not be cumulatively considerable, and cumulative operational impacts would be less than significant.

As stated above, the LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST screening lookup tables for one-, two-, and five-acre projects. Because the disturbed acreages for each related project site can vary, the LST thresholds utilized vary on a project-by-project basis. Localized emissions also only affect the areas immediately adjacent to a project site. Thus, construction localized emissions associated with the proposed Project would not cumulatively contribute pollutant concentrations to the same sensitive receptors as other related projects. Additionally, CO hotspots would not be experienced at any intersections near the Project site. The Project's proximity to the Hollywood Burbank Airport does not have a cumulative health risk impact and would not exceed the threshold for onsite sensitive receptors. Thus, the Project's less than significant effects associated with exposure of sensitive receptors to substantial pollutant concentrations would not be cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related projects, result in other emissions such as those leading to odors adversely affecting a substantial number of people?

Impact Analysis: As discussed above, 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. Neither the proposed Project, nor any of the related projects identified in Table 4-1 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 shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust.

As the Project's operational and construction activities would not result in long-term odors, the cumulative development would not have a potentially significant impact in terms of the creation of objectionable odors affecting a substantial number of people. Thus, the Project's less than significant effects related to emissions leading to odors affecting a substantial number of people would not be cumulatively considerable, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.1.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts to air quality would occur with the proposed Project.

5.1.7 REFERENCES

California Air Resources Board, *ADAM Air Quality Data Statistics*, http://www.arb.ca.gov/adam/, 2024.

California Air Resources Board, *AQMIS2: Air Quality Data*, https://www.arb.ca.gov/aqmis2/aqdselect.php, 2024.

California Air Resources Board, *User Manual for the Hotspots Analysis and Reporting Program Health Risk Assessment Standalone Tool Version 2*, https://www.arb.ca.gov/toxics/harp/docs2/harp2rastuserguide.pdf, 2021.

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Office of Environmental Health Hazard Assessment, *Air Toxics Hot Spots Program Risk Assessment Guidelines Technical Support Document for Exposure Assessment and Stochastic Analysis*, https://oehha.ca.gov/media/downloads/crnr/exposureassessment2012tsd.pdf, 2021.

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South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf, revised July 2008

South Coast Air Quality Management District, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, Appendix D*, August 2003.

Southern California Association of Governments, *Demographic and Growth Forecast*, September 3, 2020.

State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023*, May 2023.

U.S. Environmental Protection Agency, *User's Guide for the AERMOD Terrain Preprocessor (AERMAP)*, https://www3.epa.gov/ttn/scram/models/aermod/aermap/aermap_userguide_v18081.pdf, 2021.

5.2 CULTURAL RESOURCES

The purpose of this section is to identify existing cultural (including historic and archaeological resources) resources within the Project site and vicinity and to assess the significance of such resources. This section is primarily based upon the *Cultural Resources Assessment Report* (Cultural Resources Assessment), prepared by Rincon Consultants, Inc., dated February 2020 and included as Appendix D, Cultural Resources Assessment. Project site historic information is supplemented by the *Phase I Environmental Site Assessment Report* (Phase I ESA) prepared by Partner, dated March 25, 2021, and included as Appendix F, Hazardous Materials Studies.

5.2.1 ENVIRONMENTAL SETTING

Ethnographic Overview

The Project site is located in the traditional territory of the Native American group known as the Gabrieliño. The name Gabrieliño was applied by the Spanish to those natives that were attached to Mission San Gabriel.

Gabrieliño territory included the Los Angeles basin and southern Channel Islands, as well as the coast from Aliso Creek in the south to Topanga Creek in the north. The Gabrieliño established permanent villages and smaller satellite camps throughout their territory. Gabrieliño subsistence was oriented around acorns supplemented by the roots, leaves, seeds, and fruits of a wide variety of plants. Meat sources included large and small mammals, freshwater and saltwater fish, shellfish, birds, reptiles, and insects. The Gabrieliño employed a wide variety of tools and implements to gather and hunt food. The digging stick, used to extract roots and tubers, was frequently noted by early European explorers. Other tools included the bow and arrow, traps, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks.

Prior to European contact, deceased Gabrieliño were either buried or cremated, with burial more common on the Channel Islands and the adjacent mainland coast and cremation on the remainder of the coast and in the interior. After pressure from Spanish missionaries, cremation essentially ceased during the post-contact period.

Historic Overview

The post-contact history of California is generally divided into three time spans: the Spanish period (1769-1822), the Mexican period (1822-1848), and the American period (1848-present). Each of these periods is briefly described below.

Spanish Period (1769 – 1822)

Spanish exploration of California began when Juan Rodriguez Cabrillo led the first European expedition into the region in 1542. For more than 200 years after his initial expedition, Spanish, Portuguese, British, and Russian explorers sailed the California coast and made limited inland expeditions, but they did not establish permanent settlements. In 1769, Gaspar de Portolá and Franciscan Father Junipero Serra established the first Spanish settlement in what was then known as Alta (upper) California at Mission San Diego de Alcalá. This was the first of 21 missions erected by the Spanish between 1769 and 1823. It was during this time that initial Spanish settlement of the Project vicinity began. Mission San Fernando Rey de España, approximately 12.7 miles to the northwest of the Project site, was founded in 1797 as the 17th

mission to be established in California. Mission San Fernando Rey de España's location closed the gap between Mission San Buenaventura on the Ventura coast, and Mission San Gabriel Arcángel in the Los Angeles interior.

Mexican Period (1822 – 1848)

The Mexican Period commenced when news of the success of the Mexican War of Independence (1810-1821) against the Spanish crown reached California in 1822. This period saw the privatization of mission lands in California with the passage of the Secularization Act of 1833, which federalized mission lands and enabled Mexican governors in California to distribute former mission lands to individuals in the form of land grants. Successive Mexican governors made approximately 700 land grants between 1833 and 1846, putting most of the State's lands into private ownership for the first time.

The Mexican Period for the Los Angeles County region ended in early January 1847. Mexican forces fought and lost to combined U.S. Army and Navy forces in the Battle of the San Gabriel River on January 8 and in the Battle of La Mesa on January 9. On January 10, leaders of the pueblo of Los Angeles surrendered peacefully after Mexican General Jose Maria Flores withdrew his forces. Shortly thereafter, newly appointed Mexican Military Commander of California Andrés Pico surrendered all of Alta California to U.S. Army Lieutenant Colonel John C. Fremont in the Treaty of Cahuenga.

American Period (1848 – Present)

The American Period officially began with the signing of the Treaty of Guadalupe Hidalgo in 1848, in which the United States agreed to pay Mexico $15 million for conquered territory including California, Nevada, Utah, and parts of Colorado, Arizona, New Mexico, and Wyoming. Settlement of the Los Angeles region increased dramatically in the early American Period. The discovery of gold in northern California in 1848 led to the California Gold Rush, though the first California gold found by settlers was previously discovered in Placerita Canyon in 1842. By 1853, the population of California exceeded 300,000. Thousands of settlers and immigrants continued to immigrate to the State, particularly after the completion of the First Transcontinental Railroad in 1869. The U.S. Congress in 1854 agreed to let San Pedro become an official port of entry. By the 1880s, the railroads had established networks from the port and throughout the county of Los Angeles, resulting in fast and affordable shipment of goods, as well as a means to transport new residents to the booming region. New residents included many health-seekers drawn to the area by the fabled Southern California climate in the 1870s – 1880s.

History of Burbank

The City of Burbank developed on land that had once been part of the holdings of Dr. David Burbank, a dentist that had arrived in Southern California in 1866. Dr. Burbank acquired 9,200 acres of land, including Rancho Providencia and a portion of Rancho San Rafael in 1866. Dr. Burbank later sold a right-of-way through his property to the Southern Pacific Railroad, which constructed a new rail line that served to connect new communities to Los Angeles. Dr. Burbank became one of ten directors of the Providencia Land, Water and Development Company (PLWC). His land was surveyed and platted in 1887 and formally named Burbank. Around this time, early development in the town included hotels, a train depot, school, and residential and manufacturing buildings. PLWC began to sell tracts of land in late 1887, and buyers were primarily farmers who grew vineyards, peaches, melons, alfalfa and various other types of vegetables. A period of drought followed; the real estate bubble burst, and an economic depression occurred between 1888 and 1911.

In 1910, the town's population had reached 12,225 people; approximately 700 to 800 people lived within the town's core. The City of Burbank was formally incorporated the following year and expanded in all directions. During the 1910s and 1920s the City's commercial core strengthened, residential development increased, industry grew, and additional infrastructure was developed. As the City's population increased, land was annexed into the City, and farmland was converted to residential tracts. Film companies that had started moving to the west coast because of the favorable weather had begun establishing studios in Los Angeles County by the late 1910s. Having large areas of undeveloped land, Burbank became a prime location for these companies, including First National Pictures (a predecessor to Warner Brothers, now Warners Bros. Discovery), which developed a studio in Burbank in 1926.

Although residential development faltered during the Great Depression, the 1930s saw the development of an airport, the United Air Terminal, and continued success of the movie studios. Columbia Ranch studio was established in 1934, Warner Brothers expanded, and Disney Studios established their facility in 1938. Building construction increased by the late 1930s during a period of economic recovery. Numerous residences were constructed, a segment of the Hollywood Freeway was completed, and the population increased. By 1940, the City had over 34,000 residents. World War II brought a surge in production at companies like Lockheed; the City experienced an even larger population spike, growing to 53,899 residents by August 1942. As a result, residential, commercial, and institutional development increased.

Several small aircraft-related manufacturing facilities were developed near the airport, east of Hollywood Way and north of Empire Avenue. These were typically single-story corrugated metal buildings with gabled roofs.

Burbank experienced tremendous growth following World War II, including housing, schools, public buildings, and freeways. Studios focused on television production, and air travel grew in popularity. In 1962, the National Broadcasting Company (NBC) moved its network television headquarters to the City. The post-war boom also led to decentralization of the population, affecting the downtown commercial district. A lull in development occurred in the late 1960s to early 1970s, but, in 1978, the Burbank-Glendale-Pasadena Airport (now the Hollywood Burbank Airport) was purchased from Lockheed. In 1990, Lockheed closed its Burbank plant. Today, the City of Burbank is known as the "Media Capital of The World" in reference to its longstanding relationships with entertainment companies, such as Warner Bros. Discovery and Disney.

History of the Project Site

By 1952, several buildings were located on the Project site. Residential, restaurants, and retail uses occupied the western portion of the Project site and a portion of a large commercial/light industrial building that extended to the south, occupied the eastern portion of the Project site. The structures within the western portion of the Project site and the commercial/industrial building were removed by 1977 and 1989, respectively. A hotel (under various names) has occupied the western portion of the Project site since 1980. The existing Marriott Hotel structures and associated parking have occupied the Project site since 1990.

Existing Conditions

The Project site is currently developed with the Marriott Hotel, paved parking lots, and landscaping. The buildings that comprise the Marriott Hotel vary from one story to nine stories and are designed in a similar

style. They are capped by flat roofs and their exterior sheathing includes plain square block or tile, and rusticated block. Although the buildings have heavy, rectangular massing, verticality is emphasized as a contrast utilizing elements such as piers and bands of vertical windows. The buildings within the Project site were constructed in 1990, are less than 45 years old, and do not have exceptional importance such that they would have achieved significance within the past 50 years to be considered potential historical resources. Similarly, with the exception of one structure, located at 3100 Thornton Avenue that was constructed in 1968 and improved in 1996, structures within the surrounding area were constructed after 1979. None of the structures have exceptional importance such that they would have achieved significance within the past 50 years to be considered potential historical resources.

Records Search

On January 30, 2020, a records search of the California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton was conducted. The purpose of the records search was to identify previously recorded cultural resources, as well as previously conducted cultural resources studies of the Project site and a 0.5-mile radius surrounding it. The search also included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Historical Landmarks list, the Archaeological Determination of Eligibility (ADOE) list, and the California State Built Environment Resources Directory (BERD).

Previous Cultural Resource Studies

The SCCIC records search identified 15 previously conducted cultural resources studies within a 0.5-mile radius of the Project site. Of these, none were located within the Project site, and three were located adjacent to the Project site.

Previously Recorded Cultural Resources

The SCCIC records search identified two previously recorded historic-period resources situated within a 0.5-mile radius of the Project site, neither of which was within the Project site. One of these resources (P-19-186574) was demolished in 1994. The second resource (P-19-187105) consists of the United Airport property located across North Hollywood Way from the Project site and was determined to be ineligible for NRHP listing.

Historical Maps and Aerial Imagery Review

As part of the review of historic maps, the 1860-1937 Kirkman-Harriman Pictorial and Historical Map was examined. This map depicts the approximate locations of historical events that took place in the late 19th and early 20th centuries in Los Angeles County. Within the vicinity of the Project site, the map depicts a historic road and church, along with a large unnamed wash. The map shows no known Native American village sites within the general area of the Project site. The nearest mapped village is located approximately two miles to the east, in what is now Griffith Park.

An additional review of historic maps and aerial photographs available on-line at NETRonline indicates that, by 1926, North Hollywood Way had been built running in a north-to-south direction adjacent to the Project site. By the late 1940s, a network of streets had been built, and much of the area is characterized by residential development. An aerial photograph dating to 1952 depicts several buildings on the southern

and western portion of the Project site. These buildings were demolished in the 1970s and 1990s. The existing Marriott Hotel was developed in 1990.

Field Survey

As part of the Cultural Resources Assessment, current site conditions, including the extent of exposed ground surface across the Project site, were assessed during a visit to the Project Area of Potential Effects (APE) in February 2020. Notes and photographs of the standing buildings, as well as overviews of the Project site, were taken during the visit.

Results of the field visit confirmed that the Project site is fully developed. No areas of undisturbed native ground surface were present on the Project site. Much of the ground surface is obscured by the existing buildings and a parking lot. Unpaved portions of the Project site were landscaped and covered with grass and ornamental plantings. Based on these findings, it was determined that an archaeological survey of the Project site was not possible for the Cultural Resource Assessment.

5.2.2 REGULATORY SETTING

Federal

National Historic Preservation Act of 1966

Enacted in 1966 and amended in 2000, the National Historic Preservation Act (NHPA) declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at the federal, State, and local levels. The NHPA authorized the expansion and maintenance of the NRHP, established the position of State Historic Preservation Officer (SHPO) and provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHPA, assisted Native American tribes to preserve their cultural heritage, and created the Advisory Council on Historic Preservation (ACHP).

Section 106 Process

Through regulations associated with the NHPA, an impact to a cultural resource would be considered significant if government action would affect a resource listed in or eligible for listing in the NRHP. The NHPA codifies a list of cultural resources found to be significant within the context of national history, as determined by a technical process of evaluation. Resources that have not yet been placed on the NRHP, and are yet to be evaluated, are afforded protection under the NHPA until shown to be not significant.

Section 106 of the NHPA and its implementing regulations (36 Code of Federal Regulations [CFR] Part 800) note that for a cultural resource to be determined eligible for listing in the NRHP, the resource must meet specific criteria associated with historic significance and possess certain levels of integrity of form, location, and setting. The criteria for listing on the NRHP are applied within an analysis when there is some question as to the significance of a cultural resource. The criteria for evaluation are defined as the quality of significance in American history, architecture, archaeology, engineering, and culture. This quality must be present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it is significant under one or more of the following criteria:

- *Criterion A:* It is associated with events that have made a significant contribution to the broad patterns of our history; or
- *Criterion B:* It is associated with the lives of persons significant in our past; or
- *Criterion C:* It embodies 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:* It has yielded, or may be likely to yield, information important in prehistory or history.

Criterion D is usually reserved for archaeological resources. Eligible cultural resources must meet at least one of the above criteria and exhibit integrity, measured by the degree to which the resource retains its historical properties and conveys its historical character.

The Section 106 evaluation process does not apply to projects undertaken under City environmental compliance jurisdiction. However, should the undertaking require funding, permits, or other administrative actions issued or overseen by a federal agency, analysis of potential impacts to cultural resources following the Section 106 process would likely be necessary. The Section 106 process typically excludes cultural resources created less than 50 years ago unless the resource is considered highly significant from the local perspective. Finally, the Section 106 process allows local concerns to be voiced, and the Section 106 process must consider aspects of local significance before a significance judgment is rendered.

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 were 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 were published in 1995 and codified as 36 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 historic resources.

State

California Environmental Quality Act

CEQA requires a lead agency, in this case the City of Burbank, to determine whether a project may have a significant effect on historical resources (Public Resources Code [PRC] Section 21084.1). A historical resource is a resource listed in, or determined to be eligible for listing, in the CRHR, a resource included in a local register of historical resources or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant as defined in CEQA Guidelines Section 15064.5(a)(1-3). A resource shall be considered historically significant if it:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
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
4. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition, if it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required. PRC Sections 21083.2(a), (b), and (g) define a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, the probability is high that it:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
2. Has a special and particular quality, such as being the oldest of its type or the best available example of its type; or
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

California Register of Historical Resources

Created in 1992 and implemented in 1998, the CRHR is "an authoritative guide in California to be used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change." Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys or designated by local landmarks programs, may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the criteria modeled on the NRHP criteria.

California Public Resources Code

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites; identify the powers and duties of the Native American Heritage Commission (NAHC); require descendants to be notified when Native American human remains are discovered; and provide for treatment and disposition of human remains and associated grave goods.

California Health and Safety Code

The discovery of human remains is regulated in accordance with California Health and Safety Code Section 7050.5, which states:

> *In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation…until the coroner…has determined…that the remains are not subject to…provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible…. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and…has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.*

Local

Burbank2035 General Plan

Burbank2035 includes goals and policies to protect resources, including historical and cultural resources. The Open Space and Conservation Element contains the following goals and policies specific to cultural resources:

Open Space and Conservation Element

GOAL 1 RESOURCE MANAGEMENT: The public is involved in preserving open space, conserving resources, and improving the natural environment.

Policy 1.2: Involve community groups in the identification, acquisition, and management of natural resource areas, recreation facilities, historical and cultural sites, and aesthetic and beautification programs.

GOAL 6 OPEN SPACE RESOURCES: 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.

Burbank Municipal Code

The City of Burbank's Historic Preservation Regulations Ordinance was developed with the intent to recognize, preserve, and protect historic resources (Burbank Municipal Code [BMC] Title 10, Chapter 1, Article 9, Division 6, Sections 10-1-925 through 10-1-943). The Ordinance delineates the criteria utilized when approving a Designated Historic Resource; one or more of the following criteria must be satisfied. The resource:

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.

B. Is associated with the lives of persons important in the past.

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.

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

The Historic Preservation Regulations Ordinance also delineates the requirements for Designation of Historic Districts. A minimum of 60 percent of the parcels in the proposed district must satisfy one or more of the criteria listed below:

1. The contributing resources embody the distinctive characteristics of a type, period, region, or method of construction, represent the work of a master, or possess high artistic values.

2. The contributing resources reflect significant geographical patterns, including those associated with different areas of settlement and growth; particular transportation modes; or distinctive examples of a park landscape, site design, or community planning.

3. The contributing resources are associated with, or are unified by, events that have made a significant contribution to the broad patterns of Burbank's history.

4. The contributing resources are associated with the lives of persons important to local, state, or national history. [Renamed and Amended by Ord. No. 3826, eff. 8/17/12.]

5.2.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

Significance Guidelines

Historical Resources

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 an historical resource would be materially impaired" (CEQA Guidelines Section 15064.5(b)(1)). Material impairment is defined as demolition or alteration "in an adverse manner [of] those characteristics of an 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)).

Archaeological Resources

A significant prehistoric archaeological impact would occur if grading and construction activities result in a substantial adverse change to archaeological resources determined to be "unique" or "historic." "Unique" resources are defined in PRC Section 21083.2; "historic" resources are defined in PRC Section 21084.1 and CEQA Guidelines Section 15126.4.

PRC Section 21083.2(g) states:

> *As used in this section, "unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:*
>
> > *1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;*

2. Has a special and particular quality, such as being the oldest of its type or the best available example of its type; or

3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

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 significance criteria in this section. A project would result in a significant impact related to cultural resources if it would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 (refer to Impact Statement CUL-1);
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 (refer to Impact Statement CUL-2); and/or
- Disturb any human remains, including those interred outside of dedicated cemeteries (refer to Impact Statement CUL-3).

Based on these significance thresholds and criteria, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

5.2.4 IMPACTS AND MITIGATION MEASURES

CUL-1: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Impact Analysis: The results of the Cultural Resources Assessment identified no prehistoric or historic-period cultural resources on the Project site. The SCCIC records search, conducted as part of the Cultural Resources Assessment, identified two previously recorded historic-period resources situated within a 0.5-mile radius of the Project site, neither of which was within nor adjacent to the Project site. One of these resources was demolished in 1994 and the second resource consists of the United Airport property located across North Hollywood Way from the Project site, which was determined ineligible for NRHP listing.

The Project proposes to construct a Hotel and Garage on an existing surface parking lot, including offsite improvements within the public right-of-way. The Project would not involve the removal of, or modification to, any structures within the Project site or surrounding area. According to the Cultural Resources Assessment, structures within the Project site were constructed in 1990 and do not appear to have exceptional importance such that they would have achieved significance within the past 50 years to be considered potential historical resources under CEQA. Thus, the Project would not cause a substantial

adverse change in the significance of a historical resources pursuant to CEQA Guidelines Section 15064.5, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CUL-2: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Impact Analysis: The records search indicates that 15 cultural resources studies were conducted within a 0.5-mile radius of the Project site. Of these studies, none were of the Project site and three were located adjacent to the Project site. As stated, the results of the Cultural Resources Assessment identified no prehistoric or historic-period cultural resources within or adjacent to the Project site. Results of the site visit revealed that the ground surface is obscured by the existing Marriott Hotel and paved surface parking lots. According to the Cultural Resources Assessment, there is a moderate potential of encountering historic period archaeological remains dating to the early-20th century within the Project site due the native and undisturbed soils that occur within the Project site and surrounding area. Thus, development within the Project site has the potential to encounter archaeological resources, resulting in a potentially significant impact.

Offsite pedestrian and bicycle improvements are not likely to involve ground disturbance at depths having the potential to encounter archaeological remains. Although, the proposed sewer improvements from the intersection of Wyoming Avenue and North Ontario Street to the intersection of West Burbank Boulevard and North Frederick Street would involve the design and construction of 1,580 feet of sewer main infrastructure improvements that would require ground disturbance at greater depths, the offsite improvements would connect and extend services to the Project site within existing rights-of-way and would occur within an area that has previously experienced ground disturbance activities. However, due to the proximity of the offsite improvement areas to the Project site, and the Cultural Resources Assessment's finding of moderate potential to encounter historic period archaeological remains within the Project site, there is also the potential for historic period archaeological remains to be encountered within the offsite improvement areas if construction activities extend into depths greater than artificial fill. This would result in a potentially significant impact.

To avoid and mitigate potential impacts associated with the potential discovery of archaeological resources during construction activities within the Project site and offsite improvement areas, Mitigation Measures CUL-1 and CUL-2 would require a monitor to be retained to conduct onsite monitoring during ground-disturbing activities within the Project site and the offsite sewer improvement area. If an archaeological or tribal cultural resource is inadvertently discovered during ground disturbing activities, an archaeologist, in coordination with a Native American Monitor, would be required to evaluate the find and implement protocols in accordance with the provisions of PRC Section 21083.2 and State CEQA Guidelines Sections 15064.5 and 15126.4; refer also to Section 5.12, *Tribal Cultural Resources*. Compliance with Mitigation Measures CUL-1 and CUL-2 would reduce potential impacts to archaeological resources to a less than significant level.

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 monitor(s) shall meet the Secretary of the Interior's Professional Qualification Standards for archaeology, 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 and offsite sewer improvement area. A copy of the executed contract shall be submitted to the City of Burbank Community Development Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Archaeological Monitor shall complete monitoring logs daily, providing descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The onsite 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 If an archaeological or Native American resource is 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 and Native American Monitor(s) to determine if any discovered potential resource meets the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique resources (Public Resources Code 21083.2(g)). The City of Burbank Community Development Department shall be immediately notified. If the resource is determined to be potential a tribal cultural resource, the Applicant shall retain the services of a Native American Monitor to work in consultation with the Archaeological Monitor to delineate the resource. Work on areas outside of the buffered area may continue during the assessment period. The Applicant shall, in good faith, consult with the Tribe(s) on the disposition and treatment of any tribal cultural resource encountered during all ground disturbing activities. If the find is considered an "tribal cultural 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 Sections 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 resource is 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.

Level of Significance: Less Than Significant Impact with Mitigation Incorporated.

CUL-3: Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?

Impact Analysis: Although no conditions exist that suggest human remains are likely to be found within or adjacent to the Project site or offsite improvement areas, future development could result in the inadvertent discovery of human remains and potential impacts to these resources. Health and Safety Code Sections 7050.5 to 7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by Mitigation Measure CUL-3, and as required by State law, the requirements and procedures set forth in PRC Section 5097.98 would be implemented, including notification of the County Coroner, notification of the NAHC and consultation with the individual identified by the NAHC to be the "most likely descendant (MLD)." The MLD would make recommendations to landowners for the disposition of any Native American human remains and grave goods found. Recommendations would be made for the treatment and disposition of the remains. Thus, compliance with Health and Safety Code Sections 7050.5 to 7055 and PRC Section 5097.98, and Mitigation Measure CUL-3, would ensure that in the event human remains are discovered, the remains would be handled in accordance with applicable laws, and impacts would be less than significant.

Mitigation Measures:

CUL-3 In the event that human remains are discovered during onsite construction activities, the Archaeological Monitor 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 and Safety Code Section 7050.5. The City of Burbank Community Development Department shall also be immediately notified. 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 State CEQA Guidelines Section 15064.5(e).

Level of Significance: Less Than Significant Impact with Mitigation Incorporated.

5.2.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." Table 4-1, *Related Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The following discussions are included

in order of the topical areas discussed above to determine whether a significant cumulative effect would occur.

Would the Project, combined with other related projects, cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Impact Analysis: The Project site does not contain any historical resources, and the proposed Project would not result in a significant impact to historical resources pursuant to CEQA Guidelines Section 15064.5. Therefore, the Project's less than significant effects associated with potential impacts to historical resources would not be cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the Project, combined with other related projects, cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Impact Analysis: There are no known archaeological resources within or adjacent to the Project site. The Cultural Resources Assessment determined there is a potential for the inadvertent discovery of archaeological resources associated with ground disturbing activities within the Project site. With implementation of Mitigation Measures CUL-1 and CUL-2, the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. Related projects could involve actions that damage known or as-yet undiscovered archaeological resources specific to those development sites. However, as with the Project, all related projects would undergo environmental and design review on a project-by-project basis pursuant to CEQA to evaluate potential impacts to cultural resources. This would include studies of historical and archaeological resources that are present or could be present within a development site. Additionally, related projects would be subject to compliance with the established federal, State, and local regulatory framework concerning the protection of cultural resources on a project-by-project basis. Where significant or potentially significant impacts are identified, implementation of all feasible site-specific mitigation would be required to avoid or reduce impacts. Therefore, the Project's less than significant effects associated with potential impacts to archaeological resources would not be cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the Project, combined with other related projects, disturb any human remains, including those interred outside of dedicated cemeteries?

Impact Analysis. Although unlikely, there is the potential that previously undiscovered human remains could be encountered during Project construction activities; however, a less than significant impact would occur in this regard following compliance with the established State regulatory framework and Mitigation Measure CUL-3. Related projects could also encounter previously undiscovered human remains during construction. However, related projects would undergo environmental review on a project-by-project basis to evaluate the site-specific archaeological sensitivity. Additionally, related projects would be subject

to compliance with the established State regulatory framework concerning the discovery of human remains on a project-by-project basis. Thus, the Project's less than significant effects associated with potential impacts to human remains would not be cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.2.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts to cultural resources would occur with the proposed Project.

5.2.7 REFERENCES

Partner, *Phase I Environmental Site Assessment Report* March 25, 2021.

Rincon Consultants, Inc., *Aloft and Residence Inn Dual Brand Hotel Project Cultural Resources Assessment Report*, February 2020.

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5.3 ENERGY

The purpose of this section is to describe the existing environmental conditions and regulatory requirements related to energy and to evaluate the potential for implementation of the proposed Project to result in short-term construction and long-term operational energy consumption impacts. Modeling data and assumptions can be found in Appendix C, Air Quality, Energy, and Greenhouse Gas Emissions Data.

5.3.1 ENVIRONMENTAL SETTING

Electricity and Natural Gas Services

Burbank Water and Power (BWP) provides electrical services to the City. Over the past 15 years, electricity generation in California has undergone a transition. Historically, California has relied heavily on oil- and gas-fired plants to generate electricity. Spurred by regulatory measures and tax incentives, California's electrical system has become more reliant on renewable energy sources, including cogeneration, wind energy, solar energy, geothermal energy, biomass conversion, transformation plants, and small hydroelectric plants. Unlike petroleum production, electricity generation is usually not tied to the location of the fuel source and can be delivered great distances via the electrical grid. The generating capacity of a unit of electricity is expressed in kilowatts (kW) or megawatts (MW). Generation is typically measured in kilowatt-hours (kWh), megawatt-hours (MWh), or gigawatt-hours (GWh). Net generation refers to the gross amount of energy produced by a unit, minus the amount of energy the unit consumes.

The Southern California Gas Company (SoCalGas) provides natural gas services to the City. Natural gas is a hydrocarbon fuel found in reservoirs beneath the Earth's surface and is composed primarily of methane (CH_4), a potent greenhouse gas. When combusted, it is used for space and water heating, process heating and electricity generation, and as transportation fuel. Use of natural gas to generate electricity is expected to continue in coming years as it is a relatively cleaner alternative to other fossil fuels like oil and coal, which are being phased out. Nearly 45 percent of natural gas burned in California was used for electricity generation.[1] While the supply and production of natural gas in the United States have increased greatly, California produces little and imports 90 percent of its natural gas.[2]

Electricity and natural gas services are available to locations in the City where land uses could be developed. The City's ongoing development review process includes an opportunity for publicly- and privately-owned utility providers, including BWP and SoCalGas, to review and comment on all development proposals. The input facilitates a detailed review of all projects by service purveyors to assess the potential demands for utility services on a project-by-project basis. The ability of utility providers to provide services concurrently with each project is evaluated during the development review process. Utility providers are bound by contract to update energy systems to meet any additional demand.

[1] California Energy Commission, *Supply and Demand of Natural Gas in California*, https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california, February 23, 2021.
[2] California Energy Commission, *Supply and Demand of Natural Gas in California*, https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california, February 23, 2021.

Energy Usage

Energy usage, which includes electricity, natural gas, and petroleum, is typically quantified using the British Thermal Unit (BTU). Total energy usage in California was 7,359 trillion BTUs in 2021 (the most recent year for which this specific information is available), which equates to an average of 189 million BTUs per capita.[3] Of California's total energy usage, the breakdown by sector is 37.8 percent transportation, 23.2 percent industrial, 19 percent commercial, and 20 percent residential.[4] Electricity and natural gas in California are generally consumed by stationary users, such as residences, commercial, and industrial facilities, whereas petroleum consumption is generally accounted for by transportation-related energy use. The electricity consumption attributable to the County from 2010 to 2022 is shown in Table 5.3-1, *Electricity Consumption in Los Angeles County and Burbank Water and Power Service Area 2010-2022*. As indicated in Table 5.3-1, since 2010, electricity consumption in the County has remained relatively flat despite growth. This is primarily attributed to federal, State, and local, efficiency standards becoming more stringent over time.

As SoCalGas' service area is larger than Los Angeles County, the following analysis would utilize the Los Angeles County's natural gas consumption as a conservative analysis. The natural gas consumption attributable to the County from 2010 to 2022 is shown in Table 5.3-2, *Natural Gas Consumption in Los Angeles County 2010-2022*. Natural gas consumption in the County has also remained relatively flat over the last decade but has seen a decrease within the last two years.

[3] U.S. Energy Information Administration, *California State Energy Profile, https://www.eia.gov/state/print.php?sid=CA,* February 21, 2024.
[4] Ibid.

Table 5.3-1
Electricity Consumption in Los Angeles County and Burbank Water and Power Service Area 2010-2022

Year	Los Angeles County Electricity Consumption (in millions of kilowatt hours)	Burbank Water and Power Service Area Electricity Consumption (in millions of kilowatt hours)[1]
2010	68,184	-
2011	68,116	-
2012	69,168	-
2013	68,280	-
2014	69,860	-
2015	69,461	-
2016	69,365	-
2017	68,591	-
2018	67,834	1,151
2019	66,742	1,108
2020	65,566	1,049
2021	66,003	1,033
2022	68,485	1,079

Note:
1. Lack of data is presented with a "-".

Sources:
California Energy Commission, *Electricity Consumption by County*, http://www.ecdms.energy.ca.gov/, accessed February 21, 2024.
Burbank Power and Water, *2024 Integrated Resource Plan*, November 13, 2023.

Table 5.3-2
Natural Gas Consumption in Los Angeles County 2010-2022

Year	Natural Gas Consumption (in millions of therms)
2010	3,047.08
2011	3,055.16
2012	2,985.15
2013	3,065.44
2014	2,793.87
2015	2,761.05
2016	2,877.86
2017	2,956.04
2018	2,921.51
2019	3,048.32
2020	2,936.69
2021	2,882.77
2022	2,820.29

Source:
California Energy Commission, *Natural Gas Consumption by County*, http://www.ecdms.energy.ca.gov/, accessed February 21, 2024.

Automotive fuel consumption in the County from 2011 to 2024 is shown in Table 5.3-3, *Automotive Fuel Consumption in Los Angeles County 2011-2024*. As shown in Table 5.3-3, on-road automotive fuel consumption in the County declined from 2011 to 2013, increased from 2013 to 2016, and has been declining since. A dramatic decrease for transportation vehicle consumption occurred in 2020 due to the COVID-19 pandemic. Heavy-duty vehicle usage (i.e., bulldozers, excavators, loaders, etc.) from the construction and mining sector showcases that fuel consumption steadily rose until 2019 and dropped since.

Table 5.3-3
Automotive Fuel Consumption in Los Angeles County 2011-2024

Year	On-Road Automotive Fuel Consumption (gallons)	Heavy-Duty Vehicle/Off-Road Vehicle Fuel Consumption (Construction and Mining Sector) (gallons)
2010	4,245,230,448	29,155,294
2011	4,180,406,492	30,204,781
2012	4,145,221,612	31,226,417
2013	4,173,407,883	32,211,397
2014	4,211,469,581	33,139,514
2015	4,326,848,476	34,045,590
2016	4,480,187,933	34,045,590
2017	4,468,352,951	34,907,794
2018	4,409,152,566	35,744,520
2019	4,337,453,104	37,308,916
2020	3,873,168,111	31,161,752
2021	4,323,377,195	31,159,371
2022	4,291,007,510	31,151,077
2023	4,238,500,098	31,148,273
2024	4,160,462,341	31,017,288

Sources:
California Air Resources Board, *EMFAC2021 model, https://arb.ca.gov/emfac/emissions-inventory*, accessed February 21, 2024.
California Air Resources Board, *Off-Road EMFAC2021 model, https://arb.ca.gov/emfac/offroad/emissions-inventory*, accessed February 21, 2024.

5.3.2 REGULATORY SETTING

Federal

National Energy Conservation Policy Act

The National Energy Conservation Policy Act serves as the underlying authority for federal energy management goals and requirements. Signed into law in 1975, it has been regularly updated and amended by subsequent laws and regulations. Pursuant to the National Energy Conservation Policy Act, the National Highway Traffic Safety Administration is responsible for establishing additional vehicle standards. In 2012, new fuel economy standards for passenger cars and light trucks were approved for model years 2017 through 2021 (77 Federal Register [FR] §§62624–63200). Fuel economy is determined based on each manufacturer's average fuel economy for the fleet of vehicles available for sale in the United States.

Energy Policy Act of 2005

The Energy Policy Act of 2005 seeks to reduce reliance on non-renewable energy resources and provide incentives to reduce current demand on these resources. For example, under the Energy Policy Act, consumers and businesses can obtain federal tax credits for purchasing fuel-efficient appliances and products, including buying hybrid vehicles, building energy-efficient buildings, and improving the energy efficiency of commercial buildings. Additionally, tax credits are available for the installation of qualified fuel cells, stationary microturbine power plants, and solar power equipment.

Energy Independence and Security Act of 2007

The Energy and Independence Security Act of 2007 sets federal energy management requirements in several areas, including energy reduction goals for federal buildings, facility management and benchmarking, performance and standards for new buildings and major renovations, high-performance buildings, energy savings performance contracts, metering, energy-efficient product procurement, and reduction in petroleum use and increase in alternative fuel use. The Energy and Independence Security Act also amends portions of the National Energy Policy Conservation Act. In addition to setting increased Corporate Average Fuel Economy standards for motor vehicles, the Energy and Independence Security Act includes the following other provisions related to energy efficiency:

- Renewable Fuel Standard (RFS) (Section 202)
- Appliance and Lighting Efficiency Standards (Sections 301–325)
- Building Energy Efficiency (Sections 411–441)

Construction Equipment Fuel Efficiency Standard

The U.S. Environmental Protection Agency (USEPA) sets emission standards for construction equipment. The first federal standards (Tier 1) were adopted in 1994 for all off-road engines over 50 horsepower (hp) and were phased in by 2000. A new standard was adopted in 1998 that introduced Tier 1 for all equipment below 50 hp and established the Tier 2 and Tier 3 standards. The Tier 2 and Tier 3 standards were phased in by 2008 for all equipment. The current iteration of emissions standards for construction equipment are the Tier 4 efficiency requirements, which are contained in Title 40 of the Code of Federal Regulations (CFR) Parts 1039, 1065, and 1068 (originally adopted in 69 Federal Register 38958 [June 29, 2004], and most recently updated in 2014 [79 Federal Register 46356]). Emissions requirements for new off-road Tier 4 vehicles were phased in by the end of 2015.

State

California Renewables Portfolio Standard (Senate Bill X1-2, Senate Bill 350, and Senate Bill 100)

California's Renewables Portfolio Standard (RPS) required retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020. The 33-percent standard is consistent with the RPS goal established in the California Air Resources Board (CARB) 2022 Scoping Plan. The passage of Senate Bill (SB) 350 in 2015 updates the RPS to require the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources to be increased to 50 percent by December 31, 2030. The bill will make other revisions to the RPS program and to certain other requirements on public utilities and publicly owned electric utilities. The passage of SB 100 in 2018 further requires achieving 60 percent renewable energy resources target by 2030, and a 100 percent renewable energy and zero carbon resources (60 percent RPS plus 40 percent zero carbon) target by 2045.

Senate Bill 100

SB 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours (kWh) of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; 60 percent by December 31, 2030; and 100 percent zero carbon resources by December 31, 2045. SB 100 requires the California Public Utilities Commission (CPUC), the California Energy Commission (CEC), CARB, and all other State agencies incorporate SB 100 into all relevant planning. In addition, SB 100 requires the CPUC, CEC, and CARB to utilize programs authorized under existing statutes to achieve that policy and, as part of a public process, issue a joint report to the Legislature by January 1, 2021, and every four years thereafter, that includes specified information relating to the implementation of the policy.

California Building Energy Efficiency Standards (Title 24)

The 2022 Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24," became effective on January 1, 2023. In general, Title 24 requires the design of building shells and building components to conserve energy. Title 24 was codified in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and nonresidential buildings. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. For most new building types, the 2022 code increases on-site renewable energy generation from solar and energy storage, reduces emissions from newly constructed buildings, reduces air pollution for improved public health, encourages adoption of environmentally beneficial efficient electric technologies.

California Green Building Standards Code

California Green Building Standards (CALGreen) Code is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed the green building standards in an effort to meet the goals of California's landmark initiative Assembly Bill (AB) 32, which established a comprehensive program of cost-effective reductions of greenhouse gases (GHGs) to 1990 levels by 2020. The CALGreen Code was developed to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. The 2022 CALGreen Code (California Code of Regulations, Title 24, Part 11) went into effect on January 1, 2023. The CALGreen Code 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.[5]

[5] U.S. Green Building Council, *Green Building Costs and Savings*, https://www.usgbc.org/articles/green-building-costs-and-savings, February 21, 2024.

Local

The City of Burbank's council-adopted Greenhouse Gas Reduction Plan calls for the City of Burbank to adopt local reach codes that go above and beyond Title 24 to reduce emissions. Starting January 1, 2024, for example, all new rooftops in Burbank must be cool roofs. In addition, all new buildings must comply with CalGreen Tier 2 requirements for electric vehicle charging infrastructure.

California Public Utilities Commission Energy Efficiency Strategic Plan

The CPUC prepared an Energy Efficiency Strategic Plan (Strategic Plan) in September 2008 with the goal of promoting energy efficiency and a reduction in GHGs. In January 2011, a lighting chapter was adopted and added to the Strategic Plan. The Strategic Plan is California's single roadmap to achieving maximum energy savings in the State between 2009 and 2020, and beyond. The Strategic Plan contains the practical strategies and actions to attain significant Statewide energy savings, as a result of a year-long collaboration by energy experts, utilities, businesses, consumer groups, and governmental organizations in California, throughout the West, nationally and internationally. The plan includes the following four big strategies:

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

California Energy Commission Integrated Energy Policy Report

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

The CEC adopted the 2023 Integrated Energy Policy Report (2023 IEPR) on February 14, 2024. The 2024 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California, many of which will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. The 2023 IEPR discusses expediting connection of clean resources to the electricity grid, the potential use of clean and renewable hydrogen, and the California Energy Demand Forecast to 2040.

Burbank2035 General Plan

Burbank2035 includes goals and policies to pursue sustainability and energy conservation. The following Land Use Element and Open Space and Conservation Element goals and policies are applicable to the proposed Project:

Land Use Element

GOAL 2 SUSTAINABILITY: 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 2.1: Consider sustainability when making discretionary land use and transportation decisions, policies, regulations, and projects.

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.

Policy 2.5: Require the use of sustainable construction practices, building infrastructure, and materials in new construction and substantial remodels of existing buildings.

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.

Policy 2.7: Make and enforce land use policy in an equitable fashion to protect all people equally from adverse environmental effects.

Open Space and Conservation Element

GOAL 10 ENERGY RESOURCES: Burbank conserves energy, uses alternative energy sources, and promotes sustainable energy practices that reduce pollution and fossil fuel consumption.

Policy 10.1: Incorporate energy conservation strategies in City projects.

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

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

Policy 10.7: Encourage the use of solar energy systems in homes and commercial businesses as a form of renewable energy.

City of Burbank Greenhouse Gas Reduction Plan Update

The City of Burbank's Greenhouse Gas Reduction Plan (GGRP) was adopted by the City Council in May of 2022. The GGRP is a long-range planning document that guides the City toward long-term emission reductions in accordance with the State's goals, such as SB 32, which established a statewide target to reduce greenhouse gas (GHG) emissions by 40% below 1990 levels by 2030. The GGRP includes a total of 12 strategies. Strategies are aspirational statements regarding future achievements in key sectors. From those strategies, there are 21 measures. Measures are long-range statements and goals to measure emission reduction, and 124 action items which are specific programs or steps that support GHG reduction measures.

5.3.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

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 significance criteria in this section. A project would result in a significant impact related to energy if it would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (refer to Impact Statement EN-1); and/or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency (refer to Impact Statement EN-2).

Appendix F of the CEQA Guidelines is an advisory document that assists environmental document preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis in Impact Statement EN-1 relies upon Appendix F of the CEQA Guidelines, which includes consideration of the following environmental impact topics to determine whether this threshold of significance is met:

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

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

Based on these significance thresholds and energy impact possibilities to be considered, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact. The standards used to evaluate the

significance of impacts are sometimes qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

5.3.4 IMPACTS AND MITIGATION MEASURES

EN-1: Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Impact Analysis: This analysis focuses on three sources of energy that are relevant to the proposed Project: electricity, natural gas, and transportation fuel for vehicle trips and off-road equipment associated with Project construction and operations. The analysis of operational electricity is based on the California Emissions Estimator Model version 2022.1 (CalEEMod) modeling results for the Project. The Project's estimated electricity consumption is based primarily on CalEEMod's default settings for the County, and consumption factors provided by BWP and SoCalGas, who are the electricity and natural gas providers for the City and the Project site.

The results of the CalEEMod and energy consumption modeling are included in Appendix C. The amount of operational fuel consumption was estimated using the CARB Emissions Factor 2021 (EMFAC2021) website platform, which provides projections for typical daily fuel (i.e. diesel and gasoline) usage in Los Angeles County, and the Project's average daily trips based on trip generation prepared by Fehr & Peers, dated August 2024; refer to Appendix K. 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.

Additionally, CalEEMod modeling incorporates measures provided by the Applicant to reduce operational emissions (i.e., exceeding the most current Title 24 standards by 10 percent, requiring energy efficient appliances, establishing on-site renewable energy production, low-flow fixtures, water-efficient landscaping, and requiring all-electric landscaping equipment). Energy consumption with and without the Applicant provided project design features are shown in Table 5.3-4, *Project Energy Consumption*.

Table 5.3-4
Project Energy Consumption

Energy Type	Project Annual Energy Consumption With Project Design Features[1]	Project Annual Energy Consumption Without Project Design Features	Net Difference
Electricity Consumption	3,802 MWh	4,444 MWh	-644 MWh
Fuel Consumption			
- Operational Automotive Fuel Consumption[2]	669,057 gallons	669,057 gallons	0 gallons

Notes:
1. As modeled in CalEEMod version 2022.1. Project's annual electricity consumption is based on incorporation of Project design features which includes the installation energy efficient appliances, exceeding Title 24 standards by 10 percent, and on-site renewable energy generation.
2. Project fuel consumption calculated based on CalEEMod results.

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

The Project's estimated energy consumption with Project design features is summarized and compared to local and regional energy supplies in Table 5.3-5, *Project and Countywide Energy Consumption*. As shown in Table 5.3-5, the Project's energy usage would constitute an approximate 0.0056 percent increase over Los Angeles County's typical annual electricity consumption. The Project would also constitute approximately 0.3206 percent of BWP's 2027 electricity consumption projections. The Project would be an all-electric development and would not involve natural gas consumption. The Project's construction off-road, construction on-road, and operational vehicle fuel consumption would increase the County's consumption by 0.1853, 0.0026, and 0.0171 percent respectively (CEQA Appendix F – Topic 1). Overall, the Project would result in a nominal energy consumption increase over the County's and BWP's existing consumption. Therefore, the Project would not result in a significant increase in construction and operational energy consumption, and, as such, impacts due to wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant.

Table 5.3-5
Project and Countywide Energy Consumption

Energy Type	Project Annual Energy Consumption[1]	Annual Energy Consumption	Percentage Increase
Electricity Consumption	3,802 MWh	County - 68,484,956 MWh[2]	0.0056
		BWP - 1,186,000 MWh[3]	0.3206
Fuel Consumption			
- Construction Off-Road Fuel Consumption	59,336 gallons	32,027,987 gallons[2]	0.1853
- Construction On-Road Fuel Consumption	105,758 gallons	4,068,799,996 gallons[2]	0.0026
- Operational Automotive Fuel Consumption[4]	669,057 gallons	3,905,748,752 gallons[2]	0.0171

Notes:
1. As modeled in CalEEMod version 2022.1. Project's annual electricity consumption is based on incorporation of project design features which includes the installation energy efficient appliances, exceeding Title 24 standards by 10 percent, and on-site renewable energy generation. Electricity consumption without project design features would be approximately 4,444 MWh; refer to Table 5.3-4.
2. The Project increases in electricity and natural gas consumption are compared to the total consumption in Los Angeles County in 2022, the latest year consumption data are available (see Tables 5.3-1 and 5.3-2 above). The Project's off-road and on-road construction fuel consumption is compared with the projected Countywide fuel consumption in 2025 (construction start year), and the Project's operational fuel consumption is compared with the projected 2027 (first year of operation) fuel consumption.
   Los Angeles County electricity consumption data source: California Energy Commission, *Electricity Consumption by County*, http://www.ecdms. energy.ca.gov/elecbycounty.aspx, accessed February 21, 2024.
3. The Project increase in electricity is also compared to the BWP's forecasted electricity consumption in 2027 per the BWP's 2024 Integrated Resource Plan Final Report.
4. Project fuel consumption calculated based on CalEEMod results. Countywide fuel consumption is from the California Air Resources Board EMFAC2021 model.

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

Construction-Related Energy

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

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during demolition, grading, paving, building construction, architectural coatings, and linear construction (off-site improvements). Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that heavy-duty diesel equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest USEPA and CARB engine emissions standards. These emissions standards require

highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to current gasoline and diesel prices, contractors and owners would be incentivized to reduce wasteful, inefficient, and unnecessary consumption of energy during construction (CEQA Appendix F - Topic 4).

As indicated in Table 5.3-5, the Project's fuel consumption from off-road construction equipment use would be approximately 59,336 gallons, which would increase fuel use in the County by 0.1853 percent. Also indicated in Table 5.3-5, the Project's fuel consumption from on-road construction vehicle use would be approximately 103,342 gallons, which would increase fuel use in the County by 0.0025 percent. As such, construction would have a nominal effect on the local and regional energy supplies (CEQA Appendix F – Topic 2). It is noted that construction fuel use is temporary and would cease upon completion of construction activities.

The Project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would also not substantially increase demand for energy compared to overall local and regional demand for construction materials. There are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy efficient (CEQA Appendix F – Topic 5). Therefore, construction fuel consumption would not be inefficient, wasteful, or unnecessary. As such, 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 (NHTSA) is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 5.3-5 provides an estimate of the daily fuel consumed by vehicles traveling to and from the Project site. Based on the trip generation prepared by Fehr & Peers, the proposed Project would generate 4,315 daily trips. It should be noted that the 4,315 daily trips include trips without passengers on the Project site (valet, ridesharing, etc.). As indicated in Table 5.3-5, Project operational daily trips are estimated to consume approximately 669,057 gallons of fuel per year, which would increase the County's automotive fuel consumption by 0.0171 percent. It is noted that this is a conservative analysis of transportation energy demand, as the trip generation does not include a trip credit associated with vehicle trips that may be diverted from existing hotels, including the onsite Marriott Hotel, with the construction of the proposed Project. The Project does not propose any unusual features that would result in excessive long-term operational fuel consumption (CEQA Appendix F - Topic 2).

The key drivers of transportation-related fuel consumption are job locations/commuting distance and many personal choices on when and where to drive for various purposes. Those factors are outside of the scope of the design of the proposed Project. However, the Project would include installation of 140 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 Hotel development, and thus, reduce petroleum fuel consumption. Additionally, the Project would include 62 bicycle parking stalls

and would incorporate a commute trip reduction program to reduce overall VMT. All employees from the proposed Project would be eligible to partake in the commute trip reduction program which would have carpooling incentives, lower public transit fares, and online ride-matching programs. However, as a conservative analysis, the commute trip reduction program was not considered in the CalEEMod modeling as the overall reduction is not quantifiable. The Project would also be located in a Transit Priority Area (TPA), which would promote alternative transportation modes and reduce fuel consumption (CEQA Appendix F - Topics 4 and 6).

Therefore, fuel consumption associated with Project-related vehicle trips would not be considered inefficient, wasteful, or unnecessary. A less than significant impact would occur in this regard.

Building Energy Demand

The CEC developed 2024 to 2040 forecasts for energy consumption and peak demand in support of the 2023 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 baseline electricity consumption grows at a rate of about 1.7 percent annually through 2040.[6] The natural gas consumption grows at a rate of about 0.2 percent annually through 2035.[7]

As shown in Table 5.3-5, operational energy consumption of the Project would represent approximately 0.0056 percent increase in electricity consumption over the current Countywide usage, which would be significantly below CEC's forecasts and the current Countywide usage. Additionally, the Project's energy consumption is also compared to the BWP's forecasted electricity consumption in 2027. As shown in Table 5.3-5, the Project's electricity consumption only represents approximately 0.3206 percent of the BWP's service area 2027 projected electricity consumption. The Project would not include natural gas consumption. Therefore, the Project would be consistent with the CEC's energy consumption forecasts. As such, the Project would not require additional energy capacity or supplies (CEQA Appendix F - Topic 2). Additionally, the Project would consume energy during the same time periods as other hotel developments and would consume energy evenly throughout the day. As a result, the Project would not result in unique or more intensive peak or base period electricity demand (CEQA Appendix F - Topic 3).

The proposed Project would be required to comply with the 2022 Title 24 standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. The Title 24 standards are updated every three years and become more stringent with each update. The Project would also comply with the CALGreen Code pertaining to the installation of EV charging stations and photovoltaic panels. It should be noted that the photovoltaic panels installed would help generate electricity on-site that would help supply the electricity demand of the proposed Project. Specifically, the proposed photovoltaic panels would generate around 11 percent of the project's total demand load. The electricity production from the photovoltaic panels was considered in the CalEEMod modeling; refer to Appendix C. Compliance with

[6] California Energy Commission, *2023 Integrated Energy Policy Report, page 130*, February 14, 2024.

[7] Based on *2023 Integrated Energy Policy Report*, the gas forecast is updated every two years, in odd years. As such, the natural gas consumption shown here is based on the California Energy Commission, *Final 2022 Integrated Energy Policy Report Update, page 140*, May 10, 2023.

2022 Title 24 standards would also ensure the Project would be consistent with Burbank2035 General Plan Goal 2 (Policies 2.5 and 2.6) and Goal 10 (Policy 10.2), by incorporating sustainable building design features (CEQA Appendix F – Topic 4). Additionally, compliance with the current 2022 Title 24 standards significantly reduce energy usage.

Furthermore, the electricity provider, BWP, is subject to California's Renewable 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. As discussed in the BWP's *2024 Integrated Resource Plan Final Report*, the electricity provider would be on track to meet 60 percent total procurement goal by 2030. Renewable energy is generally defined as energy that comes from resources, which are naturally replenished within a human timescale, such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures that new development projects would not result in the waste of the finite energy resources. In compliance with Title 24 and CALGreen standards, the Project would install high efficiency lighting, energy efficient appliances, photovoltaic panels, and battery storage. As a result, the Project would ensure energy consumption be kept to a minimum through these components (CEQA Appendix F – Topic 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.

Conclusion

As depicted in Table 5.3-5, the Project operational energy consumption would represent an approximate 0.0056 percent increase in electricity consumption, no increase in natural gas consumption, and approximate 0.1853, 0.0026, and 0.0156 percent increase in off-road, construction on-road, and operational vehicle fuel consumption respectively over the current Countywide usage. The Project would adhere to all federal, State, and local requirements for energy efficiency, including the most current 2022 Title 24 standards. Additionally, the Project would not result in a substantial increase in demand for transmission service, and therefore would not require the need for new or expanded sources of regional energy supply or new or regional expanded energy delivery systems or infrastructure. Electrical service would connect to existing BWP facilities at the Thornton Avenue and Ontario Street intersection and extend from the intersection into the Project site. In order to create a looped electrical service system, as required by BWP, the electrical service would extend through the Project site to the Avon Street driveway and within the public right of way on Avon Street, before connecting to the existing service from Empire Avenue and completing the "loop." The Project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. A less than significant impact would occur.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

EN-2: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Impact Analysis: The City's Greenhouse Gas Reduction Plan Update (GGRP) which was adopted by the City Council in May of 2022 includes strategies, actions, and measures to reduce emissions. Eliminating or reducing to the greatest extent feasible the use of on-site gas would be in alignment with local sustainability goals. One measure in the plan calls to codify all-electric new construction. Developing all-electric buildings has been found to be less expensive to build and operate in Burbank's Climate Zone compared to constructing buildings with both gas and electric utilities, especially when paired with solar photovoltaic and solar thermal installations. To meet the long-term goal of carbon neutrality by 2045, the direct greenhouse gas emissions from natural gas will need to be phased out. Other sample efficiency measures in the GGRP include increasing building energy efficiency through BWP's rebate and incentive programs and conducting outreach to building owners to communicate the benefits of electrification.

The City of Burbank also plans to achieve 100% GHG-free electricity generation by 2040, five years ahead of the State's Renewable Portfolio Standard.

The applicable State plans and policies for renewable energy and energy efficiency include the 2022 Title 24 standards, the 2022 CALGreen Code, CPUC's Energy Efficiency Strategic Plan, Southern California Association of Government's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (2024-2050 RTP/SCS) and CEC's 2023 IEPR Update. The Project would be required to comply with the latest Title 24 and CALGreen standards pertaining to building energy efficiency. Compliance with 2022 Title 24 standards and 2022 CALGreen Code would ensure the Project incorporates energy-efficient windows, insulation, lighting, ventilation systems, water-efficient fixtures, and electric vehicles charging infrastructure, 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. The Project would also comply with the 2024-2050 RTP/SCS which encourages the use of technology and sustainability policies to reduce overall energy consumption. Additionally, per the RPS, the Project would utilize electricity provided by BWP that is composed of approximately 34 percent renewable energy as of 2022 and would achieve at least 60 percent renewable energy by 2030.[8] It should be noted that the eligible renewable percentage of 34 presented by BWP does not reflect RPS compliance which is determined by another methodology. Therefore, the proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

[8] Burbank Water and Power, *2021 Power Content Label*, https://www.burbankwaterandpower.com/electric/power-sources/power-content-information, February 27, 2024.

5.3.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." Table 4-1, *Related Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The following discussions are included in order of the topical areas discussed above to determine whether a significant cumulative effect would occur.

Would the project, combined with other related projects, result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Impact Analysis: Although the Project would result in the consumption of fuel and energy during construction and operations, it would not do so in a wasteful manner. As demonstrated in Table 5.3-5, the consumption of fuel and energy would not be substantial in comparison to countywide electricity, natural gas, gasoline, and diesel demand. New capacity or supplies of energy resources would not be required. Additionally, the Project would not result in a substantial increase in demand for transmission service, and therefore would not require the need for new or expanded sources of regional energy supply or new or expanded regional energy delivery systems or infrastructure. As described above, electrical service would connect to existing BWP facilities at the Thornton Avenue and Ontario Street intersection and would be extended into the Project site and within the Avon Street driveway and public right of way, before connecting to the existing service from Empire Avenue in order to create a looped electrical service system, as required by BWP.

The Project and related projects would receive electricity from BWP. The proposed Project and other related projects would be subject to Title 24 standards, which include the CALGreen Code, as well as Burbank2035 goals and policies, which would ensure that energy is being used efficiently. As concluded previously, the Project would not result in significant energy consumption impacts. Specifically, the proposed Project would not result in significant energy consumption that exceeds the IEPR's forecasted annual electricity growth of 1.7 percent. The Project would not be considered inefficient, wasteful, or unnecessary regarding energy. Thus, the Project's less than significant effects associated with increased energy consumption with the potential to result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources would not be cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related projects, conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Impact Analysis: Per the RPS, the Project and related projects would utilize electricity provided by BWP that is approximately 34 percent renewable energy as of 2022 and would achieve at least 60 percent

renewable energy by 2030. As discussed above, the eligible renewable percentage of 34 presented by BWP does not reflect RPS compliance which is determined by another methodology.

The City's Greenhouse Gas Reduction Plan Update (GGRP) which was adopted by the City Council in May of 2022 includes strategies, actions, and measures to reduce emissions. Eliminating or reducing to the greatest extent feasible the use of on-site gas would be in alignment with local sustainability goals. One measure in the plan calls to codify all-electric new construction. Developing all-electric buildings has been found to be less expensive to build and operate in Burbank's Climate Zone compared to constructing buildings with both gas and electric utilities, especially when paired with solar photovoltaic and solar thermal installations. To meet the long-term goal of carbon neutrality by 2045, the direct greenhouse gas emissions from natural gas will need to be phased out.

Additionally, the Project and related projects would be subject to Title 24 standards, which include the CAL Green Code, as well as Burbank2035 goals and policies, which would ensure that energy is being used efficiently. The Project would also comply with the 2024-2050 RTP/SCS which encourages the use of technology and sustainability policies to reduce overall energy consumption. Thus, the Project and related projects would comply with energy conservation plans and efficiency standards and would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. As such, the Project's less than significant effects associated with a potential conflict with or obstruction of a plan for renewable energy or energy efficiency would not be cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.3.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to energy would occur with the proposed Project.

5.3.7 REFERENCES

Burbank Water and Power, *2022 Power Content Label*, https://www.burbankwaterandpower.com/electric/power-sources/power-content-information, accessed February 27, 2024.

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California Air Resources Board, EMFAC2021 model, https://arb.ca.gov/emfac/emissions-inventory, accessed February 21, 2024.

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California Energy Commission, *2023 Integrated Energy Policy Report, page 130*, February 14, 2024.

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City of Burbank, *Greenhouse Gas Reduction Plan Update*, adopted May 2022.

Fehr and Peers, *Trip Generation Table*, August 2024.

U.S. Energy Information Administration, *California State Energy Profile, https://www.eia.gov/state/print.php?sid=CA,* accessed by February 21, 2024.

U.S. Green Building Council, *Green Building Costs and Savings*, https://www.usgbc.org/articles/green-building-costs-and-savings, accessed February 21, 2024.

5.4 GEOLOGY AND SOILS

The purpose of this section is to describe the existing conditions and regulatory environment related to geology and soils and identify potential impacts that could result from Project implementation. This section is based, in part, upon the *Preliminary Geotechnical Assessment* (Geotechnical Assessment), the *Addendum to the Preliminary Geotechnical Assessment* (Geotechnical Assessment Addendum), and *Update of Geotechnical Engineering Investigation* (Geotechnical Investigation), prepared by Geotechnologies, Inc., dated February 21, 2020, December 2, 2020, and September 22, 2023, respectively and included as Appendix E, Preliminary Geotechnical Assessment. These studies provide relevant information specific to onsite geotechnical conditions.

5.4.1 ENVIRONMENTAL SETTING

Project Site Description and Topography

The Project site is currently developed with an existing Marriott Hotel along the southern perimeter of the Project site. The area proposed for development is located in the northeast portion of the Project site and is developed with a paved parking lot and planter areas. The topography of the Project site descends to the southeast with an estimated elevation difference of approximately 12 feet across the site.

Regional Geology

The Project site is located in the Transverse Ranges Geomorphic Province. The Transverse Ranges are roughly identified as the east-west trending mountains, and the northern and southern boundaries are formed by reverse fault scarps. The deformed features of the Transverse Ranges are a result of north-south tectonics plates converging towards each other. This has resulted in local folding and uplift of the mountains along with the propagation of thrust faults (including blind thrusts). The intervening valleys have been filled with sediments derived from the bordering mountains.

Local Geology

Geologic mapping indicates the Project site is located in an area underlain by alluvial sediments. This geologic characterization is consistent with the earth materials encountered during previous geotechnical investigations conducted within the vicinity of the Project site.

Seismic and Geologic Hazards

Regional Faulting

Faults may be categorized as active, potentially active, or inactive. Active faults are those which show evidence of surface displacement within the last 11,000 years (Holocene-age). Potentially active faults are those that show evidence of most recent surface displacement within the last 1.6 million years (Quaternary-age). Faults showing no evidence of surface displacement within the last 1.6 million years are considered inactive for most purposes, with the exception of the design of some critical structures.

Buried thrust faults are faults without a surface expression but are a significant source of seismic activity. They are typically broadly defined based on the analysis of seismic wave recordings of hundreds of small and large earthquakes in the southern California area. Due to the buried nature of these thrust faults,

their existence is usually not known until they produce an earthquake. The risk for surface rupture potential of these buried thrust faults is inferred to be low. However, the seismic risk of these buried structures in terms of recurrence and maximum potential magnitude is not well established. Therefore, the potential for surface rupture on these surface-verging splays at magnitudes higher than 6.0 cannot be precluded.

Table 5.4-1, *Regional Faults*, lists the faults that are located within 60 miles of the Project site and include regional faults of interest, potentially active faults, blind thrust faults, and unnamed faults.

Table 5.4-1
Regional Faults

Fault Name	Proximity to Project Site	Maximum Magnitude
Active Faults		
Verdugo Fault	1.4 miles northeast	6.9
Sierra Madre Fault System	5.7 miles east	7.3
Hollywood Fault	6.0 miles south	6.7
Raymond Fault	8.7 miles southeast	6.8
Whittier-Elsinore Fault System	19 miles southeast	7.8
San Gabriel Fault System	9.3 miles north	N/A
Newport-Inglewood Fault System	10.7 miles southwest	7.5
Santa Susana Fault	12.4 miles northwest	6.9
Malibu Coast Fault	15.3 miles southwest	7.0
Palos Verdes Fault	19.6 miles southwest	7.7
San Andreas Fault System	27.9 miles northeast	8.3
Potentially Active Faults		
Santa Monica Fault	6.8 miles southwest	7.4
Anacapa-Dume Fault	16.8 miles southwest	7.2
Blind Thrusts Faults		
Puente Hills Blind Thrust Fault	11.1 miles southeast	7.0
Elysian Park Blind Thrust Fault	6.3 miles southeast	6.7
Northridge Blind Thrust Fault	8.2 miles northwest	6.9
Source: Geotechnologies, Inc., *Preliminary Geotechnical Assessment*, February 2020.		

Local Faulting

The Raymond fault, located approximately 8.7 miles southeast of the Project site, contributes significantly to the historic seismic activity of the localized region. The Northridge fault, located 8.2 miles to the west of the Project site, has demonstrated recent activity within the region and is credited with the Northridge Earthquake of 1994. Unnamed quaternary and pre-quaternary faults lie to the southeast of the Project site. The nearest projected fault, the Verdugo fault, is located approximately 1.4 miles northeast of the Project site and has been assigned a maximum magnitude of 6.9.

Surface Fault Rupture

The Alquist-Priolo Earthquake Fault Zoning Act, which was passed into law in 1972, defines "active" and "potentially active" faults utilizing the same aging criteria as that used by the California Geological Survey (CGS). However, established State policy has been to zone only those faults that have direct evidence of movement within the last 11,000 years. The CGS considers this recency of fault movement as a characteristic for faults that have a relatively high potential for ground rupture in the future. Surface rupture is defined as surface displacement, which occurs along the surface trace of the causative fault during an earthquake. Based on review of the Earthquake Fault Zones as part of the Geotechnical Assessment, the Project site is not located within an Alquist Priolo earthquake fault zone.

Liquefaction

Liquefaction is a phenomenon in which saturated silty to cohesionless soils below the groundwater table are subject to a temporary loss of strength due to the buildup of excess pore pressure during cyclic loading conditions such as those induced by an earthquake. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures.

Review of Seismic Hazards Maps as part of the Geotechnical Assessment indicates that the Project site is not located within an area designated as having a potential for liquefaction. This determination is based on groundwater depth records, soil type and distance to a fault capable of producing a substantial earthquake.

The historically highest groundwater level in the Project site vicinity is estimated at 58 feet below ground surface based on a review of the Seismic Hazard Zone Report as part of the Geotechnical Assessment. However, static groundwater was not encountered during exploration of nearby sites to a maximum explored depth of 80 feet below grade.

The State of California Department of Water Resources identifies a groundwater monitoring well approximately 0.8 mile southwest of the Project site. The well is located at a ground surface elevation of 661.4 feet, with the highest recorded water surface elevation of 101.63 feet and the lowest recorded water surface elevation at 406.1 feet. Due to the proximity of the monitoring well to the Project site and the uniform geologic conditions within the region, the Geotechnical Assessment and Geotechnical Assessment Addendum conclude that the data readings are representative of the groundwater levels underlying the Project site. The highest recorded water elevation corresponds to approximately 110 feet below the ground surface at the Project site. Therefore, the Geotechnical Assessment concluded that the historic high-water level indicated in the Seismic Hazard Zone Report is a conservative estimate of historic high and future water levels anticipated at the Project site.

Dynamic Settlement

Seismically-induced settlement or compaction of dry or moist cohesionless soils can be an effect related to earthquake ground motion. Such settlements are typically most damaging when the settlements are differential in nature across the length of structures. Although some seismically-induced settlement should be expected, due to the uniform nature of the underlying geologic materials observed in nearby site investigations, the Project site is not anticipated to experience excessive differential settlement.

Subsidence

The Project site is not located within a zone known to have experienced subsidence due to oil or other fluid withdrawal.

Landslides

The probability of seismically-induced landslides occurring on the Project site is considered to be negligible due to the general lack of substantive elevation difference across or adjacent to the Project site.

Collapsible Soils

Based on previous geotechnical investigations conducted within the vicinity of the Project site, the soils underlying the area would not be considered prone to collapse.

Expansive Soils

The geologic materials previously tested for nearby sites indicate a very low expansion potential for near-surface onsite soils. Accordingly, the geologic materials within the Project site, which are similar to that of the nearby sites, are anticipated to be in the very low to low expansion range.

Soil Erosion

The Project site and surrounding area are paved and do not have significant variations in elevation. The Project site does not possess site conditions necessarily conducive to soil erosion.

Landforms

There are no significant hills, canyons, ravines, outcrops or other geologic or topographic features on the Project site.

Paleontological Resources

Geologic mapping indicates the Project site is located in an area underlain by young alluvial fan deposits, undivided (Qyf) (Holocene to late Pleistocene). Qyf deposits consist of unconsolidated gravel, sand, and silt, with coarser-grained material closer to the mountains deposited from flooding streams and debris flows. Although Holocene (less than 11,700 years ago) deposits can contain remains of plants and animals, only those from the middle to early Holocene (4,200 to 11,700 years ago) are considered scientifically important and fossils from this time interval are not very common. These Holocene deposits overlie older Pleistocene deposits, which have produced scientifically important fossils in the region. Because there is a potential to find fossils in older sediments of this geologic unit, which may be encountered below a depth of approximately 10 feet, the Society of Vertebrate Paleontology assigns a low paleontological sensitivity to soils at the surface to a depth of 10 feet and high paleontological sensitivity to soils below a depth of 10 feet. Further, paleontological resources records searches conducted for properties within the

vicinity of the Project site indicate several nearby fossil localities for geologic units similar to those mapped in the Project site.[1]

5.4.2 REGULATORY SETTING

Federal

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act of 1977 (Public Law 95-124) established the National Earthquake Hazards Reduction Program which is coordinated through the Federal Emergency Management Agency (FEMA), the U.S. Geological Survey (USGS), the National Science Foundation, and the National Institute of Standards and Technology. The purpose of the program is to establish and promote the adoption of measures for earthquake hazards reduction by federal, State, and local governments; national standards and model code organizations; architects and engineers; building owners; and others with a role in planning and constructing buildings, structures, and lifelines through (1) grants, contracts, cooperative agreements, and technical assistance; (2) development of standards, guidelines, and voluntary consensus codes for earthquake hazards reduction for buildings, structures, and lifelines; and (3) development and maintenance of a repository of information, including technical data, on seismic risk and hazards reduction. The program is intended to improve the understanding of earthquakes and their effects on communities, buildings, structures, and lifelines through interdisciplinary research that involves engineering, natural sciences, and social, economic, and decisions sciences.

International Building Code

The purpose of the International Building Code (IBC) is to provide minimum standards to preserve the public peace, health, and safety by regulating the design, construction, quality of materials, certain equipment, location, grading, use, occupancy, and maintenance of all buildings and structures. IBC standards address foundation design, shear wall strength, and other structurally related conditions.

U.S. Geological Survey Landslide Hazard Program

The USGS Landslide Hazard Program provides information on landslide hazards, including information on current landslides, landslide reporting, real time monitoring of landslide areas, mapping of landslides through the National Landslide Hazards Map, local landslide information, landslide education, and research.

Paleontological Resources Preservation Act

The federal Paleontological Resources Preservation Act of 2002 codified the generally accepted practice of limiting collection of vertebrate fossils and other rare and scientifically significant fossils on public (federal) land. As the Project area is not located on federal lands, the provisions of the Paleontological Resources Preservation Act are not applicable to the Project.

[1] Environmental Science Associates (ESA), *Avion Project Environmental Impact Report*, August 2018; ESA, *2311 N. Hollywood Way SCEA Project*, July 2021.

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code [PRC] 2621-2624, Division 2 Chapter 7.5) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Alquist-Priolo Earthquake Fault Zoning Act only addresses the hazard of surface fault rupture to prevent the construction of buildings used for human occupancy on the surface trace of active faults and does not address other earthquake hazards. The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish regulatory zones, known as "Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. Local agencies must regulate most development projects within these zones. Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50-foot setbacks are required).

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 directs the Department of Conservation, California Geological Survey, to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. The purpose of the Seismic Hazards Mapping Act is to minimize loss of life and property through the identification, evaluation, and mitigation of seismic hazards. Staff geologists in the Seismic Hazard Zonation Program gather existing geological, geophysical, and geotechnical data from numerous sources to produce the Seismic Hazard Zone Maps. They integrate and interpret these data regionally to evaluate the severity of the seismic hazards and designate as Zones of Required Investigation (ZORI) those areas prone to liquefaction and earthquake-induced landslides. Cities and counties are then required to use the Seismic Hazard Zone Maps in their land use planning and building permit processes.

The Seismic Hazards Mapping Act requires that site-specific geotechnical investigations be conducted within the ZORI to identify and evaluate seismic hazards (i.e., liquefaction and earthquake induced landslides) and formulate mitigation measures prior to permitting most developments designed for human occupancy.

California Building Standards Code

California building standards are published in the California Code of Regulations (CCR), Title 24, also known as the California Building Standards Code (CBSC). The CBSC, which applies to all applications for building permits, contains administrative regulations for the California Building Standards Commission and for all State agencies that implement or enforce building standards. Local agencies must ensure development complies with the CBSC guidelines. Cities and counties can adopt additional building standards beyond the CBSC. CCR Title 24, Part 2, referred to as the California Building Code (CBC), which is part of the CBSC, 2022 Edition, together with Appendices C, G, I, J, and P, as adopted by the California Building Standards Commission, has been adopted by the City of Burbank and made part of the Burbank Municipal Code (BMC) with certain amendments, additions and deletions, which are discussed below.

Soils Investigation Requirements

California Health and Safety Code Sections 17953–17955 and CBC Section 1802 identify requirements for soils investigations for subdivisions requiring tentative and final maps, and for other specified types of structures. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness.

California Public Resources Code Section 5097.5

Requirements for paleontological resource management are included in PRC Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244. These statutes prohibit the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the State or any city, county, district, authority, or public corporation, or any agency thereof. Consequently, local agencies are required to comply with PRC Section 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (State, county, city, and district) lands.

Local

Burbank2035 General Plan

Burbank2035 includes goals and policies to address seismic hazards, public safety, and paleontological resources. The following Safety Element and Open Space and Conservation Element policies are related to the environmental topic of geology and soils.

Safety Element

GOAL 5 SEISMIC SAFETY: Injuries and loss of life are prevented, critical facilities function, and property loss and damage is minimized during seismic events.

Policy 5.1 Require geotechnical reports for development within a fault area that may be subject to risks associated with surface rupture.

Policy 5.2 Require geotechnical reports for new development projects in areas with the potential for liquefaction or landslide. Include projected climate change impacts of slope stability changes after wildfires and develop mitigation strategies for areas deemed at risk to slope instability.

Policy 5.3 Enforce seismic design provisions of the current California Building Standards Code related to geologic, seismic, and slope hazards.

GOAL 6 OPEN SPACE RESOURCES: 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.

Burbank Municipal Code

BMC Title 9, Building Regulations, Chapter 1, Building and Fire, Article 2, California Building Code, adopts CCR Title 24, Part 2, also known as the California Building Code (CBC), which is part of the CBSC, 2022 Edition, together with Appendices C, G, I, J, and P, as adopted by the CBSC with certain amendments, additions, and deletions as stated in Article 2. The CBC is the presiding building code that applies in the City for purposes of regulating the design, development, construction, alteration, repair, removal, demolition, conversions, occupancy, height, area maintenance of all structures and certain equipment therein city limits. BMC Title 9, Chapter 1, Article 11, California Green Building Standards (CALGreen) Code, adopts CCR Title 24, Part 11, which is part of the CBSC, 2022 Edition. The CALGreen Code focuses on the sustainability and environmental impact of structure construction and usage.

BMC Title 7, Public Ways and Property, Chapter 1, Excavations, Article 1, Grading, Fills and Excavations, is established to safeguard life, health, property and the public welfare by establishing minimum requirements for grading, fills and excavation. Applications for a grading permit are required to submit an engineering geological report prepared and signed by an engineering geologist and include a description of the geology of the site, conclusions and recommendations regarding the effect of geological conditions on the proposed development, and a geologic map of sufficient detail as to portray the existing field condition. Similarly, a soils engineering report is required to be submitted based upon the grading plans. The report is required to be prepared by a soils engineer and include data regarding the nature, distribution and strength of existing soils, as well as conclusions and recommendations for grading procedures, design criteria for corrective measures, or other criteria as may be necessary. Recommendations included in the engineering geological report and soils engineering report and approved by the City are required to be incorporated into the grading plans or specifications.

5.4.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

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 significance criteria in this section. A project would result in a significant impact related to geology and soils if it would:

- 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 (refer to Section 8.0, *Effects Found Not To Be Significant*);
    - Strong seismic ground shaking (refer to Impact Statement GEO-1);
    - Seismic-related ground failure, including liquefaction (refer to Impact Statement GEO-2);
    - Landslides (refer to Section 8.0, *Effects Found Not To Be Significant*);
- Result in substantial soil erosion or the loss of topsoil (refer to Impact Statement GEO-3);

- 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 (refer to Impact Statement GEO-4);
- 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 (refer to Impact Statement GEO-4);
- 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 (refer to Section 8.0, *Effects Found Not To Be Significant*); and/or
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (refer to Impact Statement GEO-5).

Based on these significance thresholds and criteria, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact. The standards used to evaluate the significance of impacts are sometimes qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

5.4.4 IMPACTS AND MITIGATION MEASURES

GEO-1: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Impact Analysis: Southern California is known to be susceptible to earthquakes due to the occurrence of active and potentially active faults within the region. Thus, the Project site would likely be subjected to some degree of seismic ground shaking.

Impacts concerning strong seismic ground shaking would be addressed through compliance with State and local seismic and geologic safety laws, standards, and guidelines, including the current CBC, among others. In general, the City regulates development and reduces potential seismic and geologic impacts through compliance with the CBC, as adopted by the City pursuant to BMC Title 9, Chapter 1, Division 2, Article 2, and project-specific design and construction recommendations identified in site-specific geotechnical reports reviewed and approved by the City. The CBC includes earthquake safety standards based on a variety of factors, including occupancy type, types of soils and rocks onsite, and strength of probable ground motion at the project site. In compliance with BMC Title 7, Chapter 1, Article 1, the Project Applicant would be required to submit an engineering geological report and soils engineering report prepared by a certified engineering geologist for the proposed Project. The engineering geological report and soils engineering report would require review and approval by the City, and recommendations included in the report would be required to be incorporated into the grading plans and specifications. Measures to maximize structure stability in the event of an earthquake would be required to be incorporated into Project design and construction. Overall, compliance with applicable laws, standards, and guidelines, (including the CBC and the BMC) would ensure that design and construction of the Project would not cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

GEO-2: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Impact Analysis: The Project site and offsite improvement areas are not located in an area designated as potentially liquefiable by the State and the Project is not anticipated to cause or increase the potential for any seismic related ground failure on the Project site or adjacent sites. The Geotechnical Assessment and Geotechnical Assessment Addendum concluded data readings for water surface elevations associated with the groundwater monitoring well, located approximately 0.8 mile southwest of the Project site are representative of the groundwater levels underlying the Project site. The highest recorded water elevation corresponds to approximately 110 feet below the ground surface at the Project site.

Although the Project site and surrounding area are not identified as having the potential for liquefaction, the Project Applicant would be required to submit an engineering geological report and soils engineering report prepared by a certified engineering geologist for the proposed Project in accordance with BMC Title 7, Chapter 1, Article 1. The required reports would address the potential for seismic-related ground failure, including liquefaction. As discussed above, the engineering geological report and soils engineering report would require review and approval by the City, and recommendations included in the report would be required to be incorporated into the grading plans and specifications. Overall, compliance with applicable laws, standards, and guidelines, (including the CBC and the BMC) would ensure that design and construction of the Project would not cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

GEO-3: Would the Project result in substantial soil erosion or the loss of topsoil?

Impact Analysis: The Project site and offsite improvement areas contain minimal pervious surfaces, are relatively flat, and do not possess site conditions necessarily conducive to soil erosion. The primary concern regarding soil erosion or the loss of topsoil would be associated with Project construction activities. During Project construction, soils would be exposed to short-term erosion by wind and water, increasing the potential for soil erosion compared to existing conditions. Soil disturbance would temporarily occur during earth-moving activities such as excavation and trenching for foundations and utilities, soil compaction, and grading. In accordance with BMC Title 9, Chapter 3, Environmental Protection, Article 4, Standard Urban Storm Water and Urban Runoff Management Programs, the Project would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) that describes construction Best Management Practices (BMPs) that, at a minimum, address sediment control, erosion control, and general site management. Through compliance with BMC Title 9, Chapter 3, Article 4, including, but not limited to, Section 9-3-403, General Construction Permit, Section 9-3-404, Construction Priority Projects, and Section 9-3-407, Best Management Practices (BMPs), construction of the Project

would not result in substantial soil erosion or loss to topsoil. Further, at Project completion, the Project site and offsite improvement areas 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. Therefore, less than significant impacts regarding soil erosion and the loss of topsoil would occur.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

GEO-4: Would the Project 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 and/or 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?

Impact Analysis: The Project site and offsite improvement areas are not located within a zone of known subsidence due to oil or other fluid withdrawal. Impacts associated with subsidence would be less than significant.

As discussed in Impact Statement GEO-2, the Project site and offsite improvement areas are not located in an area designated as potentially liquefiable by the State. According to the Geotechnical Assessment, geologic materials within the Project site are anticipated to be in the very low to low expansion range. Additionally, the Geotechnical Assessment concluded that although some seismically-induced settlement of the proposed structures should be expected as a result of strong ground-shaking, excessive differential settlements are not expected to occur due to the uniform nature of the underlying geologic materials observed in nearby site investigations.

As discussed in Impact Statement GEO-1 and GEO-2, in compliance with BMC Title 7, Chapter 1, Article 1, the Project Applicant would be required to submit an engineering geological report and soils engineering report prepared by a certified engineering geologist for the proposed Project. Although the Project site and offsite improvement areas are not identified as having the potential for liquefaction, the required reports would address liquefaction and liquefaction-related effects such as lateral spreading, as well as the potential for collapsible soils, expansive soils, and dynamic settling. As discussed above, the engineering geological report and soils engineering report would require review and approval by the City, and recommendations included in the report would be required to be incorporated into the grading plans and specifications. Overall, compliance with applicable laws, standards, and guidelines, (including the CBC and the BMC) would ensure that design and construction of the Project would not cause potential substantial direct or indirect risks to life or property associated with the potential for lateral spreading and collapsible soils, expansive soils, and dynamic settlement. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

GEO-5: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact Analysis: The Project site and surrounding area are underlain by young alluvial fan deposits, undivided, which have a low paleontological sensitivity at the surface to a depth of 10 feet and high paleontological sensitivity at a depth greater than 10 feet.

According to the Geotechnical Assessment, excavations on the order of five to 20 feet in depth would be required for the foundation elements and anticipated elevator pit enclosures for the proposed Hotel and Garage. Should fossil resources be present in the Project site's subsurface, ground-disturbing activities associated with excavations could directly or indirectly destroy a unique paleontological resource. This would be a potentially significant impact.

Offsite pedestrian and bicycle improvements and the offsite infrastructure improvements that would involve connecting to and extending services to the Project site within existing rights-of-way, would not involve disturbance of soils at depths of high paleontological sensitivity (i.e., greater than 10 feet). Although the proposed sewer improvements from the intersection of Wyoming Avenue and North Ontario Street to the intersection of West Burbank Boulevard and North Frederick Street would involve replacement of an existing pipe that would require ground disturbance at greater depths, the offsite improvements would connect and extend services to the Project site within existing rights-of-way and would occur within an area having previously experienced ground disturbance activities. The potential to encounter fossil resources is considered unlikely due to this past disturbance. Thus, the potential for activities associated with the offsite improvements to directly or indirectly destroy a unique paleontological resource would be less than significant.

To avoid and mitigate potential impacts to unique paleontological resources during Project construction activities, Mitigation Measure GEO-1, requiring a qualified vertebrate paleontologist to develop a Worker Awareness and Environment Program (WEAP) Training for construction personnel, Mitigation Measure GEO-2 requiring the paleontologist to monitor ground-disturbing activities in previously undisturbed sediments that exceed 10 feet in depth, and Mitigation Measure GEO-3 detailing the appropriate steps in the event of fossil discovery, would be required. Compliance with Mitigation Measures GEO-1, GEO-2, and GEO-3 would reduce potential impacts to paleontological resources to a less than significant level.

Mitigation Measures:

GEO-1: Prior to commencement of ground-disturbing activities a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall develop Worker Awareness and Environmental Program (WEAP) Training for construction personnel. This training shall be presented to construction personnel and include what fossil remains may be found within the Project area and policies and procedures that must be followed in case of a discovery. Verification of the WEAP Training shall be provided to the Burbank Community Development Department.

GEO-2: Paleontological resources monitoring by a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall be required during ground disturbances (including grading, trenching, foundation work, and other excavations) in previously undisturbed sediments that exceed 10 feet in depth. The duration and timing of the monitoring shall be determined by

the qualified paleontologist and the location and extent of the proposed ground disturbance. If the qualified paleontologist determines that fulltime monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, the qualified paleontologist may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring shall not be required in artificial fill or for activities that do not reach 10 feet in depth.

GEO-3: In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. The qualified paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources:

- Salvage of Fossils. The qualified paleontologist (or paleontological monitor) shall recover significant fossils following standard field procedures for collecting paleontological resources, as described by the Society of Vertebrate Paleontology standards. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.
- Preparation and Curation of Recovered Fossils. Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the University of California Museum of Paleontology), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the qualified paleontologist.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.4.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, “two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts.” Table 4-1, *Related Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The following discussions are included in order of the topical areas discussed above to determine whether a significant cumulative effect would occur.

Would the Project, combined with other related projects, directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Would the Project, combined with other related projects, directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Would the Project, combined with other related projects, 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 and/or 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?

Impact Analysis: Due to the location and proximity of the Project site and offsite improvement areas, and related projects sites within a seismically active region of southern California, it is anticipated that the Project and related projects would generally experience similar ground shaking associated with seismic activity. However, specific site and soils conditions would vary amongst the Project and related project sites. Similar to the Project, engineering geological reports and soils engineering reports would be required to be prepared by a certified engineering geologist for the related projects in accordance with BMC Title 7, Chapter 1, Article 1. The required reports would assess the specific site's geologic and soils conditions to determine the site's susceptibility to unstable geologic units or soils and the potential for conditions related to ground failure, liquefaction, landslide, lateral spreading, subsidence, or expansive soils. The site-specific engineering geological report and soils engineering report would require review and approval by the City, and recommendations included in the report would be required to be incorporated into the grading plans and specifications for the individual projects. Overall, compliance with applicable laws, standards, and guidelines, (including the CBC and the BMC) would ensure that design and construction of the Project and related projects would reduce potential impacts associated with site-specific geology and soils conditions. Therefore, the Project's less than significant effects relative to strong seismic ground shaking, seismic-related ground failure, and unstable geologic units or soils, would not be cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the Project, combined with other related projects, result in substantial soil erosion or the loss of topsoil?

Impact Analysis: The Project site and offsite improvement areas contain minimal pervious surfaces, are relatively flat, and do not possess site conditions necessarily conducive to soil erosion. The primary concern regarding soil erosion or the loss of topsoil would be associated with Project construction activities. The Project and related projects have the potential for soil erosion associated with construction activities. Development in the City would be required to comply with the BMC, including preparation of a SWPPP to include BMPs to address sediment control, erosion control, and general site management. At Project completion, the Project site and offsite improvement areas 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. Thus, the Project's less than significant effects associated with substantial soil erosion, or the loss of topsoil would not be cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the Project, combined with other related projects, directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact Analysis: The Project site has the potential to contain paleontological resources. As discussed above, implementation of Mitigation Measures GEO-1 through GEO-3 would reduce potential impacts to paleontological resources associated with proposed Project construction activities to a less than significant level. There is the potential for related project sites to have soils that contain the potential for paleontological resources. Construction activities associated with the related projects would have the potential to directly or indirectly destroy paleontological resources specific to those development sites. However, as with the Project, potential development would undergo environmental and design review on a project-by-project basis pursuant to CEQA to evaluate potential impacts to paleontological resources. All development would be subject to compliance with the established federal, State, and local regulatory framework concerning protection of paleontological resources on a project-by-project basis. Where significant or potentially significant impacts are identified, implementation of all feasible site-specific mitigation would be required to avoid or reduce impacts. Based on the above, the Project's less than significant effects related to paleontological resources would not be cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.4.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts associated with geology and soils would occur with the proposed Project.

5.4.7 REFERENCES

ESA, *2311 N. Hollywood Way Project Sustainable Communities Environmental Assessment*, July 2021.

ESA, *Avion Project Draft Environmental Impact Report*, August 2018.

Geotechnologies, Inc., *Preliminary Geotechnical Assessment*, February 21, 2020.

Geotechnologies, Inc., *Addendum to the Preliminary Geotechnical Assessment*, December 2, 2020.

Geotechnologies, Inc., *Update of Geotechnical Engineering Investigation*, September 22, 2023.

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5.5 GREENHOUSE GAS EMISSIONS

The purpose of this section is to describe the global and State-level problems associated with high levels of greenhouse gases (GHG) in Earth's atmosphere, the primary regulatory measures enacted to reduce GHG emissions from major sources, present an inventory of the Project's GHG emissions, and address their potential environmental impacts. GHG technical data are included in Appendix C, Air Quality, Energy, and Greenhouse Gas Emissions Data.

5.5.1 ENVIRONMENTAL SETTING

GLOBAL CLIMATE CHANGE – GREENHOUSE GASES

Certain gases in Earth's atmosphere classified as GHGs, play a critical role in determining Earth's surface temperature. Solar radiation enters Earth's atmosphere from space. A portion of the radiation is absorbed by Earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from Earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because Earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on Earth.

Based on the California Air Resources Board (CARB) California Greenhouse Gas Inventory for 2000-2021, California produced 381.3 million metric tons of CO_2 equivalents ($MMTCO_2e$) in 2021, which is 12.6 $MMTCO_2e$ higher than 2020 levels.[1] The decrease in emissions during 2020 are likely due to the COVID-19 pandemic. The major source of GHG emissions in California is the transportation sector, which comprises 38.2 percent of the State's total GHG emissions. The industrial sector is the second largest source, comprising 19.4 percent of the State's GHG emissions, while electric power accounts for approximately 16.4 percent. The magnitude of California's total GHG emissions is due in part to its large size and population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions as compared to other states is its relatively mild climate. In 2016, the State of California achieved its 2020 GHG emissions reduction target of reducing emissions to 1990 levels as emissions fell below 431 $MMTCO_2e$. The annual 2030 Statewide target emissions level is 260 $MMTCO_2e$.

As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation is required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

[1] California Air Resource Board, *California Greenhouse Gas Emissions from 2001 to 2021: Trends of Emissions and Other Indicators*, December 14, 2023.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 to 300 parts per million (ppm). For the period from approximately 1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range. The monthly average concentration of CO_2 in the atmosphere for July 2024 was recorded at 425.55 ppm.[2]

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO_2e)[3] concentration is required to keep global mean warming below two degrees Celsius (°C), which in turn is assumed to be necessary to avoid dangerous climate change.[4]

The most abundant GHGs are water vapor and CO_2. Many other trace gases have greater ability to absorb and re-radiate longwave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a Global Warming Potential (GWP) for each GHG based on its ability to absorb and re-radiate longwave radiation. GHGs normally associated with development projects include the following[5]:

- Water Vapor. Although water vapor has not received the scrutiny of other GHGs, it is the primary contributor to the greenhouse effect. Natural processes, such as evaporation from oceans and rivers, and transpiration from plants, contribute 90 percent and 10 percent of the water vapor in our atmosphere, respectively. The primary human related source of water vapor comes from fuel combustion in motor vehicles; however, it does not contribute a significant amount (less than one percent) to atmospheric concentrations of water vapor. The IPCC has not determined a GWP for water vapor.

[2] Global Monitoring Laboratory, *Monthly Average Mauna Loa CO_2*, Global Monitoring Laboratory - Carbon Cycle Greenhouse Gases (noaa.gov), September 3, 2024.

[3] Carbon Dioxide Equivalent (CO2e) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

[4] Intergovernmental Panel on Climate Change, *Global Climate Projections*, https://www.ipcc.ch/site/assets/uploads/2018/02/ar4-wg1-chapter10-1.pdf, 2018.

[5] All GWPs are given as 100-year GWP. Generally, GWPs were obtained from the Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report (AR4), with the addition of GPWs from the IPCCs Fifth Assessment Report for fluorinated GHGs that did not have GWPs in the AR4.

- Carbon Dioxide (CO_2). CO_2 is primarily generated by fossil fuel combustion in stationary and mobile sources. Due to the emergence of industrial facilities and mobile sources in the past 250 years, CO_2 emissions from fossil fuel combustion increased by a total of 3.7 percent between 1990 and 2018.[6] CO_2 is the most widely emitted GHG and is the reference gas (GWP of 1) for determining GWPs for other GHGs.
- Methane (CH_4). CH_4 is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. The United States' top three CH_4 sources are landfills, natural gas systems, and enteric fermentation. CH_4 is the primary component of natural gas, used for space and water heating, steam production, and power generation. The GWP of CH_4 is 25.
- Nitrous Oxide (N_2O). N_2O is produced by both natural and human related sources. Primary human related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. The GWP of N_2O is 298.
- Hydrofluorocarbons (HFCs). Typically used as refrigerants for both stationary refrigeration and mobile air conditioning, use of HFCs for cooling and foam blowing is increasing, as the continued phase out of chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) gains momentum. The 100-year GWP of HFCs range from 12 for HFC-161 to 14,800 for HFC-23.
- Perfluorocarbons (PFCs). PFCs are compounds consisting of carbon and fluorine and are primarily created as a byproduct of aluminum production and semiconductor manufacturing. PFCs are potent GHGs with a GWP several thousand times that of CO_2, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years). The GWP of PFCs range from 7,390 to 12,200.
- Sulfur hexafluoride (SF_6). SF_6 is a colorless, odorless, nontoxic, nonflammable gas. SF_6 is the most potent GHG that has been evaluated by the IPCC with a GWP of 22,800. However, its global warming contribution is not as high as the GWP would indicate due to its low mixing ratio compared to CO_2 (4 parts per trillion [ppt] in 1990 versus 365 ppm, respectively).

In addition to the six major GHGs discussed above (excluding water vapor), many other compounds have the potential to contribute to the greenhouse effect. Some of these substances were previously identified as stratospheric ozone (O_3) depletors; therefore, their gradual phase out is currently in effect.

The following is a listing of these compounds:

- Hydrochlorofluorocarbons (HCFCs). HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, all developed countries that adhere to the Montreal Protocol are subject to a consumption cap and gradual phase out of HCFCs. The United States is scheduled to achieve a 100-percent reduction to the cap by 2030. The 100-year GWPs of HCFCs range from 77 for HCFC-123 to 2,310 for HCFC-142b.

[6] United States Environmental Protection Agency, *Draft Inventory of United States Greenhouse Gas Emissions and Sinks 1990 to 2022*, 2024.

- 1,1,1 trichloroethane. 1,1,1 trichloroethane, or methyl chloroform, is a solvent and degreasing agent commonly used by manufacturers. The GWP of methyl chloroform is 146 times that of CO_2.
- Chlorofluorocarbons (CFCs). CFCs are used as refrigerants, cleaning solvents, and aerosols spray propellants. CFCs were also part of the U.S. Environmental Protection Agency's (USEPA) Final Rule (57 Federal Register [FR] 3374) for the phase out of O_3 depleting substances. Currently, CFCs have been replaced by HFCs in cooling systems and a variety of alternatives for cleaning solvents. Nevertheless, CFCs remain suspended in the atmosphere contributing to the greenhouse effect. CFCs are potent GHGs with 100-year GWPs ranging from 4,750 for CFC-11 to 14,400 for CFC-13.

5.5.2 REGULATORY SETTING

Federal

To date, no national standards have been established for nationwide GHG reduction targets or regulations or legislation enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the Federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

U.S. Environmental Protection Agency Endangerment Finding

The USEPA's authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Federal Clean Air Act (FCAA) and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the USEPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing FCAA and the USEPA's assessment of the scientific evidence that form the basis for the USEPA's regulatory actions.

Presidential Executive Order 13783

Presidential Executive Order 13783, Promoting Energy Independence and Economic Growth (March 28, 2017), orders all Federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of carbon, nitrous oxide, and methane.

State

The State of California has adopted various administrative initiatives and legislation relating to climate change, much of which set aggressive goals for GHG emissions reductions Statewide. Although lead agencies must evaluate climate change and GHG emissions of projects subject to California Environmental Quality Act (CEQA), the CEQA Guidelines do not require or suggest specific methodologies for performing an assessment or specific thresholds of significance and do not specify GHG reduction mitigation measures. Instead, the CEQA Guidelines allow lead agencies to choose methodologies and make significance determinations based on substantial evidence, as discussed in further detail below. No State agency has promulgated binding regulations for analyzing GHG emissions, determining their significance, or mitigating significant effects in CEQA documents. Thus, lead agencies exercise their discretion in determining how to analyze GHGs.

California Global Warming Solutions Act (Assembly Bill 32)

The primary act that has driven GHG regulation and analysis in California include the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32) (Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599), which instructs CARB to develop and enforce regulations for the reporting and verifying of Statewide GHG emissions. AB 32 directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. AB 32 set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. The heart of AB 32 is the requirement that Statewide GHG emissions be reduced to 1990 levels by 2020, which has been achieved.

Senate Bill 32 (SB 32)

Signed into law in September 2016, Senate Bill (SB) 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). This bill authorized CARB to adopt an interim GHG emissions level target to be achieved by 2030. The goals outlined in SB 32 update the scoping plan requirement of AB 32 and involve increasing renewable energy use, imposing tighter limits on the carbon content of gasoline and diesel fuel, putting more electric vehicles (EV) on the road, improving energy efficiency, and curbing emissions from key industries. A companion bill, AB 197, was also signed in September 2016; the provisions of AB 197 were intended to provide more legislative oversight of CARB by adding two new legislatively appointed non-voting members to the CARB Board, creating the Joint Legislative Committee on Climate Change Policies to ascertain facts and make recommendations to the Legislature and the houses of the Legislature concerning the State's programs, policies, and investments related to climate change. AB 197 also prioritizes efforts to protect the State's most impacted and disadvantaged communities.

Executive Order S-3-05

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

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

The executive order directed the secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary also submits biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the secretary of CalEPA created the California Climate Action Team (CAT), made up of members from various State agencies and commissions. The CAT released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Executive Order B-30-15

Issued in April 2015, under Executive Order B-30-15, Governor Brown directed the following:

- Established a new interim Statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030.
- Ordered all State agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets.
- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of $MMTCO_2e$.

Senate Bill 100 (SB 100)

SB 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours (kWh) of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, 60 percent by December 31, 2030, and 100 percent by December 31, 2045. The bill would require the California Public Utilities Commission (CPUC), California Energy Commission (CEC), State board, and all other State agencies to incorporate that policy into all relevant planning. In addition, SB 100 would require the CPUC, CEC, and State board to utilize programs authorized under existing statutes to achieve that policy and, as part of a public process, issue a joint report to the Legislature by January 1, 2021, and every four years thereafter, that includes specified information relating to the implementation of the policy.

Executive Order B-55-18

Issued by Governor Brown in September 2018, Executive Order B-30-15 established a new Statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. Based on this executive order, CARB would work with relevant State agencies to develop a framework for implementation and accounting that tracks progress towards this goal, as well as ensuring future scoping plans identify and recommend measures to achieve the carbon neutrality goal. This goal is in addition to

the existing Statewide GHG emissions reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

2022 Update to the CARB Scoping Plan

In response to the passage of AB 1279 and the identification of the 2045 GHG emissions reduction target, CARB published the Final 2022 Climate Change Scoping Plan in November 2022 (2022 Scoping Plan). The 2022 Scoping Plan builds upon the framework established by the 2008 Climate Change Scoping Plan and subsequent updates, while identifying a new, technologically feasible, cost-effective, and equity-focused path to achieve California's climate target. The 2022 Scoping Plan includes policies to achieve a significant reduction in fossil fuel combustion, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands to reduce emissions and sequester carbon, and the capture and storage of carbon.

The 2022 Scoping Plan assesses the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan; addresses recent legislation and direction from Governor Newsom; extends and expands upon these earlier plans; and implements a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045, as well as taking an additional step of adding carbon neutrality as a science-based guide for California's climate work. As stated in the 2022 Scoping Plan, "the plan outlines how carbon neutrality can be achieved by taking bold steps to reduce GHGs to meet the anthropogenic emissions target and by expanding actions to capture and store carbon through the State's natural and working lands and using a variety of mechanical approaches." Specifically, the 2022 Scoping Plan includes the following:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands to the State's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

Four scenarios were extensively modeled to develop the 2022 Scoping Plan to ensure that the State remains on track to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels. New and cutting-edge modeling tools allowed quantification of forests and other landscapes to remove and store carbon under the four scenarios. Accordingly, in addition to focusing on reducing GHG emissions from transportation, energy, and industrial sectors, the 2022 Scoping Plan includes modeling and quantification of GHG emissions and carbon sequestration in natural and working lands (NWL) and explores how they contribute to long-term climate goals. The scenario that was ultimately selected as the basis of the 2022 Scoping Plan is the one that most closely aligns with existing states and executive orders and best achieves the balance of cost-effectiveness, health benefits, and technological feasibility. Under this 2022 Scoping Plan Scenario, California's 2030 emissions are anticipated to be 48 percent below 1990 levels, representing an acceleration of the current SB 32 target. GHG emissions would be reduced through the use of local actions, building decarbonization, and a policy framework to advance sustainable and equitable communities. Cap-and-trade regulation continues to play a large factor in the reduction of near-term emissions for meeting the accelerated 2030 reduction target. Every sector of the economy will need to begin to transition in the 2030s to meet these GHG emissions reduction goals and achieve carbon neutrality no later than 2045. The 2022 Scoping Plan approaches decarbonization from two perspectives, managing a phasedown of existing energy sources and technologies, as well as increasing, developing, and deploying alternative clean energy sources and technology.

California State Climate Change Legislation

Table 5.5-1, *California State Climate Change Legislation*, provides a brief overview of other California legislation relating to climate change that may affect emissions associated with the proposed Project.

Table 5.5-1
California State Climate Change Legislation

Legislation	Description
Assembly Bill 1493 and Advanced Clean Cars Program	AB 1493 ("the Pavley Standard") (Health and Safety Code Sections 42823 and 43018.5) aims to reduce GHG emissions from noncommercial passenger vehicles and light-duty trucks of model years 2009 to 2016. By 2025, when all rules will be fully implemented, new automobiles of model years beyond 2016 will emit 34 percent fewer CO_2e emissions and 75 percent fewer smog-forming emissions.
Low Carbon Fuel Standard	Executive Order S-01-07 (2007) requires a 10-percent or greater reduction in the average fuel carbon intensity for transportation fuels in California. The regulation took effect in 2010 and is codified in Title 17, California Code of Regulations (CCR), Sections 95480–95490. The Low Carbon Fuel Standard (LCFS) reduced GHG emissions by reducing the carbon intensity of transportation fuels used in California by 10 percent in 2020. On November 8, 2024, CARB has approved changes to the LCFS with targets to reduce carbon intensity of the State's transportation fuel pool by 30 percent by 2030 and 90 percent by 2045. The amendments also increase support for zero-emission infrastructure, including medium- and heavy-duty vehicles.
Renewables Portfolio Standard (Senate Bill X1-2 and Senate Bill 350)	California's Renewables Portfolio Standard (RPS) requires retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020. The 33-percent standard is consistent with the RPS goal established in the Scoping Plan. The passage of SB 350 in 2015 updates the RPS to require the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources to be increased to 50 percent by December 31, 2030. SB 320 will make other revisions to the RPS program and to certain other requirements on public utilities and publicly owned electric utilities.
Senate Bill 375*	SB 375, signed in August 2008, enhances the State's ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. SB 375 also directs each of the State's 18 major metropolitan planning organizations to prepare a "sustainable communities strategy" (SCS) that contains a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan (RTP). The Southern California Association of Governments (SCAG) was assigned targets of an eight-percent reduction in GHGs from transportation sources by 2020 and a 19-percent reduction in GHGs from transportation sources by 2035. In the SCAG region, SB 375 also provides the option for the coordinated development of subregional plans by the subregional councils of governments and the county transportation commissions to meet SB 375 requirements.

Table 5.5-1 (continued)
California State Climate Change Legislation

Legislation	Description
California Building Energy Efficiency Standards	In general, the California Building Energy Efficiency Standards require the design of building shells and building components to conserve energy. The CEC updates the Building Energy Efficiency Standards every three years by working with stakeholders in a public and transparent process. The 2022 Building Energy Efficiency Standards contained in the CCR, Title 24, Part 6 (also known as the California Energy Code) took effect on January 1, 2023.
California Green Building Standards Code	Title 24, Part 11, is referred to as the California Green Building Standards (CALGreen) Code and was developed to help the State achieve its GHG emissions reduction goals under AB 32 by codifying standards for reducing building-related energy, water, and resource demand, which in turn reduces GHG emissions from energy, water, and resource demand. The CALGreen Code establishes mandatory measures for new residential and nonresidential buildings, which include energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality.
Senate Bill 375 Government Code Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, 65588, 14522.1, 14522.2, and 65080.01	

Regional

Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy

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

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

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

The most recent 2024-2050 RTP/SCS was adopted by SCAG's Regional Council in April 2024. The 2024-2050 RTP/SCS outlines a vision for a more resilient and equitable future, with investment, policies, and strategies for achieving the region's shared goals through 2050. The 2024-2050 RTP/SCS sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce GHG emissions from automobiles and light-duty trucks and achieve the GHG emissions reduction target for the region set by the CARB. In addition, the 2024-2050 RTP/SCS is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and federal Clean Air Act requirements. These are articulated in a set of Regional Strategic Investments, Regional Planning Policies, and Implementation Strategies. The Regional Planning Policies are a resource for County Transportation Commissions (CTCs) and local jurisdictions, who can refer to specific policies to demonstrate alignment with the 2024-2050 RTP/SCS when seeking resources from State or federal programs. The Implementation Strategies articulate priorities for SCAG efforts in fulfilling or going beyond the Regional Planning Policies.[7] While SCAG has adopted the 2024-2050 RTP/SCS, CARB has not yet certified it or approved SCAG's GHG emissions reduction calculations.

Local

Burbank2035 General Plan

Burbank2035, adopted in 2013, includes goals, policies, and programs that would reduce GHG emissions generated by land uses within the City. The implementation programs built on the goals and policies ensure that the overall direction set forth in Burbank2035 is translated from general ideas to actions. Programs that would reduce GHG emissions include Mobility Programs M-6 (Transit System), M-7 (Bicycle Master Plan and Pedestrian Master Plan), and M-10 (Transportation Demand Management). Burbank2035 also includes an Air Quality and Climate Change Element, which is an optional element (i.e., not required by State law), pursuant to California Government Code Section 65303. The Air Quality and Climate Change Element is specifically designed to reduce the City's air pollutant emissions and comply with Statewide goals. The Air Quality and Climate Change Element contains the following goals and policies that reduce potential GHG impacts:

GOAL 1 REDUCTION OF AIR POLLUTION: 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 1.5: Require projects that generate potentially significant levels of air pollutants, such as landfill operations or large construction projects, to incorporate best available air quality and greenhouse gas mitigation in project design.

[7] Southern California Association of Governments, *Connect SoCal: A Plan for Navigating to a Brighter Future (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy)*, adopted April 4, 2024.

Policy 1.7: Require reduced idling, trip reduction, and efficiency routing of transportation for City departments, where appropriate.

Policy 1.9: Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.

Policy 1.10: Give preference to qualified contractors using reduced-emission equipment for City construction projects and contracts for services, as well as businesses that practice sustainable operations.

GOAL 3 REDUCTION OF GREENHOUSE GAS EMISSIONS: **Burbank seeks a sustainable, energy-efficient future and complies with statewide greenhouse gas reduction goals.**

Policy 3.1: Develop and adopt a binding, enforceable reduction target and mitigation measures and actions to reduce community-wide greenhouse gas emissions within Burbank by at least 15 percent from current levels by 2020.

Burbank2035 Greenhouse Gas Reduction Plan

The City prepared and adopted the *Greenhouse Gas Reduction Plan* (GGRP) on February 19, 2013; the document has since been updated as of May 3, 2022. The 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 Element to reduce GHG emissions and improve overall air quality and environmental health.

The GGRP identifies GHG reduction measures that would apply to different types of future projects. For each measure, 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. The updated GGRP has also adopted a quantified GHG emission threshold for future developments to determine if they would contribute to significant GHG emissions within the City. To be consistent with the GGRP, future developments must meet the GHG efficiency threshold of 3.12 $MTCO_2e$ per service person.[8] This threshold would apply for any development with a pre-2030 buildout or initial operational year. For projects that do not meet this efficiency threshold, they would be required to incorporate mitigation measures to reduce their operational emissions. For projects that exceed the efficiency threshold, even with incorporation of mitigation measures, would result in a significant and unavoidable environmental impact.

[8] Service person refers to the residential population and number of jobs the development would propose. The City of Burbank includes hotel patrons occupying a hotel in service person.

5.5.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

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 significance criteria in this section. A project would result in a significant impact related to GHG emissions if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment (refer to Impact Statement GHG-1); and/or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG (refer to Impact Statement GHG-1);

Additionally, the environmental analysis in this section uses the GHG efficiency threshold of 3.12 $MTCO_2e$ per service person outlined in the GGRP. As previously discussed, any project that exceeds this GHG efficiency threshold would result in a significant impact and would be required to mitigate the GHG emissions below the GHG efficiency threshold.

Based on these significance thresholds and criteria, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact. The standards used to evaluate the significance of impacts are sometimes qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

5.5.4 IMPACTS AND MITIGATION MEASURES

GHG-1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact Analysis:

Project-Related Sources of Greenhouse Gases

Per the GGRP, the City has adopted a GHG efficiency threshold of 3.12 $MTCO_2e$ per service population as the significance threshold for assessing impacts related to GHG emissions.[9] The methodology for evaluating the Project's impacts related to GHG emissions focuses on the GHG efficiency threshold. Based on occupancy data for the period of June 2023 to June 2024 provided by Marriott Hotel, the average occupancy rate is 1.4 persons per reservation. This data is specific to the Los Angeles Marriott Burbank Airport Hotel. As such, the proposed 420 rooms would have an occupancy rate of approximately 588 persons. With the 85 proposed employees, the proposed Project would have a service population of 673 individuals.

[9] According to the GGRP, service population refers to residential population plus employment. (See GGRP, Appendix G, p. 36.) The City of Burbank includes hotel patrons occupying a hotel in the service population. As the proposed Project is a hotel, the occupancy of hotel rooms and employees would reflect the service population.

The analysis also calculates the amount of GHG emissions that would be attributable to the Project using recommended emissions calculations models, as described below. The primary purpose of quantifying the Project's GHG emissions is to compare the Project's GHG efficiency ratio with the GGRP's GHG efficiency threshold. The estimated emissions inventory is also used to determine if there would be a reduction in the Project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions.

The proposed Project would result in direct and indirect emissions of CO_2, N_2O, and CH_4 and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct Project-related GHG emissions include emissions from construction activities, area sources, mobile sources, and refrigerants, while indirect sources include emissions from energy consumption, water demand, and solid waste generation. The most recent version of the California Emissions Estimator Model (CalEEMod), version 2022.1.1, was used to calculate direct and indirect Project-related GHG emissions. Table 5.5-2, *Estimated Greenhouse Gas Emissions Without Project Design Features*, presents the estimated CO_2, N_2O, and CH_4 emissions of the proposed Project without the incorporation of GHG reducing Project design features. Construction emissions would be required to comply with applicable regulations (i.e., SCAQMD Rule 402, Rule 403, etc.). However, it should be noted that the trip generation provided by Fehr & Peers, dated August 2024, (refer to Appendix K) has trip credits due to the site's location to transit, biking, and walking infrastructure. CalEEMod outputs are contained within Appendix C.

Table 5.5-2
Estimated Greenhouse Gas Emissions Without Project Design Features

Source	CO_2	CH_4	N_2O	Refrigerant	CO_2e[1]
	Metric tons per year[1,2]				
Direct Emissions					
Construction (amortized over 30 years)[3]	59.58	<0.01	<0.01	0.04	60.59
Area Source	9.54	<0.01	<0.01	-	9.57
Mobile Source	3,986.00	0.19	0.17	3.95	4,044.00
Refrigerants	-	-	-	67.90	67.90
Total Direct Emissions	***4,055.12***	***0.19***	***0.17***	***71.89***	***4,182.06***
Indirect Emissions					
Energy Consumption	471.00	0.07	0.01	-	475.00
Solid Waste	20.5	2.05	0.00	-	71.80
Water Demand	11.6	0.35	0.01	-	22.80
Total Indirect Emissions	***503.1***	***2.47***	***0.02***	***0.00***	***569.6***
Total Project-Related Emissions[4]	***4,751.66 $MTCO_2e$ per year***				
GGRP GHG Efficiency Threshold[5]	***3.12 $MTCO_2e$ per Service Population***				
Project's Unmitigated GHG Emission Per Service Population[6]	***7.06 $MTCO_2e$ per Service Population***				
Thresholds Exceeded?	***Yes***				

Notes:
1. Carbon dioxide equivalent = CO2e; metric tons of carbon dioxide equivalent per year = MTCO2e per year.
2. The total CO2e is based on the combined global warming potential of all pollutants (CO2, CH4, N2O, and refrigerants). It should be noted that CH4 and N2O does not have a one-to-one conversion to CO2e. For example, 1 kilogram of CH4 is equivalent to 29.8 kilograms of CO2.
3. Total Project construction GHG emissions equate to 1,801.8 MTCO2e. Value shown is amortized over the lifetime of the Project (assumed to be 30 years). Construction includes compliance with regulatory requirements (i.e., SCAQMD Rule 403, Rule 402, etc.)
4. Project emissions were calculated using CalEEMod version 2022.1.2. Totals may be slightly off due to rounding.
5. Service person refers to the residential population and number of jobs the development would provide.
6. The Project has a service population of 673 individuals. As such the Project's GHG emissions were divided by 673.

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

Table 5.5-3, *Estimated Greenhouse Gas Emissions With Project Design Features*, presents the estimated CO_2, N_2O, and CH_4 emissions of the proposed Project with the incorporation of GHG reducing Project design features. Project design features modeled in CalEEMod includes photovoltaic panels for on-site renewable energy production (11 percent of the total annual consumption), exceeding the most current Title 24 standards by 10 percent, installing energy efficient lighting, installing energy efficient appliances, low flow water fixtures, water efficient landscaping, and all-electric landscaping equipment. CalEEMod outputs are contained within Appendix C.

Table 5.5-3
Estimated Greenhouse Gas Emissions With Project Design Features

Source[7]	CO_2	CH_4	N_2O	Refrigerant	CO_2e[1]
	Metric tons per year[1,2]				
Direct Emissions					
Construction (amortized over 30 years)[3]	59.58	<0.01	<0.01	0.04	60.59
Area Source	-	-	-	-	-
Mobile Source	3,986.00	0.19	0.17	3.95	4,044.00
Refrigerants	-	-	-	67.90	67.90
Total Direct Emissions	***4,045.58***	***0.19***	***0.17***	***71.89***	***4,172.49***
Indirect Emissions					
Energy Consumption	404.00	0.06	0.01	-	407.00
Solid Waste	20.5	2.05	0.00	-	71.80
Water Demand	10.3	0.31	0.01	-	20.20
Total Indirect Emissions	***434.80***	***2.42***	***0.02***	***0.00***	***499.00***
Total Project-Related Emissions[4]	***4,671.49 $MTCO_2e$ per year***				
GGRP GHG Efficiency Threshold[5]	***3.12 $MTCO_2e$ per Service Population***				
Project's Unmitigated GHG Emission Per Service Population[6]	***6.94 $MTCO_2e$ per Service Population***				
Thresholds Exceeded?	***Yes***				

Notes:
1. Carbon dioxide equivalent = CO2e; metric tons of carbon dioxide equivalent per year = MTCO2e per year.
2. The total CO2e is based on the combined global warming potential of all pollutants (CO2, CH4, N2O, and refrigerants). It should be noted that CH4 and N2O does not have a one-to-one conversion to CO2e. For example, 1 kilogram of CH4 is equivalent to 29.8 kilograms of CO2.
3. Total Project construction GHG emissions equate to 1,801.8 MTCO2e. Value shown is amortized over the lifetime of the Project (assumed to be 30 years). Construction includes compliance with regulatory requirements (i.e., SCAQMD Rule 403, Rule 402, etc.)
4. Project emissions were calculated using CalEEMod version 2022.1.2. Totals may be slightly off due to rounding.
5. Service person refers to the residential population and number of jobs the development would provide.
6. The Project has a service population of 673 individuals. As such the Project's GHG emissions were divided by 673.
7. Project design features include photovoltaic panels for on-site renewable energy production (11 percent of the total annual consumption), exceeding the most current Title 24 standards by 10 percent, installing energy efficient lighting, low flow water fixtures, water efficient landscaping, and all-electric landscaping equipment.

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

As the proposed Project would exceed the GGRP efficiency threshold of 3.12 $MTCO_2e$ per service population even with incorporation of Project design features, the Project would be required to implement Mitigation Measure GHG-1; refer to Table 5.5-3. Mitigation Measure GHG-1 would require the incorporation of Tier 2 requirements of the 2022 CALGreen Code. Per the CALGreen Code, Tier 2 requirements are typically voluntary tiers that add additional requirements beyond the mandatory measures. Mitigation Measure GHG-1 includes the following features: preparation of a Transportation Management Plan, joining the Burbank Transportation Management Organization, owning a clean-fuel

vehicle fleet, and no wood-burning or gas-powered fireplaces. However, it should be noted that these features are not quantifiable in CalEEMod.

Direct Project-Related Source of Greenhouse Gases

Construction Emissions. Construction GHG emissions are amortized (i.e., total construction emissions divided by the lifetime of the Project, assumed to be 30 years),[10,11] then added to the operational emissions. As seen in Table 5.5-2 and Table 5.2-3, construction of the proposed Project would result in a total of 60.59 $MTCO_2e$ (amortized over 30 years).

Area Sources. Area source emissions would be generated due to an increased demand for fuel associated with the development of the proposed Project. The primary use of fuel that produces area source emissions by the Project would be for landscaping. As indicated in Table 5.5-2, the proposed Project without Project design features would directly result in 9.57 $MTCO_2e$ per year. However, the Project would utilize all electric landscaping equipment (e.g., lawnmowers, hedge trimmers, leaf blowers). As such, with incorporation of Project design features, the Project would not result in GHG emissions from area source emissions; refer to Table 5.5-3.

Mobile Source Emissions. According to the trip generation provided by Fehr & Peers, the proposed Project would generate 4,315 daily trips. As previously stated, the trip generation provided by Fehr & Peers considers trips without passengers (valet, ridesharing, etc.). As such, the Project would result in approximately 4,044.00 $MTCO_2e$ per year of mobile source generated GHG emissions; refer to Table 5.5-2 and Table 5.5-3.

However, as discussed, the proposed Project would incorporate Mitigation Measure GHG-1 which includes the following features: preparation of a Transportation Management Plan, joining the Burbank Transportation Management Organization, and owning a clean-fuel vehicle fleet. These features would help reduce GHG emissions relating to mobile sources. Specifically, the Transportation Management Plan and the Burbank Transportation Management Organization would provide incentives to employees such as employee carpooling programs, reduced public transit fares, and ridesharing opportunities. Additionally, the clean-fuel vehicle fleet would reduce GHG emissions from vehicles used by employees for work. However, as discussed above, the GHG reduction potential of these features are not quantifiable in CalEEMod. Even though these features are not quantifiable in CalEEMod, the incorporation of Mitigation Measure GHG-1 would reduce GHG emissions for mobile sources below 4,044.00 $MTCO_2e$ per year. However, this reduction would likely not reduce emissions to a less than significant impact.

Refrigerants. Refrigerants are substances used in equipment for air conditioning and refrigeration. Most of the refrigerants used today are HFCs or blends thereof, which can have high GWP values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains), and an operational refrigerant leak rate, and each refrigerant has a GWP that is specific to that refrigerant. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over

[10] In accordance with the SCAQMD guidance, projected GHGs from construction have been quantified and amortized over 30 years, which is the number of years considered to represent the life of the Project. The amortized construction emissions are added to the annual average operational emissions.

[11] South Coast Air Quality Management District, *Interim CEQA Greenhouse Gas Significance Threshold*, October 2008.

the equipment lifetime, and then derives average annual emissions from the lifetime estimate. The proposed Project includes land uses that would have air conditioning and refrigeration onsite. The Project would directly result in a 67.90 $MTCO_2e$ per year from refrigerants; refer to Table 5.5-2 and Table 5.5-3.

Indirect Project-Related Source of Greenhouse Gases

Energy Consumption. Energy consumption emissions were calculated using the CalEEMod model and Project-specific land use data. Electricity would be provided to the Project site via Burbank Water and Power (BWP). As shown in Table 5.5-2, the proposed Project's energy consumption without Project design features would result in approximately 475.00 $MTCO_2e$ per year of GHG emissions. Table 5.5-3 considers the incorporation of various design features such as exceeding the most recent Title 24 Building Energy Efficiency Standards by 10 percent, generating approximately 11 percent of the total annual energy consumption from onsite photovoltaic panels, installing high efficiency lighting, and requiring energy efficient appliances. The Project would indirectly result in 407.00 $MTCO_2e$ per year of GHG emissions due to energy consumption with Project design features; refer to Table 5.5-3.

Water Demand. The proposed Project would consume approximately 11.6 million gallons of water per year. As shown in Table 5.5-2, the proposed Project's water consumption without Project design features would result in approximately 22.80 $MTCO_2e$ per year of GHG emissions. However, it should be noted that the Project would include Project design features such as installing low-flow fixtures, designing water efficient landscaping, and including water efficient irrigation. Emissions from indirect energy consumption due to extraction, treatment, and transmission of water supply would result in 20.20 $MTCO_2e$ per year with incorporation of Project design features; refer to Table 5.5-3.

Solid Waste. Solid waste disposal at landfills associated with operations of the proposed Project would result in 71.80 $MTCO_2e$ per year; refer to Table 5.5-2 and Table 5.5-3.

Total Project-Related Sources of Greenhouse Gases

As shown in Table 5.5-2, Project-related GHG emissions from direct and indirect sources without Project design features would total 4,751.66 $MTCO_2e$ per year. However, the Project would incorporate various design features (i.e., energy efficient appliances, onsite renewable energy generation, water efficient irrigation, etc.) that would reduce GHG emissions. As such, incorporation of these design features would reduce GHG emissions to approximately 4,671.49 $MTCO_2e$ per year; refer to Table 5.5-3.

Conclusion

As shown in Table 5.5-3, the proposed Project with incorporation of Project design features would result in approximately 4,671.49 MTCO2e per year. Based on a service population of 673 individuals (588 per occupancy data and 85 employees), the proposed Project would have a GHG efficiency ratio of 6.94 $MTCO_2e$ per service population. This would exceed the GGRP efficiency threshold of 3.12 MTCO2e per service population. As previously discussed, any projects that exceed this GHG efficiency threshold would result in a significant impact and would be required to mitigate the GHG emissions to a maximum extent feasible.

The primary source of Project-related emissions would be from mobile-source emissions generated by the Project-related vehicle trips, followed by energy sector emissions and solid waste sector emissions. Most of the Project-related emissions come from mobile sources, which primarily depend on the

prerogative of future employees and visitors regarding their preferred methods of transportation; refer to Table 5.5-3. In addition, fuel efficiency and emission standards are regulated at the State level, and these regulations are becoming more stringent over the years to reduce mobile source emissions. The proposed Project has development standards and design features that contribute to reducing GHG emissions. Design features include the following: all electric landscaping equipment, exceeding the most recent Title 24 standards, onsite renewable energy generation, energy efficient appliances, high efficiency lighting, drought tolerant landscaping, low flow fixtures, and water efficient irrigation. These design features would minimize GHG emissions during operation. However, it should be noted that even with the implementation of these design features, the Project's GHG emissions would be slightly reduced but would continue to exceed the GHG efficiency threshold of 3.12 $MTCO_2e$ per service population as outlined by the GGRP. As previously discussed, any projects that exceed this GHG efficiency threshold would result in a significant impact and would be required to mitigate the GHG emissions to a maximum extent feasible.

Therefore, to reduce the GHG emissions to maximum extent, this analysis has used the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity: Designed for Local Governments, Communities, and Project Developers* (Handbook), prepared by California Air Pollution Control Officers Association (CAPCOA), dated December 2021. CAPCOA is a non-profit association of the Air Pollution Control Officers from all 35 local air quality agencies (including SCAQMD) throughout California. This Handbook was given an Award of Excellence for Best Practices by the California American Planning Association and is integrated into CalEEMod to quantify GHG emission reduction from feasible measures. The Handbook provides methods to quantify GHG emission reductions from a specified list of measures, primarily focused on project-level actions. The Handbook also includes a method to assess potential benefits of different climate vulnerability reduction measures, as well as measures that can be implemented to improve health and equity, again at the project level. CAPCOA included a wide range of measures in the Handbook that are frequently used to reduce GHG emissions. Table 5.5-4, *Applicable CAPCOA GHG Emission Reduction Measures*, shows the applicable GHG reduction measures for the proposed Project.

Table 5.5-4
Applicable CAPCOA GHG Emission Reduction Measures

GHG Reduction Measure	Applicability	Implementation
Transportation		
Land Use: T-3. Provide Transit-Oriented Development. T-17. Improve Street Connectivity	The Project is located within a Transit Priority Area (TPA). TPAs are defined as the 0.5-mile radius around an existing or planned major transit stop or an existing stop along a High-Quality Transit Corridor (HQTC). The Project is also located near existing Metro bus stops along Thornton Avenue. Further, the Project site is located within an urbanized area that provides pedestrian circulation opportunities, given that it fronts existing sidewalks to the north and west providing connection and access to existing commercial and neighborhood-serving retail uses.	Incorporated into Project Description. No additional implementation required.
Trip Reduction Programs: T-5. Implement Commute Trip Reduction Program (Voluntary). T-6. Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring). T-7. Implement Commute Trip Reduction marketing. T-8. Provide Ridesharing Program. T-9. Implement Subsidized or Discounted Transit Program. T-10. Provide End-of-Trip Bicycle Facilities. T-11. Provide Employer-Sponsored Vanpool.	The Project is required to implement Mitigation Measure GHG-1 that requires the Project to implement voluntary and mandatory trip reduction measures. The proposed Project would join the Burbank Transportation Management Organization which would include the Metro Employer Pass Program. The Metro Employer Pass Program would allow for discounted employee public transportation commuting passes. Participation in the Burbank Transportation Management Organization would also allow the Project to participate in commute trip reduction marketing and outreach opportunities. The proposed Project would also include bike parking that would serve cyclists who are traveling to the site for retail or visiting purposes.	Prior to issuance of occupancy permits for the Project, the Project applicant shall prepare a Transportation Management Plan, subject to the review and approval of the Transportation Planning Division, which includes voluntary and mandatory trip reduction measures, such as discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation, including, but not limited to, carpooling/vanpooling, taking transit, walking, and biking, implementing employee parking cash-outs, thereby reducing VMT and GHG emissions.

Table 5.5-4 (continued)
Applicable CAPCOA GHG Emission Reduction Measures

GHG Reduction Measure	Applicability	Implementation
T-13. Implement Employee Parking Cash-Out.		
Parking or Road Pricing/Management: T-14. Provide Electric Vehicle Charging Infrastructure.	Incorporated into Project Description. The Project would provide 390 new EV-ready parking spaces, of which 140 would be equipped with EV chargers. The number of EV spaces provided would exceed the requirements of the California Building Code, as well as exceed the number required under BMC Section 9-1-11-4.510 (40-45 percent EV-ready and 15 percent with chargers).	Incorporated into Project Description. No additional implementation required.
Neighborhood Design: T-18. Provide Pedestrian Network Improvement. T-19-A. Construct or Improve Bike Facility. T-19-B. Construct or Improve Bike Boulevard. T-20. Expand Bikeway Network.	Incorporated into Project Description. The Project would provide sidewalk improvements and construction of a new raised, protected bikeway; refer to Section 3. Additionally, the proposed project would include bicycle parking, which would encourage the use of cycling as an alternative mode of transportation. Additionally, sidewalk improvements and landscaping throughout the site would encourage a pedestrian friendly neighborhood.	Incorporated into Project Description. No additional implementation required.
Transit: T-25. Extend Transit Network Coverage or Hours. T-26. Increase Transit Service Frequency. T-27. Implement Transit-Supportive Roadway Treatments. T-28. Provide Bus Rapid Transit. T-29. Reduce Transit Fares.	Not applicable. While the Project is located within a TPA and in proximity to existing Metro bus stops along Thornton Avenue providing opportunity to use alternative mode of transportation, it would not create an independent funding source for transit, which is the responsibility of Metro and other transit providers beyond the scope of the Project.	Not Applicable.

Table 5.5-4 (continued)
Applicable CAPCOA GHG Emission Reduction Measures

GHG Reduction Measure	Applicability	Implementation
Clean Vehicles and Fuels: T-30. Use Cleaner-Fuel Vehicles	The Project is required to implement Mitigation Measure GHG-1 that requires the Project to use a cleaner-fuel vehicle fleet. Cleaner-fuel vehicles addressed in this measure include EVs, natural gas and propane vehicles, and vehicles powered by biofuels, such as composite diesel (blend of renewable diesel, biodiesel, and conventional fossil diesel), ethanol, and renewable natural gas.	Prior to issuance of occupancy permits for the Project, the Project applicant shall demonstrate that any new vehicles owned and operated by the Project to provide transport between the Hollywood Burbank Airport and the proposed Project shall be clean-fuel vehicles, thereby reducing GHG emissions. It should be noted, the proposed Project would share the existing shuttle fleet from the existing hotel. Sharing the fleet would ensure that existing vehicles are utilized through their end of the life cycle.
Energy		
Energy Efficiency Improvements: E-1. Buildings Exceed Title 24 Building Envelope Energy Efficiency Standards. E-2. Require Energy Efficient Appliances. E-3-B. Require Energy Efficient Commercial Packaged Boilers. **Renewable Energy Generation:** E-10-B. Establish Onsite Renewable Energy Systems – Solar Power. **Building Decarbonization:** E-13. Install Electric Ranges in Place of Gas Ranges. E-15. Require All-Electric Development.	Incorporated into Project Description. The Project would exceed the most recent Title 24 Building Energy Efficiency Standards by approximately 10 percent and would include onsite solar renewable energy generation, energy efficient appliances, and high efficiency lighting.	Incorporated into Project Description. No additional implementation required.

Table 5.5-4 (continued)
Applicable CAPCOA GHG Emission Reduction Measures

GHG Reduction Measure	Applicability	Implementation
Water		
W-4. Require Low-Flow Water Fixtures. W-5. Design Water-Efficient Landscapes. W-6. Reduce Turf in Landscapes and Lawns. W-7. Adopt a Water Conservation Strategy.	Incorporated into Project Description. The Project would include drought tolerant landscaping, low flow fixtures, and water efficient irrigation as a part of water conservation strategy.	Incorporated into Project Description. No additional implementation required.
Lawn and Landscaping		
LL-1. Replace Gas Powered Landscape Equipment with Zero-Emission Landscape Equipment.	Incorporated into Project Description. The Project would include all electric landscaping equipment.	Incorporated into Project Description. No additional implementation required.
Source: California Air Pollution Control Officers Association, *Handbook for Local Governments, Communities, and Project Developers for Assessing Greenhouse Gas Emissions Reductions, Climate Vulnerabilities, and Health and Equity: Designed for Local Governments, Communities, and Project Developers,* dated December 2021.		

Based on Table 5.5-4, the Project would incorporate a majority of the GHG reduction measures as a part of the Project's description. However, the Project would be required to implement Mitigation Measure GHG-1, which requires the Project applicant to implement additional features in the Project that would reduce GHG emissions, including preparing a Transportation Management Plan, which includes voluntary and mandatory trip reduction measures, such as discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation, including, but not limited to, carpooling, taking transit, walking, and biking, implementing employee parking cash-outs and purchasing carbon offsets, thereby reducing VMT and GHG emissions to the maximum extent feasible. Pursuant to Mitigation Measure GHG-1, the Project applicant would also be required to join the Burbank Transportation Management Organization (TMO), which is a private-sector, non-profit organization that gathers employers, developers, building owners, and employees to develop policies, programs, and services to reduce transportation use and improve air quality. The Burbank TMO would require the Applicant to become a paying member to fund services that reduce single-occupancy automotive travel and encourages participating members to use public transit, carpooling, vanpooling, walking, and biking to work. Participating members would allow employees to access the following services:

- Metro Employer Pass Program: Metro would offer Employer Pass Programs, which would allow participating members to reduce the cost of employee commuting passes and act as a tax benefit for the employers.
- Online Vanpool and Ride-matching: Participating with the Burbank TMO would encourage the use of online matching programs, which help commuting employees match with other commuting employees to a similar destination.

- Bike and Walk to Workday: Metro would offer free commuting passes for the week, which would encourage the use of clean alternative modes of transportation. Additionally, participating members may include incentives and programs, which would reward participating employees.

Additionally, the Burbank TMO would also keep participating members updated about transit, bike, and carpool resources within the City; relevant construction and closures that may impact commutes; and transit route/fare changes. The Burbank TMO collects surveys from participating employees, utilization data, and commute trip lengths, which would help the City develop better future transportation plans and programs. As discussed above, these GHG reducing features that address mobile source emissions are not quantifiable in CalEEMod. However, even with the implementation of GHG reducing design features and Mitigation Measure GHG-1, Project-related GHG impacts would still exceed the City's GGRP thresholds and result in a significant and unavoidable impact.

Nevertheless, the proposed Project would result in a GHG efficiency ratio of 6.94 $MTCO_2e$ per service population even after the incorporation of design features that would reduce GHG emissions. As previously discussed, incorporation of Mitigation Measure GHG-1 is not quantifiable within CalEEMod. Nevertheless, incorporation of Mitigation Measure GHG-1 would reduce GHG emissions below 6.94 $MTCO_2e$ per service population but would still result in emissions that exceed the applicable threshold. Thus, the Project's GHG emissions would still exceed the GGRP's GHG efficiency threshold of 3.12 $MTCO_2e$ per service population. As such, impacts in this regard would be significant and unavoidable.

Mitigation Measures:

GHG-1 Prior to the issuance of building permits, the Project applicant shall provide documentation (e.g., building plans, site plans) to the City of Burbank Community Development Department to verify implementation of the design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements:

- The Project applicant shall prepare a Transportation Management Plan with the help of certified Traffic Engineer which includes voluntary and mandatory trip reduction measures such as discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation such as carpooling, taking transit, walking, and biking, implementing employee parking cash-outs, thereby reducing VMT and GHG emissions. The Transportation Management Plan shall grant all employees located within the Project site eligibility to participate. The Transportation Management Plan shall be reviewed and approved by the Transportation Planning Division.

- The Project applicant shall join the Burbank Transportation Management Organization (TMO), which helps provide services to employees that encourages the use of public transit, carpooling, vanpooling, walking, and biking.

- The Project applicant shall demonstrate to the Planning Division that new vehicles owned and operated by the Project operators that provide transport between the Hollywood Burbank Airport and the Project will be clean-fuel vehicles.

- No wood-burning or gas-powered fireplaces shall be installed in the proposed development.

- All major appliances provided/installed (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) shall be electric-powered EnergyStar-certified or of equivalent energy efficiency, where applicable.

Level of Significance: Significant and Unavoidable Impact.

GHG-2: Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact Analysis:

Consistency with Applicable GHG Plans, Policies, or Regulations

The following analysis focuses on the Project's consistency with Statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. Several plans and policies have been adopted to reduce GHG emissions in the Southern California region. The following discussion analyzes the Project's consistency with the GGRP, 2020-2045 RTP/SCS, and 2022 Scoping Plan. Some Statewide GHG regulations, including SB 32 and Executive Order S-3-05, are not analyzed because these regulations are focused on Statewide GHG emission reduction targets and are not applicable to individual development projects. In addition, the 2022 Scoping Plan includes all the actions that need to be taken to achieve the targets established in SB 32 and Executive Order S-3-05. Therefore, projects that are consistent with 2022 Scoping Plan could demonstrate consistency with SB 32 and Executive Order S-3-05 and contribution of their fair share of GHG emission reductions. The GGRP was adopted to guide the City in reducing GHG emissions consistent with the targets set out by AB 32. Additionally, the GGRP fulfills the requirements of CEQA Guidelines Section 15183.5, and consistency with the GGRP allows for the CEQA analysis to be streamlined by presuming that a project's GHG emissions would not be significant. As discussed above, the Project's GHG emissions would exceed the GGRP significance threshold of 3.12 $MTCO_2e$ per service population, and impacts would remain significant even with the incorporation of Mitigation Measure GHG-1.

Burbank2035 Greenhouse Gas Reduction Plan

The GGRP identifies 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 5.5-5, *Consistency with the City's Greenhouse Gas Reduction Plan*.

Table 5.5-5
Consistency with the City's Greenhouse Gas Reduction Plan

GGRP Measures	Project Consistency
Strategy BE-1: Building Energy	
Measure BE-1.1: Electrify 100% of new construction in the City by 2023.	Consistent. As previously discussed, the proposed Project would be an all-electric development that would not have any natural gas consumption. Additionally, the proposed Project would have onsite photovoltaic panels that would generate approximately 425 kWh of renewable energy per year. The Project would also be built to exceed the most recent Title 24 Build Energy Efficiency Standards by 10 percent which includes the installation of photovoltaic panels that would generate 11 percent of the Project's annual electricity consumption), installation of energy efficient appliances, and installation of energy efficient lighting. Exceeding the most recent Title 24 Build Energy Efficiency Standard would reduce overall energy consumption. The Project would also include the installation of high efficiency light emitting diode (LED) lighting and energy efficient appliances. Thus, the Project would incorporate energy efficiency practices and would be consistent with these measures. Based on the Business Rebate Program, new construction are provided incentives that are paid at a rate of 0.05 cents per kWh of annual saving in excess of Title 24 standards. As the Project exceeds the Title 24 standards, the proposed development is eligible to participate in this rebate program that incentivizes energy efficiency.
Measure BE-1.3: Continue to increase building energy efficiency through BWP's rebate and incentive programs to reduce annual customer energy use by a collective 63 GWh by 2030.	

Table 5.5-5 (continued)
Consistency with the City's Greenhouse Gas Reduction Plan

GGRP Measures	Project Consistency
Strategy T-2: Transportation Demand Management	
Measure T-2.1: Continue Transportation Management Organization (TMO) Expansion, reaching 60% of employees by 2030 and 90% by 2045.	Consistent. This measure requires participation of all new businesses with 25 or more employees located within the City's Transportation Management Organization (TMO) boundary to participate in the TMO program to reduce VMT. The proposed Project is not located within the mandatory TMO boundary; as such, the Project is not required to participate in the City's TMO. However, participation in the TMO is required per Mitigation Measure GHG-1. Prior to the issuance of building permits, the Project applicant shall provide documentation to the City of Burbank Community Development Department that the Project applicant joined the TMO program. Joining the Burbank TMO would require the Applicant to become a paying member, which would then be used to fund services that would reduce single-occupancy automotive travel and encourage the use of alternative modes of transportation for employees. Such services include, but is not limited to, a carpooling matching program, which would match nearby riders to a shared destination and a vanpool group subsidy program. Additionally, the Project is an infill development and is located within 0.29 mile of a transit station. Further, the Project would provide bicycle racks in the covered terrace area of the Hotel which would be an end-of-trip bicycle facility that would promote an alternative transportation option. As such, the proposed Project would participate in the Burbank TMO which would allow for all eligible employees to participate, reducing overall single occupancy vehicle trips. Additionally, the Project's location to nearby transit stations and installation of bicycle facilities would encourage the use of other transportation options besides single-occupancy travel. As such, the Project is consistent with these measures.
Measure T-2.2: Update the TMO program and ordinance to increase compliance with the City's 1.61 Average Vehicle Ridership (AVR) Goal to reduce employees commuting to Burbank via single occupancy vehicle. Require 30% of TMO businesses achieve the 1.61 AVR target by 2030, and 60% by 2045.	
Strategy T-3: Zero Emission Vehicles	
Measure T-3.1: Increase zero-emission vehicle adoption to 23% of all passenger vehicles by 2030 and 100% by 2045.	Consistent. The proposed Project would include 390 new EV-ready parking spaces, of which 140 would be equipped with EV chargers. The number of EV spaces provided would exceed the requirements of the California Building Code, as well as the number required under BMC Section 9-1-11-4.510 (40-45 percent EV-ready and 15 percent with chargers). As such, the proposed Project would be consistent with this measure.

Table 5.5-5 (continued)
Consistency with the City's Greenhouse Gas Reduction Plan

GGRP Measures	Project Consistency
Strategy W-1 Water-Energy Nexus	
Measure W-1.1: Reduce per capita water consumption from current levels of 132 GPCD (gallons per capita per day) to 124 GPCD by 2030 (a 6.1% reduction) and to 120.5 GPCD by 2045 (an 8.7% reduction).	Consistent. As previously discussed, the Project would incorporate design features that would help minimize excessive water consumption. These design features include water efficient irrigation, drought tolerant landscaping, and low flow fixtures. In addition to using recycled water for irrigation of the proposed Project, the irrigation for the landscaping at the existing Marriott Hotel would also be upgraded to connect to recycled water services that the Project would extend to the site. The Project would be consistent with this measure.
Strategy CS-1: Carbon Sequestration Strategy	
Measure CS-1.1: Plant 2,000 net new trees by 2030 and 5,000 net new trees by 2045 to sequester carbon and create urban shade to reduce the urban heat island effect.	Consistent. The Project would provide a mix of trees onsite as part of the landscaping. Further, new trees would be incorporated. New landscaping would provide shading for approximately 52 percent of the surface parking lot (SE Lot). Overall, the proposed landscaping and existing landscaped area that would be retained would total approximately 13 percent of the total lot area. The proposed Project would be consistent with this measure.
Strategy SW-1: Organic Waste Diversion	
Measure SW-1.1: Meet SB 1383 organics and recycling requirements, reducing organic waste disposal 75% by 2025.	Consistent. Senate Bill (SB) 1383 establishes targets to achieve a 50-percent reduction in the level of Statewide organic waste disposal from 2014 levels by 2020 and a 75-percent reduction by 2025. The law establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. The related restaurant uses from the proposed Project would comply with local and regional regulations and recycle or compost 75 percent of waste by 2025 pursuant to SB 1383. The Project would be consistent with this measure.
Source: City of Burbank, *Greenhouse Gas Reduction Plan Update*, adopted May 3, 2022.	

As depicted in Table 5.5-5, the proposed Project would be consistent with the City of Burbank's GGRP, and impacts would be less than significant in this regard.

2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

As mentioned above, the latest 2024-2050 RTP/SCS was adopted on April 4, 2024. However, CARB concluded that the technical methodology SCAG used to quantify the GHG emission reductions for the

2024-2050 RTP/SCS does not operate accurately.[12] SCAG resubmitted the Sustainable Communities Strategy (SCS) Submittal Package for CARB's review in June 2024. CARB will have 60 business days to evaluate it and make its determination. Review by CARB is limited to acceptance or rejection of SCAG's determination that its SCS would, if implemented, achieve the region's GHG emission reduction target. If CARB rejects SCAG's determination of meeting the GHG emission target, SCAG will need to revise the SCS or adopt an alternative planning strategy demonstrating the ability to achieve the target. As such, until CARB makes the decision, the 2024-2050 RTP/SCS is not a fully adopted document and is potentially subject to further updates, especially from the GHG reduction perspective relative to the methods and assumptions of the calculation of Auto Operating Costs (AOC)[13], induced travel, electric vehicle incentives, job center parking and parking deregulation, off-model strategy assumptions, and emissions factors. As CARB has not made the decision at the time of preparation of this document, the consistency analysis relies upon the 2020-2045 RTP/SCS.

Table 5.5-6, *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 in Table 5.5-6, the proposed Project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

[12] California Air Resources Board, *RE: CARB Review of Southern California Association of Governments' 2024 SCS Senate Bill 375 Greenhouse Gas Emissions Draft Technical Methodology*, March 29, 2024, https://ww2.arb.ca.gov/sites/default/files/2024-04/SCAG%20memo%20final.pdf, accessed September 3, 2024.

[13] AOC is used as key variable across several major model components of the travel demand model, such as vehicle ownership, destination choice, and mode choice. This parameter represents the expenses associated with the usage of vehicles, expressed in cents per mile or dollar per mile. AOC plays a pivotal role as a fundamental parameter within the travel demand model.

Table 5.5-6
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.	**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 proposed Project would create a Hotel near existing residential and commercial developments. This development would create employment opportunities for nearby residents. TPAs are defined as the 0.5-mile radius around an existing or planned major transit stop or an existing stop along a High-Quality Transit Corridor (HQTC). A HQTC is defined as a corridor with fixed route bus service frequency of 15 minutes (or less) during peak commute hours. The Project site is located less than 0.5-mile of the Metrolink Ventura County Line Station at the Burbank Hollywood Airport which constitutes a major transit stop.
• 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.		Consistent. The proposed Project is located 0.29 miles of an existing transit station. Additionally, the proposed development is located near North Hollywood Way. As such, the Project would increase the surrounding job supply near existing transit stations and main streets.
• Plan for growth near transit investments and support implementation of first/last mile strategies.		Consistent. As discussed, the proposed Project is located 0.29 miles from an existing transit station. This is within walking and cycling distance of the proposed Project. The proximity and the Project's design features (street improvements and bicycle facilities) provide improved opportunities for guests and/or employees to use public transportation.

Table 5.5-6 (continued)
Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
• Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.		Consistent. The proposed Project would redevelop an existing surface parking lot with a new Hotel and associated parking garage.
• Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.		Consistent. As discussed above, the proposed Project would redevelop an existing surface parking lot with a new Hotel and associated parking garage. The proposed Project would include amenities such as a bar area, interior courtyard with swimming pools, outdoor patios, and restaurant space. The Project would provide pedestrian and bicycle improvements, improving connectivity to the surrounding area.
• 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).		Consistent. The Project would provide a Hotel in proximity to existing commercial and employment uses and near the Hollywood Burbank Airport and RITC, reducing the reliance on the necessity for solo car trips. The Project would also include pedestrian improvements and bicycle facilities which would encourage walking and cycling as an alternative mode of transportation. The Project would also include amenities as part of the hotel, such as a bar space, pool space, and restaurant uses which would provide guests with necessary entertainment on-site, reducing the need to travel off-site to acquire such amenities. As discussed in Mitigation Measure GHG-1, the proposed Project would participate in the Burbank TMO which would provide the Project's employees with discounted public transportation fare, incorporating a carpooling program, and provide rideshare services.

Table 5.5-6 (continued)
Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
• Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking).		Consistent. The proposed parking structure would have a total of 673 permanent parking spaces and an additional 93 event spaces that would be stacked along drive aisles for supplemental parking, as needed.
Promote Diverse Housing Choices		
• Preserve and rehabilitate affordable housing and prevent displacement.	**PGA, Job Centers, HQTAs, NMA, TPAs, Livable Corridors, Green Region, Urban Greening.**	Not Applicable. The proposed Project would not involve residential development; as such, this emissions reduction strategy would not be applicable to the Project.
• 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.		

Table 5.5-6 (continued)
Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
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.	**HQTA, TPAs, NMA, Livable Corridors.**	Consistent. The Project would be required to install EV charging stations, as well as bike parking and storage in accordance with the 2022 Title 24 standards. The Project would provide 390 new EV-ready parking spaces, of which 140 would be equipped with EV chargers. The number of EV spaces provided would exceed the requirements of the California Building Code, as well as the number required under BMC Section 9-1-11-4.510 (40-45 percent EV-ready and 15 percent with chargers). To encourage bicycle use, the Project would provide 62 bicycle parking spaces onsite. The Project would also include features, such as carpool parking and a commute trip reduction plan to reduce VMT and GHG emissions. Additionally, the Project would include a dedicated pick-up and drop area that would be accessible to rideshare vehicles.
• 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.		Not Applicable. The proposed Project would not be capable of supporting telework as the proposed Hotel use is not conducive to telework.
• Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation		Consistent. As previously discussed, the proposed Project would install photovoltaic panels that would generate approximately 11 percent of the Project's annual electricity consumption on-site. Additionally, any excess electricity produced by this system would be routed into batteries that could be used at night or in emergencies.

Table 5.5-6 (continued)
Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Support Implementation of Sustainability Policies		
• Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions	**Center Focused Placemaking, PGA, Job Centers, HQTAs, TPA, NMAs, Livable Corridors, SOIs, Green Region, Urban Greening.**	Consistent. While this strategy is focused on local governments, agencies, and organizations' actions to support the implementation of sustainability policies, the Project would participate in opportunities provided by these agencies that would support sustainability. Specifically, the Project would participate in the BWP's rebate program that provides an incentive of 0.05 cents per kWh of annual savings in excess of Title 24 standards. Additionally, the Project would join the Burbank TMO which would reduce employee's single-occupancy vehicle travel.
• Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations		Not Applicable. This strategy focuses on SCAG's support on Statewide legislation.
• 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		Not Applicable. This strategy focuses on SCAG's support on Statewide legislation.
• Work with local jurisdictions/ communities to identify opportunities and assess barriers to implement sustainability strategies		Consistent. The Project would work alongside the City and BWP in implementing sustainability programs and Project design features. The Project is an all-electric development that would include a variety of GHG reducing features that align with the City's GGRP goals.

Table 5.5-6 (continued)
Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
• Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region		Not Applicable. This strategy focuses on SCAG's support with local planning organizations.
• Continue to support long range planning efforts by local jurisdictions		Not Applicable. This strategy focuses on SCAG's support with local planning organizations.
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	**Green Region, Urban Greening, Greenbelts and Community Separators.**	Not Applicable. This strategy focuses on SCAG's support with local planning organizations.
• Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration		Consistent. As discussed above, the Project would include photovoltaic panels that would generate up to 11 percent of the Project's annual electricity consumption. The Project would also incorporate 67,683 square feet of landscaping, including trees and shrubs, which would reduce the urban heart island effect.
• Integrate local food production into the regional landscape		Not Applicable. This strategy focuses on incorporation of food production (community gardens).
• Promote more resource efficient development focused on conservation, recycling and reclamation		Consistent. As discussed, the proposed Project would incorporate a variety of Project design features focused on sustainability such as on-site energy production, low flow water fixtures, and drought tolerant landscaping. The Project would also comply with local and regional regulations for recycling and composting; refer to Table 5.5-5
• Preserve, enhance and restore regional wildlife connectivity		Not Applicable. The Project is located within an urbanized and built environment.

Table 5.5-6 (continued)
Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
• Reduce consumption of resource areas, including agricultural land		Not Applicable. The Project is located within an urbanized and built environment. Project development would not remove any agricultural land.
• Identify ways to improve access to public park space		Consistent. The Project would include street improvements that would encourage a more pedestrian friendly neighborhood. These improvements would include sidewalk improvements and bicycle lanes. The incorporation of these improvements would encourage the use of sustainable modes of transportation to nearby parks such as Robert E. Gross Park, located approximately 1,200 feet to the southeast.
Source: Southern California Association of Governments, *2020-2040 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal*, September 3, 2020.		

Consistency with the 2022 CARB Scoping Plan

The 2022 Scoping Plan identifies reduction measures necessary to achieve the goal of carbon neutrality by 2045 or earlier. Actions that reduce GHG emissions are identified for each AB 32 inventory sector. Provided in Table 5.5-7, *Consistency with the 2022 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 2022 Scoping Plan.

Table 5.5-7
Consistency with the 2022 Scoping Plan

Actions and Strategies	Project Consistency
Smart Growth / Vehicles Miles Traveled (VMT)	
Reduce VMT per capita to 25 percent below 2019 levels by 2030, and 30 percent below 2019 levels by 2045	Consistent. As discussed in Section 5.11, Transportation, the Project is located less than 0.5-mile from the Metrolink Ventura County Line Station at the Burbank Hollywood Airport which constitutes a major transit stop. Therefore, the Project could be presumed to have a less than significant VMT impact. The Project would install a total of 62 bicycle parking spaces in accordance with California Building Standards Code (CBC). Additionally, as previously discussed, the Project would install offsite bicycle improvements, such as a protected Class IV bikeway and in-street protected five-foot wide bike lanes, which would encourage the use of bicycles. Further, the Project site is located within an area that provides pedestrian circulation opportunities given that it fronts existing sidewalks to the north and west, and there are existing Metro bus stops along Thornton Avenue within the Project area. As such, this Project would encourage alternative modes of transportation that would help reduce the Project's total VMT. Thus, the Project would be consistent with this action.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed Statewide by 2030	Consistent. As previously discussed, the proposed Project would not consume natural gas; only electricity would be used for appliances. Additionally, the Project would exceed the most recent Title 24 standards by 10 percent; refer to Table 5.5-5. Exceeding the Title 24 standards would ensure that the proposed development would surpass energy efficiency standards and reduce overall energy consumption, consistent with this measure. Thus, the Project would be consistent with this action.

Table 5.5-7 (continued)
Consistency with the 2022 Scoping Plan

Actions and Strategies	Project Consistency
Construction Equipment	
Achieve 25 percent of energy demand electrified by 2030 and 75 percent electrified by 2045	Consistent. The City of Burbank has not adopted an ordinance or program requiring electricity-powered construction equipment. However, if adopted, the Project would be required to comply with the applicable regulation requiring the use of electric construction equipment in the future. The Project would be consistent with this action.
Non-Combustion Methane Emissions	
Divert 75 percent of organic waste from landfills by 2025	Consistent. As discussed in Measure SW-1.1 of Table 5.5-5, the Project would comply with local and regional regulations regarding recycling and/or composting. The Project would be consistent with this action.
Source: California Air Resources Board, *2022 Scoping Plan*, November 16, 2022.	

Conclusion

In summary, the plan consistency analysis provided above demonstrates that the proposed Project is generally consistent with or would not conflict with strategies outlined in the GGRP, 2020-2045 RTP/SCS, and 2022 Scoping Plan. As discussed above, the proposed Project would exceed the GGRP Efficiency Threshold of 3.12 per service population. According to the GGRP, any projects that exceed this GHG efficiency threshold would result in a significant impact and would be required to mitigate the GHG emissions to a maximum extent feasible. As discussed in Table 5.5-5, the proposed Project would require the incorporation of Mitigation Measure GHG-1. Upon incorporation of Mitigation Measure GHG-1, the Project would mitigate the GHG emissions to the maximum extent feasible and as such, would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. As such, the impacts would be less than significant with the incorporation of Mitigation Measure GHG-1.

Mitigation Measures: Refer to Mitigation Measure GHG-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.5.5 CUMULATIVE IMPACTS

Table 4-1, *Related Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The following discussions are included in order of the topical areas discussed above to determine whether a significant cumulative effect would occur. Per the Council of Environmental Quality, GHG emissions contribute to real-world physical change and GHG impacts are inherently cumulative in nature.[14]

Would the project, combined with other related projects, generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Would the project, combined with other related projects, conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG?

Impact Analysis: Project-related GHG emissions are not confined to a particular air basin; instead, GHG emissions are dispersed worldwide. No single project is large enough to result in a measurable increase in global concentrations of GHG emissions. The California Natural Resources Agency has also clarified that the CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and, therefore, GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses (see CEQA Guidelines Section 15064(h)(3)).[15] A project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the area of the project.[16]

As discussed in Impact Statement GHG-1, the proposed Project would exceed the City's GGRP GHG efficiency threshold of 3.12 $MTCO_2e$ per service population and would require the implementation of Mitigation Measure GHG-1. Mitigation Measure GHG-1 would require the Project applicant to implement features in the Project that would reduce GHG emissions, including preparing a Transportation Management Plan, joining the Burbank TMO, owning a clean-fuel vehicle fleet for the proposed Project, installing energy efficient appliances, and exceeding Title 24 by 10 percent. As the Project would exceed the City's GGRP GHG efficiency threshold, impacts would be significant. Any projects that exceed this GHG efficiency threshold would result in a significant impact and would be required to mitigate the GHG emissions to a maximum extent feasible. As such, the proposed Project would incorporate Mitigation Measure GHG-1. However, even with the implementation of GHG reducing design features and Mitigation

[14] Council on Environmental Quality, Council on Environmental Quality [CEQ-2022-0005] RIN 0331-AA06, https://www.federalregister.gov/documents/2023/01/09/2023-00158/national-environmental-policy-act-guidance-on-consideration-of-greenhouse-gas-emissions-and-climate#:~:text=All%20types%20of%20GHG%20emissions,is%20inherently%20cumulative%20in%20nature., accessed November 21, 2024.

[15] See Generally California Natural Resources Agency, Final Statement of Reasons for Regulatory Action (December 2009), pp. 11-13, 14, 16; see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, secretary for Natural Resources, April 13, 2009. Available at https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C01.pdf, accessed March 18, 2024.

[16] 14 CCR Section 15064(h)(3).

Measure GHG-1, Project-related GHG impacts would still exceed the City's GGRP GHG efficiency thresholds and result in a significant and unavoidable impact. As such, the Project's incremental effects to GHG emissions would be cumulatively considerable, and cumulative GHG impacts would be significant and unavoidable. However, even with the implementation of GHG reducing design features and Mitigation Measure GHG-1, Project-related GHG impacts would still exceed the City's GGRP GHG efficiency thresholds and result in a significant and unavoidable impact. As such, the Project's incremental effects to GHG emissions would be cumulatively considerable, and cumulative GHG impacts would be significant and unavoidable.

Mitigation Measures: Refer to Mitigation Measure GHG-1.

Level of Significance: Significant and Unavoidable Impact.

5.5.6 SIGNIFICANT UNAVOIDABLE IMPACTS

A significant and unavoidable impact would result from the Project's contribution to greenhouse gas emissions as a result of the exceedance of the threshold developed by the City's GGRP on a project and cumulative basis.

If the City of Burbank approves the Project, the City will be required to make findings in accordance with CEQA Guidelines Section 15091 and prepare a Statement of Overriding Considerations for consideration by the City's decision makers in accordance with CEQA Guidelines Section 15093.

5.5.7 REFERENCES

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South Coast Air Quality Management District, *Interim CEQA Greenhouse Gas Significance Threshold*, October 2008.

U.S. Environmental Protection Agency, *Draft Inventory of United States Greenhouse Gas Emissions and Sinks 1990 to 2022*, 2024, https://www.epa.gov/system/files/documents/2024-02/us-ghg-inventory-2024-main-text.pdf, 2024.

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5.6 HAZARDS AND HAZARDOUS MATERIALS

The purpose of this section is to describe the existing conditions and regulatory setting related to hazards and hazardous materials and identify potential impacts that could result from Project implementation. This section is based, in part, upon the *Phase I Environmental Site Assessment Report* (Phase I ESA) and the *Phase II Subsurface Investigation Report* (Phase II SIR) prepared by Partner, dated March 25, 2021, and April 7, 2022, respectively, and included as Appendix F, Hazardous Materials Studies.

5.6.1 ENVIRONMENTAL SETTING

Current Use of the Project Site

The Project site is currently developed with the existing Marriott Hotel along the southern perimeter of the property. Activities taking place at the Project site are typical of a hotel, convention center, and surface parking lot and do not include any environmentally hazardous operations, as existing structures on the Project site include the following ancillary uses and amenities: two restaurants, two swimming pools, and interior amenities, including meeting rooms, lounges, and a fitness center. Only a portion of the existing Project Site is being proposed for development, specifically the 6.17-acre area located in the northeast portion of the Project site that is currently developed with a paved parking lot and planter areas.

Historic Use of the Project Site and Related Soil and Groundwater Contamination

Research was conducted during the Phase I ESA to identify the likelihood of past uses onsite to have created a recognized environmental condition (REC). The Phase I ESA's review of historical sources found that the Project site was undeveloped as early as 1894; developed with what appears to have been a large commercial/industrial building associated with Lockheed Martin Corporation between circa 1952 to circa 1983 (eastern portion); developed with light industrial facilities and auto repair facilities from the 1950s to 1960s (western portion); and developed with the current structures in 1982 (Marriott Hotel west tower) and 1990 (Marriott Hotel east tower and convention center).

The eastern portion of the Project site was part of the historical Lockheed Martin Corporation facilities, which was identified to be used for assembling, shipping and crating, offices, painting, and a test laboratory. In addition, what appears to have been a historical subject property address of 3220 West Thornton Avenue, under the name Lockheed A-1, B85, Lots 16, 16A, was identified on the Cleanup Program Sites-Spills, Leaks, Investigations, and Cleanups (CPS-SLIC), and Well Investigation Program (WIP) databases. As part of the historical Lockheed Martin Facilities, the status for property identified as 2500 North Hollywood Way is listed as case closed as of April 27, 1990. In addition, a historical address of 3220 Thornton is listed as "Open-Site Assessment," with a release report date of January 2, 1965, and a current status date of January 3, 1990.

Portions of this parcel were investigated with 3110 Thornton Avenue (offsite structure, former Lockheed Building 90). The 3110 Thornton Avenue property was provided a soil only closure in 2003 by the Los Angeles Regional Water Quality Control Board (LARWQCB) via a letter to Lockheed Martin Corporation dated February 7, 2003, which referenced the presence of a former 15,000-gallon above ground storage tank (AST) at the location where elevated tetrachloroethylene (PCE) and trichloroethylene (TCE) concentrations were detected. Both TCE and PCE were widely used for dry cleaning and degreasing machinery, as discussed below. The remainder of the Lockheed Building 90 site "had low to nondetectable

concentrations of contaminants in soil matrix and soil gas" per the letter. The LARWQCB exercised its discretion to allow the use of performance-based criteria (Tier 2 evaluation), which would confirm the effectiveness of onsite treatment for vapor extraction system closure noting that "the residual (volatile Organic Compound) VOC that remain in the vadose zone do not appear to pose a significant threat to groundwater quality and human health."[1] Of note, the WIP listing, identified as active, is a database that is no longer in use and existing WIP cases that are still being assessed or remediated are now overseen under the Cleanup Program Sites/Spills, Leak, Investigations, and Cleanups (CPS-SLIC) program. According to information obtained from the GeoTracker website, these listings are associated with the San Fernando Valley (Area 1) North Hollywood Superfund Site (Area 1 site), described below.

The Area 1 site is an approximately 20-square-mile area of contaminated groundwater located primarily in North Hollywood and Burbank and is one of four Superfund sites in the San Fernando Valley. The Area 1 site is divided into two Operable Units—Burbank Operable Unit (primarily in Burbank and south of the Hollywood Burbank airport) and North Hollywood Operable Unit (west of the Burbank Operable Unit). The Project site is within the Burbank Operable Unit. Site contamination sources include, but are not limited to, the former Lockheed Martin Corporation facilities near the Hollywood Burbank Airport and many other known sources throughout Area 1. TCE and PCE were reported to be widely used in the San Fernando Valley beginning in the 1940s for dry cleaning and for degreasing machinery. The disposal of these chemicals was not well regulated during this time (from the 1940s and throughout operation of Lockheed Martin facilities during the 1950s and 1960s, and, as a result, releases from a large number of facilities throughout the eastern portions of the Area 1 site have resulted in a large plume of volatile organic compound (VOC)-contaminated groundwater, which begins in the Area 1 site and extends southeast, down-gradient. While not believed to be a contributor to the regional groundwater contamination plume, operations at the former Lockheed facility may have resulted in surficial releases to the soil, particularly in areas identified on Sanborn maps as a testing laboratory and painting area with dip tanks. As such, the former operations at the Lockheed facility represent a REC.

The Area 1 site is being addressed through federal, State, municipal, and potential responsible party (PRP) actions, including the temporary remedy of extraction and treatment of groundwater. BWP receives groundwater from the site blended with treated groundwater to reduce nitrate levels and then distributes it to the public water supply system. Operation of this remedy commenced in 1996 and has since treated approximately 36 billion gallons of VOC-contaminated water. Contaminants of concern are reported to be TCE; PCE; 1,4-dioxane; hexavalent chromium; and 1,2,3-TCP. Although use of contaminated groundwater in this area is considered the greatest human health risk, the extraction of groundwater is strictly regulated; therefore, no unauthorized use is anticipated.

The western portion of the site was improved with a small single-story battery manufacturing facility, as well as a small single-story repair facility for automobile electronic systems, in the 1960s. These types of facilities typically generate various wastes, such as chlorinated solvents and lead, as part of their operations. However, based on the small size scale of these facilities, it is not suspected that any significant manufacturing/generation of hazardous wastes occurred at these locations. This portion of the

[1] The vadose zone is the area beneath the Earth's surface extending down to the groundwater table.

Project site has since been redeveloped into the existing restaurant portion, which is connected to the west tower of the Marriott Hotel.

Site Reconnaissance

The information presented below is limited to the area of the Marriott Hotel buildings and does not include the parking lots where the proposed Project would be located.

Storage/Use of Hazardous Substances and Petroleum Products

Varying quantities of hazardous substances, used for maintenance, janitorial, housekeeping, and laundry purposes, were identified at several locations through the Project site. The hazardous materials were found to be properly labeled and stored at the time of the assessment with no signs of leaks, stains, or spills; however, secondary containment is not provided. Based on the nature of use, overall quantities observed, and lack of violations on-file with the local fire department, these materials are not expected to represent a significant environmental concern.

Aboveground & Underground Hazardous Substance or Petroleum Product Storage Tanks (ASTs/USTs)

Two ASTs that hold 100 and 75 gallons each are associated with the emergency generators. The ASTs are located at each tower adjacent to each emergency generator. Dates of installation were not available, but they are equipped with secondary containment. Minimal staining was observed at the base of the emergency generator at the West Tower.

No evidence of current underground storage tanks (USTs) was observed during the site reconnaissance. Two 10,000-gallon diesel UST and one 10,000-gallon Stoddard Solvent UST were documented on what appears to be the proposed development site. According to the Phase I ESA, both of the diesel USTs were apparently abandoned and filled with sand per the notes on the Plot Plan.

The Burbank Fire Department did not have records on the abandonment of USTs or closure of Stoddard Solvent tank. From the location shown on the Lockheed Martin Corporation Plant A-1 Site Plan, both USTs would have been removed when the current improvements were constructed or sooner. Neither one of the former USTs represents a vapor intrusion concern at this point, considering likely removal by 1982. No documentation of the sampling and closure of Stoddard Solvent tank was obtained in regulatory or other records; the Phase I ESA concluded this UST was most likely removed during redevelopment of western portion of the Project site in the 1980s and not likely to pose vapor intrusion concern given the proposed development plans.

Polychlorinated Biphenyls (PCBs)

The Phase I ESA onsite reconnaissance addressed indoor and outdoor transformers that may contain PCBs. One pad-mounted transformer was observed on the Project site. The transformer is not labeled indicating PCB content; however, it appears newer. No staining or leakage was observed in the vicinity of the transformer. Burbank Water and Power (BWP) maintains ownership and operational responsibility for the transformer, and it was confirmed that the units do not contain PCBs. Based on the good condition of the equipment, the transformer is not expected to represent an environmental concern.

Two hydraulic trash compactors are located on the subject property and are believed to be less than 10 years old. As such, the use of PCB-containing oil is not likely, and the trash compactors are not expected to represent an environmental concern.

No other potential PCB-containing equipment (interior transformers, oil-filled switches, hoists, lifts, dock levelers, hydraulic elevators, balers, etc.) was observed on the subject property during Partner's reconnaissance. Eight elevators are present; however, they are cable operated.

Asbestos-Containing Materials (ACMs)

The east tower building was constructed in 1990. As such, the presence of ACMs within interior building materials is considered unlikely. The west tower building was constructed in 1982; therefore, there is the possibility for ACMs to exist. Readily visible suspect ACMs, including, but not limited to, drywall systems, mastics, caulking, and roofing materials, were observed to be overall in good condition in the existing structures.

Lead-Based Paint (LBP)

It is unlikely that LBP is present in buildings constructed after 1977. Therefore, due to the age of the subject property buildings, it is unlikely that LBP is present and does not represent an environmental concern in the location of the proposed Project.

Adjoining Properties

As part of the Phase I ESA, a review of neighboring properties was performed. Immediately adjacent properties included:

- North: Concentra Medical Center and Thornton Avenue;
- South: Vacant land and a multi-tenant office building;
- East: Kaiser Permanente and a multi-tenant office building to the east; and
- West: Denny's, Del Taco, and McDonald's to the west across Hollywood Way.

The adjacent property to the north was identified as an ENVIROSTOR, Resource Conservation Recovery Act (RCRA) NonGen/NLR, RCRA-Small Quantity Generator (SQG), Emissions Inventory Data (EMI), HAZNET, WIP, CERS, UST, AST, CERS HAZ WASTE; and the property to the east was identified as an AST, CERS TANKS, HAZNET, and CERS site. The adjacent property reconnaissance consisted of observing the adjacent properties from the Project site. No items of environmental concern were identified on the adjacent properties during the site assessment, including hazardous substances, petroleum products, ASTs, USTs, evidence of releases, PCBs, strong or noxious odors, pools of liquids, sumps or clarifiers, pits or lagoons, stressed vegetation, or any other potential environmental hazards.

Phase II Investigation

Based on the finding of RECs identified in the Phase I ESA, a Subsurface Investigation (Phase II) was conducted to assess the presence of VOCs. The Phase II scope included a geophysical survey and nine borings to collect representative soil and soil gas samples. Soil samples were analyzed for VOCs. Based on the results of this subsurface investigation, there is evidence of elevated VOCs in soil-gas (specifically PCE and TCE) beneath the Project site that may present a vapor intrusion risk to future property development. These VOCs are considered to be the result of a regional groundwater VOC plume (Area 1 site) in the region, as noted from the Phase I ESA, and previously described.

Proximity to Schools

There are no schools located within 0.25 mile of the Project site. The Project site is located approximately 0.32 mile north of Providencia Elementary School (1919 North Ontario Street), 0.75 mile southwest of George Washington Elementary School (2322 North Lincoln Street), 0.9 mile north of Bret Harte Elementary School (3200 Jeffries Avenue), and 0.91 mile north of Luther Burbank Middle School (3700 West Jeffries Avenue).

Proximity to Airports

The nearest airport to the Project site is the Hollywood Burbank Airport, located approximately 500 feet to the northwest of the Project site. According to the Los Angeles County Airport Land Use Commission's (ALUC) Comprehensive Land Use Plan, the western portion of the Project site, which includes the western tower of the existing Marriott Hotel is located within the Airport Influence Area boundaries.[2] However, the eastern portion of the site, where the proposed Project would be developed, is not located within the Airport Influence Area boundaries. The Project site is not located within the runway protection zones of the Hollywood Burbank Airport. However, according to the City of Burbank Federal Aviation Administration (FAA) Filing Requirement Map, the Project site is within Zone 2, which requires FAA notice for all new structures and additions that increase structure height (see additional information in the discussion of regulatory setting below regarding Par 77 of the Federal Aviation Regulation [FAR] and Title 10 of the Burbank Municipal Code [BMC]). Additionally, there are no other airports or airstrips within two miles of the Project site.

Disaster and Evacuation Routes

When a major emergency or disaster occurs, the City's Emergency Operations Center (EOC) is activated to coordinate response by staff members and representatives from various City departments who are assigned emergency management responsibilities. The Disaster Preparedness Division of the Burbank Fire Department coordinates most disaster responses in the City. The Burbank Police Department assists in many phases of disaster response, especially traffic control and controlling civil disturbances. The City's emergency evacuation routes, in the event of citywide evacuation, are shown in Burbank2035 Safety Element Exhibit S-3, *Evacuation Routes*. Victory Boulevard, which runs in an east-west direction approximately 0.6 mile south of the Project site, and San Fernando Road, which runs in a northwest-southeast direction approximately 0.6 mile north of the Project site, are the closest designated evacuation routes near the Project site.[3] Emergency vehicles primarily use main streets during an emergency. In the event of an evacuation, the primary routes used within the area of the Project site are North Hollywood Way, Thornton Avenue, Ontario Street, San Fernando Boulevard, Empire Avenue, Victory Boulevard, and Burbank Boulevard.

Disaster routes are transportation routes, such as freeway, highway, or arterial routes, that are pre-identified for use during times of crisis. These routes are used to bring in emergency personnel, equipment, and supplies to impacted areas, to save lives, protect property, and minimize environmental impacts. During a disaster, these routes have priority for clearing, repairing, and restoration over all other

[2] Los Angeles County Airport Land Use Commission, *Comprehensive Land Use Plan*, adopted December 19, 1991, and revised December 1, 2004.
[3] City of Burbank, *Burbank2035 General Plan,* Chapter 7: Safety Element, Exhibit S-3: Evacuation Routes, September 27, 2022.

roads. Evacuation routes depend on the nature and location of the emergency or disaster. The County of Los Angeles designates Interstate 5 (Golden State Freeway), which runs in a northwest-southeast direction with ramps located approximately 1.0 and 1.25 miles north and east, respectively, of the Project site, as a primary disaster route and North Hollywood Way immediately adjacent to the west of the Project site, Victory Boulevard, San Fernando Road as secondary disaster routes within one mile of the Project site.[4]

Wildland Fires

The California Department of Forestry and Fire Protection (CalFire) prepares maps that identify fire hazard severity zones in state and local responsibility areas for fire protection. The Project site is not within an area designated as a Very High Fire Hazard Severity Zone.[5] Further, Burbank2035 identifies Mountain Fire Zones designated by the Burbank Fire Department. The Project site is not within an area designated as a Mountain Fire Zone.[6]

5.6.2 REGULATORY SETTING

Federal

Toxic Substances Control Act/Resource Conservation and Recovery Act/Hazardous and Solid Waste Act

The Toxic Substances Control Act of 1976 (TSCA) and Resource Conservation and Recovery Act (RCRA) established a program administered by the U.S. Environmental Protection Agency (USEPA) for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act (HSWA), which affirmed and extended the "cradle to grave" system of regulating hazardous wastes. Under TSCA, the USEPA enacted strict requirements on the use, handling, and disposal of ACMs. TSCA also established USEPA's Lead Abatement Program regulations, which provide a framework for lead abatement, risk assessment, and inspections. Those performing these services are required to be trained and certified by the USEPA. Under RCRA, generators of hazardous waste must register and obtain a hazardous waste activity identification number. RCRA allows individual states to develop their own programs for the regulation of hazardous waste as long as they are at least as stringent as those established by RCRA.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) is a law developed to protect the water, air, and soil resources from the risks created by past chemical disposal practices. This law is also referred to as the Superfund Act and regulates sites on the National Priority List (also known as Superfund sites). This law (U.S. Code Title 42, Chapter 103) provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites; provides for liability of persons responsible for releases of hazardous

[4] County of Los Angeles Department of Public Works, *Map of Disaster Routes with Road Districts for North Los Angeles County,* September 24, 2012.

[5] California Department of Forestry and Fire Protection (CAL FIRE), *Fire Hazard Severity Zones Map*, https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps, accessed April 12, 2024.

[6] City of Burbank, *Burbank2035 General Plan,* Chapter 7: Safety Element, Exhibit S-1: Fire Zones, September 27, 2022.

waste at these sites; and establishes a trust fund to provide for cleanup when no responsible party can be identified.

Emergency Planning and Community Right-to-Know Act

The federal Emergency Planning and Community Right-To-Know Act (EPCRA) was enacted to inform communities and residents of chemical hazards in their area. Businesses are required to report the locations and quantities of chemicals stored onsite to both State and local agencies. EPCRA requires the USEPA to maintain and publish a digital database list of toxic chemical releases and other waste management activities reported by certain industry groups and federal facilities. This database, known as the Toxic Release Inventory, gives the community more power to hold companies accountable for their chemical management.

Clean Water Act

The Clean Water Act (CWA) is a 1977 amendment to the Federal Water Pollution Control Act of 1972. The CWA is the principal statute governing water quality. It establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the USEPA the authority to implement pollution control programs, such as setting wastewater standards for the industry. Under the CWA, the USEPA has developed national water quality criteria recommendations for pollutants in surface waters. The statute's goal is to end all discharges entirely and to restore, maintain, and preserve the integrity of the nation's waters. The CWA regulates both the direct and indirect discharge of pollutants into the nation's waters. The CWA sets water quality standards for all contaminants in surface waters and makes it unlawful for any person to discharge any pollutant from a point source into navigable waters, unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges, requires states to establish site-specific water quality standards for navigable bodies of water, and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA also funded the construction of sewage treatment plants and recognized the need for planning to address nonpoint sources of pollution.

Hazardous Waste Operations and Emergency Response Standards

The Occupational Safety and Health Administration (OSHA) issued the Hazardous Waste Operations and Emergency Response (HAZWOPER) standards, 29 Code of Federal Regulations (CFR) 1910.120 and 29 CFR 1926.65, to protect workers and enable them to handle hazardous substances safely and effectively. The latter standard is for the construction industry and is similar to 29 CFR 1910.120. The HAZWOPER standard covers employers performing the following general categories of work operations: hazardous waste site cleanup operations; operations involving hazardous waste that are conducted at treatment, storage, and disposal (TSD) facilities; and emergency response operations involving hazardous substance releases. The HAZWOPER standards provide information and training criteria to employers, emergency response workers, and other workers potentially exposed to hazardous substances to improve workplace safety and health and reduce workplace injuries and illnesses from exposures to hazardous substances. It is critical that employers and their workers understand the scope and application of HAZWOPER and can determine which sections apply to their specific work operations.

United States Department of Transportation

Established by an act of Congress on October 15, 1966, the US Department of Transportation's (USDOT) top priorities are to keep the traveling public sage and secure, increase their mobility and have the transportation system contribute to the nation's economic growth. USDOT administers the National

Highway Traffic Safety Administration (NHTSA), the Federal Aviation Administration (FAA), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and several other agencies, bureaus and organizations. The US Secretary of Transportation oversees the formulation of national transportation policy and promotes intermodal transportation, the negotiation and implementation of international transportation agreements, assuring the fitness of US airlines, enforcing airline consumer protection regulations, and other legislative and policy actions related to the safe transport of goods and people.

Title 40 Code of Federal Regulations, Section 61 Subpart M

Title 40 CFR Section 61 Subpart M, National Emissions Standards for Asbestos, sets forth emissions standards for asbestos from demolition and renovation activities, and for waste disposal from such activities.

Title 40 Code of Federal Regulations, Section 761.61

Title 40 CFR Section 761.61, PCB Remediation Waste, provides cleanup and disposal options for PCB remediation waste. Any person cleaning up and disposing of PCBs managed under Title 40 CFR Section 761.61 is required to do so based on the concentration at which the PCBs are found. This section does not prohibit any person from implementing temporary emergency measures to prevent, treat, or contain further releases or mitigate migration to the environment of PCBs or PCB remediation waste.

Title 29 Code of Federal Regulations, Section 1926.62

Title 29 CFR Section 1926.62, Lead, sets standards for occupational health and environmental controls for lead exposure in construction, regardless of the lead content of paints and other materials. The standards include requirements addressing exposure assessment, methods of compliance, respiratory protection, protective clothing and equipment, hygiene facilities and practices, medical surveillance, medical removal protection, employee information and training, signs, recordkeeping, and observation and monitoring.

U.S. Environmental Protection Agency's Lead Renovation, Repair and Painting Program Rules

USEPA's 2008 Lead-Based Paint (LBP) Renovation, Repair and Painting (RRP) Rule (as amended in 2010 and 2011) aims to protect the public from LBP hazards associated with renovation, repair, and painting activities. These activities can create hazardous lead dust when surfaces with lead paint, even from many decades ago, are disturbed. The rule requires workers to be certified and trained in the use of lead-safe work practices, and requires renovation, repair, and painting professionals to be USEPA-certified.

Federal Air Regulations, Part 77

The FAA is charged with the review of construction activities that occur in the vicinity of airports. Their role in reviewing these activities is to ensure new structures do not result in hazards to navigation and, thus, derogate the safety of the National Airspace System. The regulations contained in FAR Part 77 are designed to ensure no hazards are allowed to exist that would endanger the public. Proposed structures are also evaluated against Terminal Instrument Procedures (TERPS), which ensure a structure does not adversely impact flight procedures. The construction of tall structures, such as buildings, construction cranes, and cell towers, in the vicinity of an airport can be hazardous to the navigation of airplanes. The FAA, through FAR Part 77, established a method of identifying surfaces that should be free from penetration by obstructions in order to maintain sufficient airspace around airports. FAR Part 77, in effect, identifies the maximum height at which a structure would be considered an obstacle at any given point around an airport. The extent of the off-airport coverage needing to be evaluated for tall-structure

impacts can extend miles from an airport facility. In addition, FAR Part 77 establishes standards for determining whether objects constructed near airports would be considered obstructions in navigable airspace, sets forth notice requirements of certain types of proposed construction or alterations, and provides for aeronautical studies to determine the potential impacts of a structure on the flight of aircraft through navigable airspace.

State

Department of Toxic Substances Control

The Department of Toxic Substances Control (DTSC) has primary regulatory responsibility for the management of hazardous materials and the generation, transport, and disposal of hazardous waste under the authority of the Hazardous Waste Control Law. The DTSC takes enforcement action against violators of hazardous waste laws and regulations; oversees cleanup of hazardous wastes on contaminated properties; makes decisions on permit applications from companies that want to store, treat or dispose of hazardous waste; and protects consumers from toxic ingredients in products.

Enforcement is generally delegated to local jurisdictions that enter into agreements with DTSC. California's Secretary of Environmental Protection established a unified hazardous waste and hazardous materials management regulatory program, as required by the California Health and Safety Code (Chapter 6.11). The unified program consolidates and coordinates the following six programs:

- Hazardous Waste Generations and Hazardous Waste On-site Treatment
- Underground Storage Tanks
- Hazardous Materials Release Response Plans and Inventories
- California Accidental Release Prevention Program
- Above Ground Storage Tanks (spill control and countermeasure plans only)
- Uniform Fire Code Hazardous Material Management Plans and Inventories

The statute requires all counties to apply to the California Environmental Protection Agency (CalEPA) Secretary for certification of a local uniform program agency. Qualified cities are also permitted to apply for certification. The local Certified Uniform Program Agency (CUPA) is required to consolidate, coordinate, and make consistent the administrative requirements, permits, fee structures, and inspection and enforcement activities for these six program elements within each county. Most CUPAs have been established as a function of a local environmental health of fire department. The Office of the State Fire Marshall participates in all levels of the CUPA program, including regulatory oversight, CUPA certifications, evaluations of approved CUPAs, training and education. The Health and Hazardous Materials Division of the Los Angeles County Fire Department is the CUPA for the City of Burbank. The Burbank Fire Department serves as a Participating Agency that implements the requirements of the CUPA, including disclosure of hazardous materials and UST regulation requirements.

California Department of Occupational Safety and Health

The California Department of Occupational Safety and Health (Cal/OSHA) protects and improves the health and safety of workers and the safety of passengers riding on elevators, amusement park rides and tramways by setting and enforcing standards; providing outreach, education and assistance; and issuing permits, licenses, certifications, registrations and approvals. Cal/OSHA investigates complaints of workplace hazards filed by employees and employee representatives, reports of serious violations from law enforcement, and accidents resulting in serious injury, illness or death.

Local

Burbank2035 General Plan

Burbank2035 includes goals, policies and programs to reduce threats to public health and safety due to hazards and hazardous materials. The Safety Element contains the following policies specific to hazards and hazardous materials:

Safety Element

GOAL 1 EMERGENCY RESPONSE AND PREPARATION: Burbank is prepared to respond to emergency situations.

Policy 1.1: Regularly update all hazard mitigation plans, disaster preparedness and emergency response plans.

Policy 1.2: Coordinate disaster preparedness and emergency response with appropriate agencies, neighboring cities, and the Burbank-Glendale-Pasadena Airport Authority.

Policy 1.3: Sponsor and support public education programs for emergency preparedness and disaster response.

Policy 1.4: Promote the development of community or neighborhood disaster relief groups and workplace self-help groups to improve the effectiveness of local emergency response teams.

Policy 1.5: Establish designated emergency response and evacuation routes throughout the city, for each climate hazard (e.g., flooding, fire, etc.), focusing on the most vulnerable populations.

GOAL 7 AIRPORT HAZARDS: Threats to public safety, lives, and property resulting from an airport-related incident are reduced.

Policy 7.1: Maintain consistency with the Los Angeles County Airport Land Use Plan as it pertains to Bob Hope Airport.

Policy 7.2: Ensure that land uses, densities, and building heights within Airport Land Use Compatibility Zones, including those in disadvantaged communities, are compatible with safe operation of Bob Hope (Hollywood Burbank) Airport.

Policy 7.3: Review and update City procedures for responding to airport and aircraft-related emergencies.

Policy 7.4: Coordinate disaster response with the Hollywood Burbank Airport Fire Department.

GOAL 8 HAZARDOUS MATERIALS: Hazardous materials threats to public health and safety are reduced.

Policy 8.1: Review proposed projects involving the use or storage of hazardous materials.

Policy 8.2: Encourage businesses and organizations that store and use hazardous materials to improve planning and management procedures.

Policy 8.3: Encourage and promote practices that will reduce the use of hazardous materials and the generation of hazardous waste at its source, recycle the remaining hazardous wasted for reuse, and treat those wastes that cannot be reduced at the source or recycled.

Policy 8.4: Maintain a hazardous materials response capability that will adequately handle Burbank's hazardous materials safety needs.

Policy 8.5: Consult with appropriate agencies regarding hazardous materials regulations.

Policy 8.6: Provide the residents of Burbank with information on the proper storage and disposal of hazardous materials and e-waste and encourage the use of City disposal facilities.

Policy 8.7: Include information on soil contamination and storage of hazardous materials in the City's Geographic Information System.

Policy 8.8: Advocate the continued review and mitigation of the effects of operation of natural gas and petroleum pipelines, and other pipelines used to transport hazardous substances.

Policy 8.9: Reduce the loss of life, property, and injuries incurred as a result of hazardous materials spills by offering comprehensive spill prevention information to businesses using hazardous materials, public education, and emergency response programs. Focus outreach and emergency response on vulnerable populations.

Burbank Municipal Code

Burbank Municipal Code (BMC) Title 9, Building Regulations, Chapter 1, Building and Fire, Article 9, California Fire Code, adopts by reference Part 9 of Title 24 of the California Code of Regulations (CCR), also known as the "California Fire Code," which is part of the California Building Standards Code (CBSC), 2022 Edition, including the table of contents, all annexes, appendices, and the index, as adopted by the CBSC with certain amendments, additions, and deletions.

BMC Title 5, Police and Public Safety, Chapter 2, Disasters, Article 1, Organization and Functions, creates the Burbank Disaster Council, which is empowered to develop and recommend for adoption by the City Council emergency and mutual aid plans and agreements and such ordinances and resolutions and rules and regulations as are necessary to implement such plans and agreements.

BMC Title 10, Zoning Regulations, Chapter 1, Zoning, Article 13, General Height Standards, Division 2, Heights Surrounding Bob Hope [Hollywood Burbank] Airport, Section 10-1-1308, Proof of FAA Notification of Intent to Construct, requires that all applicant for structures subject to the terms of the section file a Notice of Proposed Construction of Alternation to the FAA pursuant to Part 77 of the Code of Federal Regulations (14 CFR Part 77). No building permit shall be issued for any structure subject to this section of the BMC until the building permit applicant submits to the Director proof of submission of the Notice of Proposed Construction or Alteration and copies of all documentation received from the FAA in response to such Notice, including the determination and any final decision of the FAA as to whether the proposed structure would be an obstruction or hazard to air navigation.

City of Burbank Multi-Hazard Functional Plan

The City of Burbank Multi-Hazard Functional Plan addresses the City of Burbank's planned response to emergencies associated with natural disasters and technological incidents, including both peacetime and wartime nuclear defense operations.

Burbank Fire Department Strategic Plan

The Burbank Fire Department Strategic Plan defines the mission and goals of Burbank Fire Department and includes actions to increase responsiveness and resiliency of the Burbank Fire Department in response to all-hazard emergency services.

5.6.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

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 significance criteria in this section. A project would result in a significant impact related to hazards and hazardous materials if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (refer to Impact Statement HAZ-1);
- 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 (refer to Impact Statement HAZ-2);
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (refer to Section 8.0, *Effects Found Not to be Significant*).
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment (refer to Impact Statement HAZ-2);
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area (refer to Impact Statement HAZ-3);
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (refer to Impact Statement HAZ-4); and/or
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires (refer to Section 8.0, *Effects Found Not to be Significant*).

Based on these significance thresholds and criteria, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

5.6.4 IMPACTS AND MITIGATION MEASURES

HAZ-1: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Impact Analysis:

Construction

The Project involves construction activities, which would involve the demolition of an existing surface parking lot and construction and operation of a Hotel and Garage, including associated offsite improvements. Generally, the exposure of persons to hazardous materials could occur in the following manners: (1) improper handling or use of hazardous materials or hazardous wastes during construction or operation of future development, particularly by untrained personnel; (2) an accident during transport; (3) environmentally unsound disposal methods; or (4) fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous materials or wastes present, and the proximity of sensitive receptors.

Construction activities associated with the proposed Project may involve the routine transport, use, or disposal of hazardous materials, such as petroleum-based fuels or hydraulic fluid used in construction equipment. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for hazards associated with the transport and use of hazardous materials. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and federal law.

The use, storage, transport, and disposal of construction-related hazardous materials would be required to conform to existing laws and regulations. Compliance with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous materials would ensure all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable State and local regulations for the cleanup and disposal of that contaminant. All contaminated waste would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility. As such, the Project's construction impacts in this regard would be less than significant.

Operation

Operation of the Project would involve the use of small amounts of hazardous materials, such as cleaners, paints, fertilizers, and pesticides for cleaning and maintenance purposes. However, the proposed land uses are not associated with uses that utilize, generate, store, or transport large quantities of hazardous materials; such uses generally include manufacturing, industrial, medical (e.g., hospital), and other similar uses.

Additionally, the use, storage, transport, and disposal of hazardous materials would be governed by existing regulations of several agencies, including Department of Toxic Substances (DTSC), USEPA, U.S. Department of Transportation (US DOT), California Division of Occupational Health and Safety (Cal/OSHA),

and Los Angeles County Certified Unified Program Agency (CUPA). Compliance with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous materials would ensure all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. Therefore, substantial hazards to the public or the environment arising from the routine use, storage, transport, and disposal of hazardous materials during long-term operation of the proposed Project would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HAZ-2: Would the Project 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?

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

Impact Analysis:

Construction

Construction of the proposed Project would involve demolition/removal of surface parking, grading, and construction of new buildings. The existing Marriott Hotel would remain; modifications to the existing structures are not proposed as part of the Project. Potentially hazardous materials used during construction include substances, such as paints, sealants, lubricants, solvents, adhesives, cleaners, and diesel fuel. There is potential for these materials to spill or to create hazardous conditions. The materials used, however, would not be in such quantities or stored in such a manner as to pose a significant safety hazard, as their storage and use would be in accordance with all applicable regulations. These activities would also be short-term and would cease upon completion of construction.

Nonetheless, to prevent hazardous conditions, existing local, State, and federal laws, such as those listed under Section 5.6.2, Regulatory Setting, are required to be enforced at the construction sites. For example, compliance with existing regulations would ensure construction workers and the general public are not exposed to any risks related to hazardous materials during demolition and construction activities. Cal/OSHA has regulations concerning the use of hazardous materials, including requirements for safety training, exposure warnings, availability of safety equipment, and preparation of emergency action/prevention plans. All spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable State and local regulations for the cleanup and disposal of that contaminant. All contaminated waste encountered would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility.

Based on the results of the Phase II Subsurface Investigation, there is evidence of elevated VOCs in soil-gas (specifically PCE and TCE) beneath the Project site that may present a vapor intrusion risk to the proposed Project. These VOCs are considered to be the result of a regional groundwater VOC plume as noted from the Phase I REC findings. Mitigation Measure HAZ-1 requires that an appropriate vapor

intrusion mitigation system using a VOC-compatible vapor barrier be incorporated into the design of the proposed onsite structures where there may be a potential for vapor intrusion risk to occupants. The vapor barrier shall be pre-approved by the applicable regulatory oversight agency and provide for mitigation of soil vapor to levels that are protective of human health for the proposed use. Methods for monitoring the vapor barrier system to confirm that the vapor barrier system continues to be protective of human health shall also be required subject to approval by the regulatory agency with jurisdiction.

Excavation and related utility operations would potentially encounter hazardous materials, based on the results of the Phase II Subsurface Investigation, which determined there are potential VOC-impacted soils on the Project site. Impacts related to releases of hazardous substances would be potentially significant during the construction phase. Implementation of Mitigation Measure HAZ-2, which requires that the Applicant prepare and submit a soils management plan to address the proper characterization and handling of potential VOC-impacted soils and other contaminants of concern (reported to be TCE, PCE, 1,4, dioxane, hexavalent chromium, and 1,2,3-TCP), that may be present prior to the issuance of a grading permit, would reduce potential significant impacts to less than significant levels. With implementation of Mitigation Measures HAZ-1 and HAZ-2, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving soil and groundwater contamination. With the incorporation of mitigation, impacts would be less than significant.

The Project site is located within the Area 1 site in the Burbank Operable Unit, and as such, it is on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Releases from a large number of facilities throughout eastern portions of Area 1 have resulted in a large plume of VOC-contaminated groundwater, which begins in the Area 1 site and extends southeast, down-gradient. Potential remedies for Area 1 are being addressed through federal, State, municipal, and potential responsible party (PRP) actions. The current site status of the BOU area includes the temporary remedy of extraction and treatment of groundwater. BWP receives groundwater from the site blended with treated groundwater to reduce nitrate levels and then distributes it to the public water supply system.

According to the Burbank Water and Power (BWP) 2020 Urban Water Management Plan (2020 UWMP), the BOU is an EPA-led project to clean up groundwater impacted by historical industrial releases, primarily by Lockheed-Martin. The BOU project consisted of drilling eight extraction wells and constructing a state-of-the-art treatment plant using Best Available Technology (Air Stripping Towers and Granular Activated Carbon Filters) to remove and stabilize the VOC plumes within the aquifer. Completion of this project restored a major component to the City's water supply. The Consent Decree for the project was “entered” on March 25, 1992. Lockheed-Martin started construction on June 23, 1993, and the project began operation in January 1996. The eight wells and the VOC removal treatment plant were operated by Lockheed-Martin until March 2001, when the City of Burbank took over operation. Through compliance with applicable regulations and implementation of Mitigation Measures HAZ-1 and HAZ-2, impacts related to the hazards to the public and the Project site being on a list of hazardous materials sites compiled through Government Code Section 65962.5 would be less than significant.

Operation

As discussed above, under Impact HAZ-1, operation of the proposed Project would involve the use of small amounts of hazardous materials, such as cleaners, paints, fertilizers, and pesticides for cleaning and maintenance purposes. However, the proposed land uses are not associated with uses that use, generate,

store, or transport large quantities of hazardous materials; such uses generally include manufacturing, industrial, medical (e.g., hospital), and other similar uses.

The use, storage, transport, and disposal of hazardous materials would be governed by existing regulations of several agencies, including DTSC, USEPA, U.S. Department of Transportation, Cal/OSHA, and Los Angeles County CUPA. Compliance with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous materials would ensure all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts.

Although highly unlikely and not anticipated, should the Project require storage of hazardous substances exceeding regulatory thresholds, a Hazardous Materials Business Plan (HMBP) would be required, and hazardous materials permits would need to be obtained from the CUPA. These permits would include preventative requirements and best practices for the use of hazardous materials related to the Project. As required by CUPA, the HMBP would detail the location and quantities of hazardous materials stored onsite, accompanied by the appropriate Materials Safety Data Sheets. That information would be made available to emergency responders, such as firefighters and medical personnel, who would, in part, use such information to contain the hazardous materials and avoid the creation of a significant hazard. Therefore, substantial hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during long-term operation of the proposed Project would be less than significant.

Mitigation Measures:

HAZ-1 Prior to the issuance of building permits, the Applicant shall include on the building plans an appropriate vapor intrusion mitigation system using a VOC-compatible vapor barrier that is incorporated into the design of new onsite structures, where there may be a potential for vapor intrusion risk to occupants. The elements of the vapor intrusion mitigation system shall include the design of an appropriate vapor barrier compatible with known VOCs, installation oversight to ensure compliance with VOC barrier manufacturers' warranty requirements, and subsequent post-installation VOC barrier integrity testing.

The Applicant shall incorporate all requirements in the design of the Project as set forth by the applicable regulatory oversight agency for issuance of building permits, including the following measures: The proposed design of the vapor barrier shall be pre-approved by the applicable regulatory oversight agency (e.g., DTSC, the LARWQCB, or other appropriate local regulatory agency). The design of a physical vapor barrier beneath the structure(s) foundation shall prevent soil gas from seeping into breathing spaces inside the structure. The system shall include a passive or powered vapor mitigation system layer that draws soil gas out of the under-foundation base rock and directs that soil gas to a treatment system to prevent people from being exposed outdoors. Any contaminants found in shallow soil vapor shall be mitigated to levels that are protective of human health for the proposed commercial uses. Upon completion, the Project Applicant shall prepare a report documenting the testing results and installed vapor mitigation method and submit the report to the regulatory agency with jurisdiction.

An Operations, Maintenance, and Monitoring (OMM) Plan shall be prepared and implemented to maintain the vapor barrier system and confirm that the vapor barrier system continues to be protective of human health. The OMM Plan shall include details of methods for monitoring the

vapor barrier system, provide monitoring frequencies and maintenance procedures for the system components and provide for post construction indoor air quality monitoring. The OMM Plan shall be approved by the regulatory agency with jurisdiction.

HAZ-2 Prior to the issuance of a grading permit, the Applicant shall submit a Soils Management Plan (SMP) to the City of Burbank Public Works Department that addresses the proper characterization and handling of potential VOC-impacted soils, and other contaminants of concern that may be present. The SMP shall require that, as grading, excavation, and trenching are performed, exposed soil shall be monitored for stained or discolored soil, wet or saturated soils, or odors. If impacted soil is encountered, the soil shall be analyzed to identify and characterize the impact and determine if soil remediation is required. Soil samples shall be analyzed by an appropriate State-certified laboratory using appropriate methods based on the parameters to be analyzed. When a new area of contamination is identified, it shall be characterized to assess its lateral and vertical extent. The likely excavation of impacted soil shall be followed by segregated stockpiling or direct-loading, waste profiling, and offsite disposal or recycling, which shall be performed in accordance with applicable federal, State, and local regulations.

Level of Significance: Less Than Significant Impact with Mitigation Incorporated.

HAZ-3: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the project area?

Impact Analysis: The nearest airport to the Project site is the Hollywood Burbank Airport, approximately 500 feet to the northwest. As identified in the environmental setting above, the western portion of the Project site is located within the Airport Influence Area boundaries but not the eastern portion of the Project site, where the proposed Project would be developed. However, the Project site is within Zone 2 of the City's FAA Filing Requirement Map, which requires FAA notice for all new structures and additions that increase structure height. Accordingly, the construction and operation of the proposed Project would be required to comply with regulatory requirements described above regarding building heights, the use of tall construction equipment, and the maintenance of sufficient airspace. Therefore, the Project would not result in a safety hazard for people residing or working in the Project area, and impacts would be less than significant.

Based on current noise monitoring conducted by the Hollywood Burbank Airport, the Project site is not located within the 65 dB CNEL noise contour.[7] Refer also to Section 5.9, *Noise*. As such, Hollywood Burbank Airport noise would not exceed the City's normally acceptable exterior noise standard (65 dBA CNEL) for transient lodging. Additionally, the Project site is not located within the vicinity of a private airstrip. Thus, the Project would not expose substantial numbers of people to excessive noise levels from airports, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

[7] Acoustical Analysis Associates, Inc, *Quarterly Noise Monitoring at Hollywood Burbank Airport Fourth Quarter 2020*, https://www.hollywoodburbankairport.com/wp-content/uploads/2021/04/4QTR-2020-Quarterly-Noise-Report.pdf, March 2021.

Level of Significance: Less Than Significant Impact.

HAZ-4: Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Impact Analysis: According to Burbank2035, the Disaster Preparedness Division of the Burbank Fire Department coordinates most of the disaster response in the City. As shown in Exhibit S-3, *Evacuation Routes*, of the Burbank2035 Safety Element, the nearest designated emergency evacuation route is San Fernando Boulevard and Victory Boulevard, located approximately 0.8 mile east of the Project site. Project implementation would not impair or physically interfere with these evacuation routes or an adopted emergency response or evacuation plan for the reasons discussed below.

While temporary lane closures may be required during Project construction activities, travel along surrounding roadways would remain open and would not interfere with emergency access in the site vicinity. As discussed in Section 5.11, *Transportation*, due to the current conceptual level of design for the Project, the exact times or durations of temporary lane closures or the specific lane closure lengths, design, or phasing approach cannot be determined at this time. In general, roadway/lane closures would include, but may not be limited to, temporary closure(s) of Thornton Avenue, as well as a portion of Wyoming Avenue associated with offsite sewer improvements and Avon Street associated with proposed curb, gutter, driveway, and sidewalk improvements. Worksite traffic control plans would be prepared for any temporary vehicle lane, bicycle lane, or sidewalk closures in accordance with applicable City and Manual of Uniform Traffic Control Devices (MUTCD) guidelines. As a condition of approval, the Applicant or contractor would be required to develop a traffic control plan (TCP) for approval by the City of Burbank Public Works Director or their designee prior to construction of the Project. In part, the plan would require the Project contractor to coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project site and neighboring land uses. Given that the Project would be required to comply with local standard conditions of approval to minimize the impact associated with potential temporary roadway lane closures on emergency evacuation, the Project would result in a less-than-significant construction impact.

The Project proposes permanent modifications to the commercial driveways serving the Project site and to Thornton Avenue associated with new protected bike lanes and narrower traffic lanes. As discussed in Section 5.11, *Transportation*, these modifications are consistent with City design standards. The Project would be required to comply with applicable City codes and regulations pertaining to emergency response and evacuation plans maintained by the Burbank Police Department and Burbank Fire Department. The Project would also be required to comply with all applicable Building and Fire Code requirements and would submit construction plans to the City's Building and Safety Division for review and approval prior to issuance of any building permit. The proposed Project would not involve the development of structures or improvements that would alter emergency response or evacuation plans or otherwise potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.6.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." Table 4-1, *Related Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The following discussions are included in order of the topical areas discussed above to determine whether a significant cumulative effect would occur.

Would the Project, combined with other related projects, create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Impact Analysis: Similar to the Project, construction activities associated with the related projects may involve the routine transport, use, or disposal of hazardous materials, such as petroleum-based fuels or hydraulic fluid used for construction equipment. However, all development within the City would be required to comply with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous materials would ensure all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. Thus, the Project's less than significant effect associated with the creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials would not be considered cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the Project, combined with other related projects, 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?

Would the Project, combined with other related projects, be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Impact Analysis: Development of the proposed Project in combination with the related projects may have the potential to increase the risk for an accidental release of hazardous materials. However, similar to the Project, site-specific development would be reviewed at the project-level to determine whether any development sites associated with the related projects are listed on a hazardous materials site. Any development activities from future related projects that may occur on documented hazardous materials sites or determined to contain hazardous materials would be required to undergo individualized, site-specific remediation and cleanup under the supervision of the regulatory agencies, such as DTSC and the LARWQCB, prior to construction. Projects that would require the use and/or storage of large quantities of hazardous materials would be required to prepare an HMBP and obtain the required permits from the CUPA in order to do so.

Through compliance with existing regulations and specifically with implementation of Mitigation Measures HAZ-1 and HAZ-2, the Project would not create a significant hazard to the public or the

environment through reasonably foreseeable upset and accident conditions, involving soil and groundwater contamination. Thus, the Project's incremental effects involving hazardous materials sites and hazards to the public or environment associated with the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, or projects located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, would not be cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

Impact Analysis: Similar to the Project, related projects within the Airport Influence Area would also be reviewed on a project-by-project basis to determine if the development of the related projects would result in a safety hazard or excessive noise for people residing or working in the specific site. Individual projects would be required to mitigate potential safety and noise impacts on a project-by-project basis. Additionally, pursuant to BMC Title 10, Zoning Regulations, Chapter 1, Zoning, Article 13, General Height Standards, Division 2, Heights Surrounding Bob Hope [Hollywood Burbank] Airport, related projects within the Airport Influence Area would be reviewed relative to the City of Burbank FAA Filing Requirement Map to determine the zone in which the specific site is located and the associated FAA requirements. Related projects within specific zones and/or exceeding specific heights would be required to provide FAA notice in compliance with 14 CFR Part 77 to ensure the related project development would not result in an obstruction or hazard to air navigation. Thus, the Project's less than significant effects associated with a potential for a safety hazard or excessive noise for people residing or working in the Project area would not be cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the Project, combined with other related projects, impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Impact Analysis: Related projects having the potential to combine with the Project to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan would likely be those related project sites within the immediate surrounding area. As with the proposed Project, related projects with the potential to result in temporary lane closures would be required to prepare worksite traffic control plans for any temporary vehicle lane, bicycle lane, or sidewalk closures in accordance with applicable City and MUTCD guidelines. Additionally, a TCP, approved by the City of Burbank Public Works Director or their designee, would be required prior to construction to include coordination with the City and emergency service providers to ensure adequate access is maintained to the related project site and neighboring land uses.

Individual related projects would be reviewed on a project-by-project basis to ensure that any modifications or construction of driveways or alterations to roadways are consistent with City design standards. The Project and related projects would be required to comply with applicable City codes and regulations pertaining to emergency response and evacuation plans maintained by the Burbank Police Department and Burbank Fire Department. The Project and related projects would also be required to comply with all applicable Building and Fire Code requirements and would submit construction plans to the City's Building and Safety Division for review and approval prior to issuance of any building permit. Thus, the Project's less than significant effects relative to the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan would not be cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.6.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to hazards and hazardous materials would occur with the proposed Project.

5.6.7 REFERENCES

California Department of Forestry and Fire Protection (CAL FIRE), *Fire Hazard Severity Zones Map*, https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps, 2024.

City of Burbank, *Burbank2035 General Plan,* Chapter 7: Safety Element, September 27, 2022.

County of Los Angeles Department of Public Works, *Map of Disaster Routes with Road Districts for North Los Angeles County*, https://dpw.lacounty.gov/dsg/DisasterRoutes/, 2024.

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5.7 HYDROLOGY AND WATER QUALITY

The purpose of this section is to describe the existing hydrology and water quality conditions and regulatory environment and to identify potential impacts that could result from Project implementation. This section is primarily based upon the *Hydrology and Water Quality Technical Memorandum* (Hydrology Memorandum), prepared by Fuscoe Engineering, dated March 2020, revised April 2024, September 2024, and November 2024, and included as Appendix G, Hydrology and Water Quality, of this EIR. The Hydrology Memorandum addresses the 6.14-acre portion of the Project site where proposed improvements and disturbances would primarily occur. The remaining portion of the site, which consists of the existing Marriott Hotel and convention center, would not be disturbed.

5.7.1 ENVIRONMENTAL SETTING

Regional Environmental Setting

Receiving Waters

The Project site is located within the Los Angeles River Watershed, which covers over 830 square miles. The watershed includes the western portion of the San Gabriel Mountains, the Santa Susana Mountains, the Verdugo Hills, and the northern slope of the Santa Monica Mountains. The Los Angeles River flows from the western San Fernando Valley, crosses the San Fernando Valley and the central portion of the Los Angeles Basin, and outlets in San Pedro Bay near Long Beach. The watershed's terrain consists of mountains, foothills, valleys, and the coastal plain. The major tributaries or sub-watersheds of the Los Angeles River include the Burbank Western Channel, Pacoima Wash, Tujunga Wash, and Verdugo Wash in the San Fernando Valley; and the Arroyo Seco, Rio Hondo, and Compton Creek in the Los Angeles Basin. The Project site is located within the Burbank Western Channel sub-watershed.

Water Quality Objectives and Impaired Water Bodies

As described above, the Project site is tributary to the Burbank Western Channel sub-watershed that, in turn, drains to Los Angeles River Reach 4 and Reach 3. Based on the Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties, the proposed beneficial uses of the Burbank Western Channel are municipal and domestic water supply, warm freshwater habitat, and wildlife habitat.

CWA 303(d) List of Water Quality Limited Segments

Under Section 303(d) of the Clean Water Act (CWA), states are required to identify water bodies that do not meet their water quality standards. Biennially, the Los Angeles Regional Water Quality Control Board (LARWQCB) prepares a list of impaired waterbodies in the region, referred to as the 303(d) list. The 303(d) list outlines the impaired waterbody and the specific pollutant(s) for which it is impaired. All waterbodies on the 303(d) list are subject to the development of a total maximum daily load (TMDL).

According to the State Water Resources Control Board (SWRCB), Los Angeles River Reach 3, which is located southeast of the Project site, is listed as an impaired water body. Impairments for Los Angeles River Reach 3 include the following: Ammonia, Copper, Indicator Bacteria, Nutrients (Algae), Toxicity, and Trash (see Attachment F of Appendix G).

Total Maximum Daily Loads (TMDLs)

Once a water body has been listed as impaired on the 303(d) list, a TMDL for the constituent of concern (pollutant) must be developed for that water body. A TMDL is an estimate of the daily load of pollutants that a water body may receive from point sources, non-point sources, and natural background conditions (including an appropriate margin of safety), without exceeding its water quality standard. Those facilities and activities that are discharging into the water body, collectively, must not exceed the TMDL. In general terms, municipal, small municipal separate storm sewers (MS4), and other dischargers within each watershed are collectively responsible for meeting the required reductions and other TMDL requirements by the assigned deadline.

Regional Groundwater Supplies and Quality

The City of Burbank overlies the San Fernando Valley Groundwater Basin (Basin). Replenishment of the Basin occurs primarily through percolation of rainfall throughout the watershed via permeable surfaces, spreading grounds, and groundwater migration from adjacent basins. Groundwater within the Basin generally flows towards the middle of the Basin from the edges and then southerly towards the Coastal Plain of the Los Angeles Groundwater Basin.

The Basin is managed by the Upper Los Angeles River Area (ULARA) Watermaster. In a 1975 ruling by the California Supreme Court, the Pueblo Water Rights of the City of Los Angeles to all water in the Basin were upheld. The Cities of Burbank and Glendale were given rights to all groundwater in the Basin derived from "return water" imported by the Cities from outside ULARA but delivered and utilized within ULARA.

The ULARA Watermaster submits an Annual Watermaster Report that identifies groundwater supplies, quality, and demand projections. Increases in demand as a result of redevelopment within the Basin are planned for as part of ULARA long-term supply and demand planning.

Local Drainage and Hydrology

Onsite Drainage

The portion of the Project site proposed for development is currently a surface parking lot that serves the Airport Marriott Hotel. The majority of onsite runoff sheet flows across the surface parking lot towards the southeast. Surface flows are captured by a series of five grate or curb inlet catch basins located throughout the parking lot that outflow to a private 30-inch diameter line that extends south along the southern portion of the eastern property line and then west near the southern property line, south of the convention center. This private line then connects to the City storm drain infrastructure that runs north-south directly to the west of the Project site. The onsite private storm drain infrastructure was mapped using an ALTA/ACSM Land Title Survey, dated December 2014, associated CAD files, and in-person site walks. Attachment C of Appendix G identifies the existing drainage pattern of the surface flow, the interior pipe flow, and the existing hydrology of the Project site.

Local Storm Drain Infrastructure

After onsite flows drain through the private storm drain infrastructure, they connect to the Lockheed storm drain, a 60-inch reinforced concrete pipe maintained by the City of Burbank. The Lockheed storm drain runs south before draining to the Lockheed storm drain channel. The Lockheed storm drain channel is a 12-foot channel maintained by the City of Burbank that outlets to the Burbank Western Flood Control Channel. According to the City of Burbank Public Works Department, the Lockheed storm drain channel is at capacity.

All runoff from the Project site is ultimately discharged into the Los Angeles River (Reach 4) and ultimately into the Pacific Ocean. Reach 4, which represents the Glendale Narrows, is approximately 10 miles long and spans the area that encompasses portions of the cities of Glendale, Burbank, and Los Angeles.

Existing Hydrology Conditions

In accordance with the Urban Flood and storm drain design requirements set forth in the Los Angeles County Department of Public Works Hydrology Manual, the 10-year and 25-year storms were analyzed for existing and proposed conditions. Table 5.7-1, *Existing Hydrology Conditions*, provides the existing 10-year and 25-year storm frequency analysis for the Project site's existing conditions. The existing imperviousness was obtained from Appendix D (Proportion Impervious Data) of the Los Angeles County Public Works Hydrology Manual (2006). The Hydrology Manual calls for an imperviousness of 91 percent for all parking lot land uses and was used to determine peak flows. Output calculations are provided in Attachment D.

Table 5.7-1
Existing Hydrology Conditions

Drainage Area	Area (acres)	% Imperviousness	Q_{10} (cfs)	Q_{25} (cfs)
A	2.52	91	5.9	8.0
B1	2.45	91	5.4	7.1
B2	1.20	91	3.1	3.8
Existing Total	**6.17**	**91 (average)**	**14.4**	**18.9**

Notes: cfs = cubic feet per second.

Source:
Hydrology and Water Quality Technical Memorandum (Hydrology Memorandum), prepared by Fuscoe Engineering, dated March 2020 and revised April 2024, September 2024, and November 2024, and included as Appendix G, Hydrology and Water Quality.

Onsite Groundwater Conditions

A site-specific geotechnical investigation was performed on February 21, 2020, to determine the most appropriate Low Impact Development (LID) features to be incorporated into the Project's design and the feasibility of implementing infiltration Best Management Practices (BMPs). The investigation included a review of prior exploratory soil borings and site investigations to determine composition of soil and presence of groundwater (refer to Section 5.4, *Geology and Soils*). No groundwater was encountered to depths of 80 feet below the surface.

Flood Zones

According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) No. 06037C1328F, dated September 26, 2008, the Project site is located within Zone X, which depicts areas determined to be outside the 0.2-percent (500-year) annual chance floodplain (see Attachment E of Appendix G for the floodplain map.

5.7.2 REGULATORY SETTING

Federal

Clean Water Act

Controlling pollution of the nation's receiving water bodies has been a major environmental concern for more than three decades. In 1972, growing public awareness of the impacts of water pollution in the United States culminated in the establishment of the Federal Clean Water Act (CWA), also referred to as the Federal Water Pollution Control Act of 1972, which provided the regulatory framework for surface water quality protection.

The United States Congress amended the CWA in 1987 to specifically regulate discharges to waters of the United States from public storm drain systems and storm water flows from industrial facilities, including construction sites, and require such discharges be regulated through permits under the National Pollutant Discharge Elimination System (NPDES). Rather than setting numeric effluent limitations for storm water and urban runoff, CWA regulation calls for the implementation of BMPs to reduce or prevent the discharge of pollutants from these activities to the Maximum Extent Practicable (MEP) for urban runoff and meeting the Best Available Technology Economically Achievable (BAT) and Best Conventional Pollutant Control Technology (BCT) standards for construction storm water. Regulations and permits have been implemented at the federal, state, and local level to form a comprehensive regulatory framework to serve and protect the quality of the nation's surface water resources.

In addition to reducing pollution with the regulations described above, the CWA also seeks to maintain the integrity of clean waters of the United States – in other words, to keep clean waters clean and to prevent undue degradation of others. As part of the CWA, the Federal Anti-Degradation Policy [40 Code of Federal Regulations (CFR) Section 131.12] states that each state "shall develop and adopt a statewide anti-degradation policy and identify the methods for implementing such policy…" [40 CFR Section 131.12(a)]. Three levels of protection are defined by the federal regulations:

> *Existing uses must be protected in all of the Nation's receiving waters, prohibiting any degradation that would compromise those existing uses;*
>
> *Where existing uses are better than those needed to support propagation of aquatic wildlife and water recreation, those uses shall be maintained, unless the state finds that degradation is "…necessary to accommodate important economic or social development" [40 CFR Section 131.12(a)(2)]. Degradation, however, is not allowed to fall below the existing use of the receiving water; and*
>
> *States must prohibit the degradation of Outstanding National Resource Waters, such as waters of national and state parks, wildlife refuges, and waters of exceptional recreation or ecological significance.*

Federal Anti-Degradation Policy

The Federal Anti-Degradation Policy (40 CFR 131.12) requires states to develop statewide antidegradation policies and identify methods for implementing them. Pursuant to the CFR, state antidegradation policies and implementation methods shall, at a minimum, protect and maintain (1) existing in-stream water uses; (2) existing water quality, where the quality of the waters exceeds levels necessary to support existing beneficial uses, unless the state finds that allowing lower water quality is necessary to accommodate

economic and social development in the area; and (3) water quality in waters considered an outstanding national resource.

State

Porter-Cologne Water Quality Act

In the State of California, the SWRCB and local Regional Water Quality Control Boards (RWQCBs) have assumed the responsibility of implementing the U.S. Environmental Protection Agency's (USEPA) NPDES Program and other programs under the CWA, such as the Impaired Waters Program and the Anti-Degradation Policy. The primary water quality control law in California is the Porter-Cologne Water Quality Act (California Water Code (CWC) Sections 13000 et seq.). Under the Porter-Cologne Act, the SWRCB issues joint federal NPDES Storm Water permits and State Waste Discharge Requirements (WDRs) to operators of MS4s, industrial facilities, and construction sites to obtain coverage for the storm water discharges from these operations.

California Anti-Degradation Policy

The California Anti-Degradation Policy, otherwise known as the Statement of Policy with Respect to Maintaining High Quality Water in California, was adopted by the SWRCB (State Board Resolution No. 68-16) in 1968. Unlike the Federal Anti-Degradation Policy, the California Anti-Degradation Policy applies to all waters of the State, not just surface waters. The policy states that, whenever the existing quality of a water body is better than the quality established in individual Basin Plans, such high quality shall be maintained and discharges to that water body shall not unreasonably affect present or anticipated beneficial use of such water resource.

California Toxic Rule

In 2000, the USEPA promulgated the California Toxic Rule, which establishes water quality criteria for certain toxic substances to be applied to waters in the State. The USEPA promulgated this rule based on its determination that the numeric criteria are necessary in the State to protect human health and the environment. The California Toxic Rule establishes acute (i.e., short-term) and chronic (i.e., long-term) standards for bodies of water such as inland surface waters and enclosed bays and estuaries that are designated by the LARWQCB) as having beneficial uses protective of aquatic life or human health.

NPDES Permit Program

The NPDES permit program was first established under authority of the CWA to control the discharge of pollutants from any point source into the waters of the United States. In California, the NPDES stormwater permitting program is administered by the SWRCB through its nine RWQCBs. This NPDES permit, General Permit for Stormwater Discharges from Construction Activities by the SWRCB (Construction Permit) establishes a risk-based approach to stormwater control requirements for construction projects by identifying three project risk levels (i.e., Risk Level (RL) 1, 2 or 3 with Level 1 being the lowest and Level 3 being the highest). The RL is calculated in two parts: (1) Project Sediment Risk, and (2) Receiving Water Risk. The Construction General Permit RL determination quantifies sediment and receiving water characteristics and uses these results to determine the project's overall RL. Refer to the "Regional" section for additional regulatory discussion relative to the NPDES Permit Program.

California Groundwater Sustainability Act

On September 16, 2014, California Governor Jerry Brown signed into law a three-bill legislative package, known as the Sustainable Groundwater Management Act of 2014 (SGMA). The SGMA provides a

framework for sustainable management of groundwater supplies by local authorities, with a limited role for state intervention only if necessary to protect the resource.

The SGMA requires the formation of local groundwater sustainability agencies (GSAs) that must assess conditions in their local water basins and adopt locally-based management plans. The act provides substantial time – 20 years – for GSAs to implement plans and achieve long-term groundwater sustainability. It protects existing surface water and groundwater rights and does not impact current drought response measures.

The California Water Commission requires a statewide prioritization of California's groundwater basins using the following eight criteria:

- Overlying population;
- Projected growth of overlying population;
- Public supply wells;
- Total wells;
- Overlying irrigated acreage;
- Reliance on groundwater as the primary source of water;
- Impacts on the groundwater—including overdraft, subsidence, saline intrusion, and other water quality degradation;
- Any other information determined to be relevant by the Department.

CWC Section 10720.8 identifies adjudicated areas in SGMA, which have an existing defined entity administering the adjudication. Under SGMA, adjudicated portions of basins are exempt from developing a groundwater sustainability plan (GSP) and forming a groundwater sustainability agency (GSA). However, the entities administering the adjudications are subject to submitting annual reports to DWR by April 1 each year. SGMA specifically states:

“By April 1, 2016, and annually thereafter, submit to the department a report containing the following information to the extent available for the portion of the basin subject to the adjudication:

a) Groundwater elevation data unless submitted pursuant to CWC Section 10932
b) Annual aggregated data identifying groundwater extraction for the preceding water year
c) Surface water supply used for or available for use for groundwater recharge or in-lieu use
d) Total water use
e) Change in groundwater storage
f) The annual report submitted to the court”

The San Fernando Valley Groundwater Basin is adjudicated and managed by the ULARA Watermaster and is, therefore, exempted from developing a GSA and GSP.

California Water Plan

The California Water Plan provides a framework for water managers, legislators, and the public to consider options and make decisions regarding California’s water future. The California Water Plan, which is updated every five years, presents basic data and information on California’s water resources including water supply evaluations and assessments of agricultural, urban, and environmental water uses to quantify the gap between water supplies and uses. The California Water Plan also identifies and evaluates

existing and proposed statewide demand management and water supply augmentation programs and projects to address the State's water needs.

The goal for the California Water Plan Update is to meet the California Water Commission requirements, to receive broad support among those participating in California's water planning and to be a useful document for the public, water planners throughout the State, and legislators and other decision-makers.

Regional

County of Los Angeles Hydrology Manual

The Project Site is located within the Los Angeles River Watershed, which covers over 830 square miles. The Los Angeles County Flood Control District (LACFCD) is responsible for providing flood protection, water conservation, recreation, and aesthetic enhancement within this entire watershed. LACFCD is governed, as a separate entity, by the County of Los Angeles Board of Supervisors.

LACFCD consists of more than 3,000 square miles, 85 cities, and approximately 2.1 million land parcels. It includes the vast majority of drainage infrastructure within incorporated and unincorporated areas in every watershed, including 500 miles of open channel, 2,800 miles of underground storm drain, and an estimated 120,000 catch basins. The Los Angeles County Department of Public Works (LACDPW) and LACFCD are responsible for the development of a hydrology manual for consistent hydrologic design throughout the County.

The LACDPW Hydrology Manual (dated January 2006) establishes the LACDPW hydrologic design procedures based on historic rainfall and runoff data collected within the County. The hydrologic techniques in the manual apply for the design of local storm drains, retention and detention basins, pump stations, and major channel projects.

The Project is required to utilize the 2006 Hydrology Manual and accompanying hydrologic tools, including HydroCalc Calculator to calculate existing and proposed discharges and volumes from the Project.

Board Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties

As required by the CWC, the LARWQCB has adopted a plan entitled "Water Quality Control Plan, Los Angeles Region: Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties" (Basin Plan). Specifically, the Basin Plan designates beneficial uses for surface and groundwaters, sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's anti-degradation policy, and describes implementation programs to protect all waters in the Los Angeles Region. In addition, the Basin Plan incorporates (by reference) all applicable State and regional board plans and policies and other pertinent water quality policies and regulations. Those of other agencies are referenced in appropriate sections throughout the Basin Plan. The Basin Plan is a resource for the LARWQCB and others who use water and/or discharge wastewater in the Los Angeles Region. Other agencies and organizations involved in environmental permitting and resource management activities also use the Basin Plan. Finally, the Basin Plan provides valuable information to the public about local water quality issues.

NPDES Permit Program and Los Angeles Regional Water Quality Control Board

As described above, in California, the NPDES stormwater permitting program is administered by the SWRCB through its nine RWQCBs. The City of Burbank is within the LARWQCB.

Construction: Stormwater Pollution Prevention Plan

California mandates requirements for all construction activities disturbing more than one acre of land to develop and implement Stormwater Pollution Prevent Plans (SWPPPs). The SWPPP documents the selection and implementation of BMPs to prevent discharges of water pollutants to surface or groundwater. The SWPPP also charges owners with stormwater quality management responsibilities. A developer or contractor for a construction site subject to the Construction General Permit must prepare and implement a SWPPP that meets the requirements of the Construction General Permit. The purpose of an SWPPP is to identify potential sources and types of pollutants associated with construction activity and list BMPs that would prohibit pollutants from being discharged from the construction site into the public stormwater system. BMPs typically address stabilization of construction areas, minimization of erosion during construction, sediment control, control of pollutants from construction materials, and post-construction stormwater management (e.g., the minimization of impervious surfaces or treatment of stormwater runoff). The SWPPP is also required to include a discussion of the proposed program to inspect and maintain all BMPs.

A site-specific SWPPP could include, but not be limited to the, following BMPs:

- Erosion Control BMPs—to protect the soil surface and prevent soil particles from detaching. Selection of the appropriate erosion control BMPs would be based on minimizing areas of disturbance, stabilizing disturbed areas, and protecting slopes/channels. Such BMPs may include, but would not be limited to, use of geotextiles and mats, earth dikes, drainage swales, and slope drains.
- Sediment Control BMPs—are treatment controls that trap soil particles that have been detached by water or wind. Selection of the appropriate sediment control BMPs would be based on keeping sediments on-site and controlling the site boundaries. BMPs may include, but would not be limited to, use of silt fences, sediment traps, and sandbag barriers, street sweeping and vacuuming, and storm drain inlet protection.
- Wind Erosion Control BMPs—consist of applying water to prevent or minimize dust nuisance.
- Tracking Control BMPs—consist of preventing or reducing the tracking of sediment off-site by vehicles leaving the construction area. These BMPs include street sweeping and vacuuming. Project sites are required to maintain a stabilized construction entrance to prevent off-site tracking of sediment and debris.
- Non-Stormwater Management BMPs—also referred to as “good housekeeping practices,” involve keeping a clean, orderly construction site.
- Waste Management and Materials Pollution Control BMPs—consist of implementing procedural and structural BMPs for handling, storing, and disposing of wastes generated by a construction project to prevent the release of waste materials into stormwater runoff or discharges through the proper management of construction waste.

SWRCB Order No. 2009-0009-DWQ known as the “Construction General Permit” was adopted on September 2, 2009, and was last amended on September 8, 2022, by Order No 2022-0057-DWQ, General NPDES Permit No. CAS000002). The Construction General Permit regulates construction activity, including clearing, grading, and excavation of areas one acre or more in size, and prohibits the discharge of materials other than stormwater, authorized non-stormwater discharges, and all discharges that contain a hazardous substance, unless a separate NPDES permit has been issued for those discharges.

To obtain coverage under the Construction General Permit, a developer is required to file a Notice of Intent (NOI) with the appropriate RWQCB and provide proof of the NOI prior to applying for a grading or building permit from the local jurisdiction and must prepare a State SWPPP that incorporates the minimum BMPs required under the permit as well as appropriate project-specific BMPs. The SWPPP must be completed and certified by the developer and BMPs must be implemented prior to the commencement of construction and may require modification during the course of construction as conditions warrant. When project construction is complete, the developer is required to file a Notice of Termination with the RWQCB certifying that all the conditions of the Construction General permit, including conditions necessary for termination, have been met.

NPDES Permit for Discharges of Groundwater from Construction and Project Dewatering

Dewatering operations are practices that discharge non-stormwater, such as groundwater, that must be removed from a work location to proceed with construction into the drainage system. Discharges from dewatering operations can contain high levels of fine sediments, which if not properly treated, could lead to exceedance of the NPDES requirements. An NPDES Permit for dewatering discharges was adopted by the LARWQCB and was last amended on December 21, 2023 (Order No. R4-2023-0429, General NPDES Permit No. CAG994004. Similar to the Construction General Permit, to be authorized to discharge under this permit, the developer must submit a NOI to discharge groundwater generated from dewatering operations during construction in accordance with the requirements of this Permit and shall continue in full force until it expires March 21, 2029. In accordance with the NOI, among other requirements and actions, the discharger must demonstrate that the discharges shall not cause or contribute to a violation of any applicable water quality objective/criteria for the receiving waters, perform reasonable potential analysis using a representative sample of groundwater or wastewater to be discharged. The discharger must obtain and analyze (using appropriate methods) a representative sample of the groundwater to be treated and discharged under the Order. The analytical method used shall be capable of achieving a detection limit at or below the minimum level. The discharger must also provide a feasibility study on conservation, reuse, and/or alternative disposal methods of the wastewater and provide a flow diagram of the influent to the discharge point.

The County of Los Angeles and Burbank are two of the Co-Permittees under the Los Angeles County MS4 Permit (Order No. R4-2021-0105, NPDES Permit No. CAS004004). The Los Angeles County MS4 Permit has been determined by the SWRCB to be consistent with the requirements of the Clean Water Act and the Porter-Cologne Act for discharges through the public storm drains in Los Angeles County to statutorily-defined waters of the U.S. (33 United States Code [USC] §1342(p); 33 CFR Part 328.11). Last amended on July 23, 2021, the LARWQCB amended the Los Angeles County MS4 Permit to incorporate modifications consistent with the revised Ballona Creek Watershed Trash Total Maximum Daily Load (TMDL) and the revised Los Angeles River Watershed Trash TMDL, among other TMDLs incorporated into the Los Angeles County MS4 Permit and the Basin Plan for the Coastal Waters of Los Angeles and Ventura Counties.

Under the amended Los Angeles County MS4 Permit, permittees are required to implement a development planning program to address stormwater pollution. This program requires project applicants for certain types of projects to implement a Low Impact Development (LID) Plan. The purpose of the LID Plan is to reduce the discharge of pollutants in stormwater by outlining BMPs, which must be incorporated into the design of new development and redevelopment. These treatment control BMPs must be

sufficiently designed and constructed to treat or retain the greater of an 85th percentile rain event or first 0.75 inch of stormwater runoff from a storm event.

The Los Angeles County MS4 Permit (Part VI.D.7.c, New Development/Redevelopment Project Performance Criteria) includes design requirements for new development and substantial redevelopment. These requirements apply to all projects that create or replace more than 5,000 square feet of impervious cover. Where redevelopment results in an alteration to more than 50 percent of impervious surfaces of a previously existing development and the existing development was not subject to post-construction stormwater quality control requirements, the entire project would be subject to post-construction stormwater quality control measures.

This Enhanced Watershed Management Program for the Upper Los Angeles River (ULAR EWMP) describes a customized compliance pathway that participating agencies will follow to address the pollutant reduction requirements of the Los Angeles County MS4 Permit. By electing the optional compliance pathway in the MS4 Permit, the Upper Los Angeles River Watershed Management Group (EWMP Group) has leveraged this EWMP to facilitate a robust, comprehensive approach to stormwater planning for the Upper Los Angeles River watershed. The objective of the EWMP Plan is to determine the network of control measures (BMPs) that will achieve required pollutant reductions while also providing multiple benefits to the community and leveraging sustainable green infrastructure practices.

The Permit requires the identification of Watershed Control Measures, which are strategies and BMPs that will be implemented through the EWMP, individually or collectively, at watershed-scale to address the Water Quality Priorities. The EWMP Implementation Strategy is used as a recipe for compliance for each jurisdiction to address Water Quality Priorities and comply with the provisions of the MS4 Permit.

The EWMP Implementation Strategy includes individual recipes for each of the 18 jurisdictions and each watershed/assessment area—Los Angeles River above Sepulveda Basin, Los Angeles River below Sepulveda Basin, Compton Creek, Rio Hondo, Verdugo Wash, Arroyo Seco, Burbank Western Channel, Tujunga Wash, Bull Creek, Aliso Wash, Bell Creek, McCoy-Dry Canyon, and Browns Canyon Wash. Implementation of the EWMP Implementation Strategy will provide a BMP-based compliance pathway for each jurisdiction under the MS4 Permit. The permit specifies that an adaptive management process will be revisited every two years to evaluate the EWMP and update the program. The EWMP strategy will evolve based on monitoring results by identifying updates to the EWMP Implementation Plan to increase its effectiveness.

The Los Angeles County MS4 Permit contains provisions for implementation and enforcement of the Stormwater Quality Management Program. The objective of the Stormwater Quality Management Program is to reduce pollutants in urban stormwater discharges to the “maximum extent practicable,” to attain water quality objectives and protect the beneficial uses of receiving waters in Los Angeles County. Special provisions are provided in the Los Angeles County MS4 Permit to facilitate implementation of the Stormwater Quality Management Program. In addition, the Los Angeles County MS4 Permit requires that permittees implement a LID Plan, as discussed above, that designates BMPs that must be used in specified categories of development projects to infiltrate water, filter, or treat stormwater runoff; control peak flow discharge; and reduce the post-project discharge of pollutants into stormwater conveyance systems. In response to the Los Angeles County MS4 Permit requirements, and because the City of Burbank is a co-

permittee to both the regional ULAR EWMP and the State issued MS4 municipal requirements, it must comply.

As a co-permittee, the City supports the requirements of the Los Angeles County MS4 Permit through both the June 2015 ULAR EWMP document and the City of Burbank's Stormwater Quality Management Program pamphlet, which provides guidance to developers to ensure the post-construction operation of newly developed and redeveloped facilities comply with the Developing Planning Program regulations of the City's Stormwater Program. These documents assist developers with the selection, design, and incorporation of stormwater source control and treatment control BMPs into project design plans and provides an overview of the City's plan review and permitting process.

The City implements the requirement to incorporate stormwater BMPs, including LID BMPs, through the City's plan review and approval process. During the review process, project plans are reviewed for compliance with the City's General Plan, zoning ordinances, and other applicable local ordinances and codes, including stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address stormwater pollution prevention goals.

Stormwater Program – Los Angeles County MS5 Permit Citywide Implementation

The City's Stormwater section under the joint purview of the departments of Public Works and Building Safety is responsible for stormwater pollution control throughout the City in compliance with the Los Angeles County MS4 Permit. The Stormwater section administers the City's Stormwater Program. The City enforces the February 2014 Los Angeles County Low Impact Development Manual (LID Handbook). The LID Handbook assists developers with the selection, design, and incorporation of stormwater source control and treatment control BMPs into project design plans. The LID Handbook addresses the need for frequent and/or regular inspections of infiltration facilities in order to ensure on-site compliance of BMP standards, soil quality, site vegetations, and permeable surfaces. These inspections are required to guarantee that facilities follow all proprietary operation and maintenance requirements.

Low Impact Development Plans

Under the current Los Angeles County Municipal NPDES Permit, permittees are required to implement a development planning program to address storm water pollution. These programs require project applicants for certain types of projects to implement Low Impact Development (LID) Plans throughout the operational life of their projects. The purpose of LID plans is to reduce the discharge of pollutants in storm water by outlining BMPs, which must be incorporated into the design plans of new development and redevelopment.

The Project falls within the definition of "redevelopment" under the MS4 Storm Water Permit, which requires compliance with the LID requirements.

Low Impact Development

LID is a stormwater strategy that is used to mitigate the impacts of runoff and stormwater pollution as close to its source as possible. Urban runoff discharged from municipal storm drain systems is one of the principal causes of water quality impacts in most urban areas. Stormwater may contain pollutants, such as trash and debris, bacteria and viruses, oil and grease, sediments, nutrients, metals, and toxic chemicals, that can negatively affect the ocean, rivers, plant and animal life, and public health.

LID encompasses a set of site design approaches and BMPs that are designed to address runoff and pollution at the source. These LID practices can effectively remove nutrients, bacteria, and metals, while reducing the volume and intensity of stormwater flows.

The Project is subject to compliance with LARWQCB Order No. R4-2012-0175-A01, which became effective on November 8, 2012, and most recently modified in June 2018. The main purpose of this law is to ensure that development and redevelopment projects mitigate runoff in a manner that captures or treats rainwater at its source, while utilizing natural resources.

In accordance with LARWQCB Order No. R4-2012-0175-A01, stormwater runoff shall be infiltrated, evapotranspired, captured and used, or treated through high removal efficiency BMPs, onsite, through stormwater management techniques. The LARWQCB has a BMP Hierarchy which the project must follow when selecting the type or types of BMPs to be constructed on site. The following is the BMP Hierarchy, per LARWQCB Order No. R4-2012-0175 as amended by SWRCB Order WQ 2015-0075 and NPDES NO. CAS004001:

- Onsite infiltration,
- Onsite bioretention and/or harvest and use,
- Onsite biofiltration, offsite ground water replenishment, and/or offsite retrofit

Hydromodification

In addition to the LID requirements listed in the MS4 Permit (LARWQCB Order No. R4-2012-0175-A01), the Permit also addresses requirements for Hydromodification as pertaining to the project. Per Part VI.D.7.c.iv of the Permit:

> *Each Permittee shall require all New Development and Redevelopment projects located within natural drainage systems as described in Part VI.D.7.c.iv.(1)(a)(iii) to implement hydrologic control measures, to prevent accelerated downstream erosion and to protect stream habitat in natural drainage systems.*
>
> *The purpose of the hydrologic controls is to minimize changes in post-development hydrologic storm water runoff discharge rates, velocities, and duration. This shall be achieved by maintaining the project's pre-project stormwater runoff flow rates and durations.*

Upper Los Angeles River Watershed Enhanced Watershed Management Program

The County of Los Angeles, the City of Burbank, and all other cities in the Los Angeles Watershed are responsible for the implementation of watershed improvement plans or Enhanced Watershed Management Programs (EWMP) to improve water quality and assist in meeting the Total Maximum Daily Load (TMDL) milestones. An EWMP for the Upper Los Angeles River Watershed, prepared with the City of Los Angeles as the lead coordinating agency, was approved on March 29, 2016 by the LARWQCB. The vision of the EWMP is to utilize a multi-pollutant approach that maximizes retention and use of urban runoff as a resource for groundwater recharge and irrigation while also improving water quality and providing environmental, aesthetic, recreational, water supply and other community enhancements.

The EWMP identifies a toolbox of distributed and regional watershed control measures to address applicable stormwater quality regulations including the following:

- LID at the individual parcels
- Green Streets features within the public right-of-way and privately maintained streets
- Regional projects that retain and treat runoff from large upstream areas
- Institutional control measures to prevent transport of pollutants in the watershed

Local

Burbank2035 General Plan

Burbank2035 includes goals and policies to protect surface waters, groundwater, and water resources throughout the City. The Land Use Element and Open Space and Conservation Element contain the following goals and policies specific to hydrology and water quality:

Land Use Element

GOAL 2 SUSTAINABILITY: 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 2.6 Design new buildings to minimize the consumption of energy, water, and other natural resources. Develop incentives to retrofit existing buildings for a new reduction in energy consumption, water consumption, and stormwater runoff.

Open Space and Conservation Element

GOAL 9 WATER RESOURCES: 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.

Safety Element

GOAL 6 FLOOD SAFETY: Potential risks—such as injury, loss of life and property, and economic and social disruption—caused by flood and inundation are minimized.

Policy 6.3 Continue to maintain and upgrade the City-operated flood control system to ensure the system is capable of protecting existing and planned development. Include evaluation of the system under projected changes in storm frequency and intensity.

Policy 6.6 Ensure proper maintenance and improvements to storm drainage facilities. Evaluate maintenance and improvements to storm drainage facilities based on projected changes to storm frequencies and intensity.

Policy 6.7 Employ strategies and design features to reduce the area of impervious surface in new development projects.

Burbank Municipal Code

City Ordinance 3530 (passed on September 14, 1999) but not yet codified into the BMC, sets forth the City's Stormwater and Urban Runoff Pollution Control Ordinance. The Ordinance prohibits the discharge of runoff containing toxic materials, oils or chemicals, food and processing wastes, dirt and landscape debris, and concrete materials, among other constituents. The discharge prohibition is aimed at

protecting the health of the public and aquatic ecosystems, as well as preserving the natural flow of storm drain systems.

BMC Title 9, Chapter 3, Article 4, Section 9-3-414, Storm Water Pollution Control Measures for Development Planning, establishes the provisions for construction activities and facility operations of development projects to comply with Standard Urban Stormwater Mitigation Plan (SUSMP) requirements. As part of the provisions, sites are required to be designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from imperviously surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest and use. Planning Priority Projects are required to prepare a LID Plan to comply with stormwater runoff requirements.

5.7.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

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 significance criteria in this section. A project would result in a significant impact related to hydrology and water quality if it would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality (refer to Impact Statement HWQ-1);
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin (refer to Section 8.0, *Effects Found Not to be Significant*);
- 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 (refer to Impact Statement HWQ-2);
    - Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site (refer to Impact Statement HWQ-2);
    - 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 (refer to Impact Statement HWQ-2); or
    - Impede or redirect flood flows (refer to Impact Statement HWQ-2);
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation (refer to Section 8.0, *Effects Found Not to be Significant*); and/or
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (refer to Impact Statement HWQ-3).

Based on these significance thresholds and criteria, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures

are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

5.7.4 IMPACTS AND MITIGATION MEASURES

HWQ-1: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Impact Analysis: The Project would be required to comply with all City grading permits and local and State construction regulations and would not violate any standards, as described below.

Construction

The Project proposes development of a new Hotel and Garage within the northeastern portion of the Project site. Implementation of the proposed Project would result in construction activities that include demolition of the existing surface parking lot pavement in the northeastern portion of the Project site. Regrading would also be required. The surface parking lot in the southeastern portion of the Project site (SE Lot) and behind the convention center would also be demolished, regraded, repaved, and restriped as part of the Project. Utilities and additional offsite improvements would also occur; refer to Section 3.0, *Project Description*.

Construction activities have the potential to temporarily alter existing drainage patterns and also increase permeability based on the increased pervious surface coverage during construction. Exposed pervious surfaces also have the potential for erosion, scour, and increased sediment and associated pollutants discharging from the site during construction activities. The main pollutant of concern during construction is typically sediment and soil particles that discharge offsite due to wind, rain, and construction patterns.

As discussed above, the SWRCB has adopted the Construction General Permit that requires stormwater control requirements for construction projects. This NPDES permit establishes a risk-based approach to stormwater control requirements for construction projects by identifying three project risk levels (i.e., RL 1, 2 or 3). California mandates requirements for all construction activities disturbing more than one acre of land to develop and implement a SWPPP. Prior to commencement of construction activities, the Project Applicant would be required to prepare a SWPPP in accordance with the site-specific information, including grading limits, BMPs for each phase, schedule, and sediment risk analyses to determine the BMPs that would be required. In accordance with the Construction General Permit, the SWPPP must be made available for review upon request, shall describe construction BMPs that address pollutant source reduction, and provide measures/controls necessary to mitigate potential pollutant sources. These measures/controls include, but are not limited to, erosion controls, sediment controls, tracking controls, non-stormwater management, materials and waste management, and good housekeeping practices, including the following:

- Erosion control BMPs, such as hydraulic mulch, soil binders, and geotextiles and mats, protect the soil surface by covering and/or binding the soil particles. Temporary earth dikes or drainage swales may also be employed to divert runoff away from exposed areas and into more suitable

locations. If implemented correctly, erosion controls can effectively reduce the sediment loads entrained in stormwater runoff from construction sites.

- Sediment controls are designed to intercept and filter out soil particles that have been detached and transported by the force of water. Storm drain inlets on the Project site or within the Project vicinity (i.e., along streets immediately adjacent to the Project boundary) should be adequately protected with an impoundment (i.e., gravel bags) around the inlet and equipped with a sediment filter (i.e., fiber roll). Bags should also be placed around areas of soil disturbing activities, such as grading or clearing.
- Stabilization of construction entrance/exit points reduces the tracking of sediments onto adjacent streets. Wind erosion controls should be employed in conjunction with tracking controls.
- Non-stormwater management BMPs prohibit the discharge of materials other than stormwater, as well as reduce the potential for pollutants from discharging at their source. Examples include avoiding paving and grinding operations during the rainy season (i.e., October 1 through April 30 each year), where feasible, and performing any vehicle equipment cleaning, fueling, and maintenance in designated areas that are adequately protected and contained.
- Waste management consists of implementing procedural and structural BMPs for collecting, handling, storing and disposing of wastes generated by a construction project to prevent the release of waste materials into storm water discharges.

The phases of construction would define the maximum amount of soil disturbed, the appropriately sized sediment basins, and other control measures to accommodate all active soil disturbance areas and the appropriate monitoring and sampling plans. In the event exceedances of receiving water quality objectives are observed, measures must be taken and documented within the SWPPP to improve discharge water quality and runoff effluent. This may include, but not be limited to, increasing the size of existing BMPs, adding more BMPs to the drainage area, additional filtering, and/or a reduction in active grading areas.

Through compliance with the Construction General Permit, including the preparation of a SWPPP, implementation of BMPs appropriate for each major phase of construction, and compliance with applicable City grading regulations, construction of the Project would not adversely impact water quality standards or degrade surface or groundwater quality during construction activities. The construction of the Project would also not result in discharges that would cause (1) pollution that would impact the quality of waters of the State to a degree which negatively impacts beneficial uses of the waters; (2) contamination of the quality of the waters of the State by waste to a degree which creates a hazard to the public health through poisoning or through the spread of diseases; or (3) nuisance that would be injurious to health, affect an entire community or neighborhood or any considerable number of persons, and occurs during or as a result of the treatment or disposal of wastes. Lastly, construction of the Project would not result in discharges that would cause regulatory impacts within the Los Angeles River. Therefore, Project construction would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality, and impacts would be less than significant.

Operation

During operation, the proposed Project would potentially discharge pollutants into the City and County storm drain system. Anticipated pollutants include sediments, oils, nutrients, pesticides, trash/debris, and chemicals. However, LID design features would be included in the Project to ensure local and regional water quality is protected.

To meet the local MS4 Permit and LID requirements consistent with the City's Municipal Storm Water and Urban Runoff Discharges and Low Impact Development Standards Manual (LID Manual), stormwater management strategies would be implemented, including water quality measures to ensure the Project would not violate water quality standards or waste discharge requirements or degrade surface or groundwater quality. The Hydrology Memorandum identifies stormwater capture and re-use (i.e., water harvesting) BMP as the proposed conceptual stormwater management strategy for the Project. During the Project's final design phases, water demands for site irrigation would be quantified to allow for the final system component sizing and placement (e.g., storage gallery under the parking lot pavement surface, and associated irrigation piping and small submersible pump equipment placed inside the storage gallery BMP). Additionally, the potential for an infiltration BMP strategy may be assessed, in lieu of the capture and re-use BMP strategy. An infiltration BMP strategy may be utilized if onsite percolation testing confirms the ability of the onsite soils to percolate well enough to support an infiltration BMP strategy, based on the site-specific design values, as noted in a final geotechnical report.

To meet the local MS4 Permit and LID requirements consistent with the City's Municipal Storm Water and Urban Runoff Discharges and Low Impact Development Standards Manual, stormwater management strategies would be implemented throughout the Project Site.

Table 5.7-2, *Low Impact Development Calculations (85th Percentile)*, shows the storm water quality design volumes (SWQDv)[1], as well as water quality flow rates[2] that are required to be detained and treated for each drainage area based on an 85th percentile storm event of 1.1 inch. Refer to Attachment I of Appendix G for Los Angeles County 85th Percentile exhibit and Attachment J of Appendix G for the HydroCalc LID Results for the Project. The portion of the Project site where proposed improvements and disturbances would primarily occur currently accounts for a single LID BMP device that all flow is routed to; therefore, this portion of the Project site is calculated as a single sub-area.

Table 5.7-2
Low Impact Development Calculations (85th Percentile)

Drainage Area	Area (acres)	Qpm (cfs)	SWQDv (cf)
A	6.17	1.2	20,445
cfs = cubic feet per second; cf = cubic feet			
Source: *Hydrology and Water Quality Technical Memorandum* (Hydrology Memorandum), prepared by Fuscoe Engineering, dated March 2020 and revised April 2024 and September 2024, and included as Appendix G.			

[1] Volume of water representative of an 85th percentile storm event for the Project site.
[2] Qpm, a flow rate representing the max flow of an 85th percentile storm event for the Project site.

Capture and reuse LID BMPs (e.g., cistern or retention chamber) are proposed for the Project site. As described, the proposed condition final stormwater treatment solution (capture and re-use or infiltration) would be based on supplemental soil testing and final irrigation demands and other possible treated stormwater effluent Project demands. The proposed conceptual BMP scheme and location can be seen in Attachment M of Appendix G. The proposed LID BMP would be required to effectively treat the pollutants of concern for the Project site and are projected to improve water quality over existing conditions. Thus, Project operations would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface water or ground water quality and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HWQ-2: Would the Project 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:

i. Result in a substantial erosion or siltation on- or off-site;

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

iii. 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; or

iv. Impede or redirect flood flows?

Impact Analysis:

Construction

The Project is not anticipated to alter existing drainage patterns or cause substantial erosion or siltation on- or offsite. The Project site is located in a largely built-out, impervious area and is not expected to contribute any additional sediment to water bodies or increase the risks of erosion. The greatest onsite erosion risk would occur during construction. As discussed above, the Project would be required to comply fully with the Construction General Permit and is not expected to generate excess sediment or be at risk of erosion.

Through compliance with the Construction General Permit, including the preparation of a SWPPP, implementation of BMPs appropriate for each major phase of construction, and compliance with applicable City grading regulations, construction of the Project would not cause flooding, substantially increase or decrease the amount of surface water in a water body, or result in a permanent, adverse change to flow direction. Impacts would be less than significant in this regard.

Operation

Proposed Hydrology Conditions

Upon development of the proposed Project, drainage patterns would slightly deviate from existing conditions. Under existing conditions, there are two outfalls from the Project site to the 60-inch Lockheed

storm drain. In the proposed condition, there would be one outfall to the pipe, as all the site drainage would be routed to a LID BMP that overflows to an existing on-site private 30-inch storm drain and ultimately to the existing 60-inch outfall.

Development of the Project would result in an increase in pervious areas due to increased planter/landscaping area compared to existing conditions and would decrease the impervious surfaces from 91 percent to 85 percent, while simultaneously increasing the flow path length of incoming sheet flow as a result of the proposed Hotel and Garage structures. Table 5.7-3, *Proposed Hydrology Conditions*, provides an analysis of the 10-year and 25-year frequency design storm events following construction of the Project. Attachment G of Appendix H provides the Proposed Hydrology Map, and output calculations are provided in Attachment H of Appendix H.

Table 5.7-3
Proposed Hydrology Conditions

Drainage Area	Area (acres)	% Imperviousness	Q_{10} (cfs)	Q_{25} (cfs)
A	6.17	85	9.5	12.9
cfs = cubic feet per second				
Source: *Hydrology and Water Quality Technical Memorandum* (Hydrology Memorandum), prepared by Fuscoe Engineering, dated March 2020 and revised April 2024 and September 2024, and included as Appendix G.				

Table 5.7-4, *Existing vs. Proposed Hydrology Conditions*, provides a comparison of the existing and proposed peak flows for the 10-year and 25-year storm events. These values provide the basis for the peak flow values and pipe sizing design.

Table 5.7-4
Existing vs. Proposed Hydrology Conditions

Condition	Area (acres)	Q_{10} (cfs)	Q_{25} (cfs)
Existing	6.17	14.4	18.9
Proposed	6.17	9.5	12.9
Difference	--	-4.9	-6.0
% Increase or Decrease from Existing to Proposed Conditions	--	-34%	-32%
cfs = cubic feet per second			
Source: *Hydrology and Water Quality Technical Memorandum* (Hydrology Memorandum), prepared by Fuscoe Engineering, dated March 2020 and revised April 2024 and September 2024, and included as Appendix G.			

The above analysis includes the assumption that with the new building footprints, there would be an increase in flow path length due to the increased path of travel of stormwater around the proposed buildings. As shown in Table 5.7-4, under proposed conditions, peak flows are reduced across the design storm events for the Project.

The existing catch basins that would remain onsite would have new connections to the proposed onsite storm drain infrastructure or will continue to connect to the existing onsite storm drain infrastructure that

would remain. The segments of pipe connecting to the 60-inch Lockheed storm drain would be protected in place to the point of the overflow connection for the LID BMP; refer to the Storm Drain Capacity discussion below.

Storm Drain Capacity

Based on the above analysis, operation of the Project would not result in increased site runoff or create negative impacts to the capacity of the existing downstream storm drain system. As stated, flows are anticipated to decrease due to longer flow paths and increased pervious surfaces throughout the portion of the Project site where proposed improvements would occur. In addition, the Project would not substantially reduce or increase the amount of surface water in the local water body (Los Angeles River) or result in a permanent adverse change in the drainage pattern that would result in an incremental effect on the capacity of the existing storm drain system.

The existing 30-inch storm drain (SD) pipe running along the southern edge of the Project site would continue to serve as the Project's primary local SD outfall pipe. This existing 30-inch SD pipe runs from the southeast corner of the Project site westerly towards offsite Avon Street and ultimately connects into the existing 60-inch SD Lateral A running in Avon Street. Table 5.7-5, *Existing Capacity vs. Proposed Peak Flows*, shows the conveyance capacity of the existing 30-inch SD and how it compares to the proposed Project's 25-year peak flow rate. As shown in Table 5.7-5, the capacity of the existing 30-inch SD pipe (29 cfs) along the southern edge of the Project site would be able to convey the Project site's tributary stormwater flows during a 25-year peak flow rate with a 55 percent pipe capacity used. The overflow path would remain the same as the existing site conditions.

Table 5.7-5
Existing Capacity vs. Proposed Peak Flows

Drainage Area(s)	Pipe Size (inches)	Max Pipe Capacity (cfs)	Cumulative Q_{25} (cfs)[1]	% of Pipe Capacity Used
All	30 (South)	29	15.9	55
cfs = cubic feet per second				
Note: 1. Cumulative Q_{25} is the sum of all tributary flows in the proposed condition for a 25-year storm period.				
Source: *Hydrology and Water Quality Technical Memorandum* (Hydrology Memorandum), prepared by Fuscoe Engineering, dated March 2020 and revised April 2024 and September 2024, and included as Appendix G.				

Additionally, the Project is exempt from hydromodification requirements as runoff from the Project site is discharged directly via storm drain to a receiving water that is not susceptible to hydromodification impacts. Specifically, the Project site discharges via storm drain to the Los Angeles River, which is categorized as not susceptible to hydromodification. Therefore, the Project is not required to implement hydrologic control measures as mitigation for hydromodification impacts.

In addition, as described above, implementation of the Project would result in a reduction of peak flows and volumes as compared to existing conditions, thereby satisfying hydromodification requirements in addition to the receiving water exemption. More specifically, the proposed Project would reduce peak flows for the 10- and 25-year design storm events when compared to existing conditions based on an

increase in pervious surfaces associated with planter/landscaping area and increased flow path length due to the increased path of travel of stormwater around the proposed buildings. Additionally, capacity would be available to serve the Project's peak flows, and, as such, Project implementation would not adversely impact the capacity of existing offsite City and County storm drain systems. Therefore, operation of the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; 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; or impede or redirect flood flows. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HWQ-3: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Impact Analysis: The 2014 Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement GSPs or prepare an alternative to a GSP. The City is located within the San Fernando Valley Groundwater Basin, which is ranked as a "very low" priority basin based on a technical process that utilizes information to classify the groundwater basins utilizing eight components identified in CWC Section 10933(b). A low or very low priority basin is not required to develop a GSP. Therefore, there is no groundwater sustainability plan established for the San Fernando Valley Groundwater Basin.

Development of the Project would result in an increase in pervious areas due to increased planter/landscaping area and would decrease the impervious surfaces from 91 percent to 85 percent, while simultaneously increasing the flow path length of incoming sheet flow. Table 5.7-3, *Proposed Hydrology Conditions*, provides an analysis of the 10-year and 25-year frequency design storm events following construction of the Project. Attachment G of Appendix G provides the Proposed Hydrology Map, and output calculations are provided in Attachment H of Appendix G.

The Project site is completely improved with approximately 91 percent of the site containing impervious surfaces. The Project site does not currently allow for significant groundwater recharge, and the Project area is not utilized for groundwater recharge or pumping. Project implementation would decrease the impervious surfaces from 91 percent to 85 percent, associated with the proposed Project's planter/landscaping areas. The introduction of new planter/landscaping areas provide increased pervious areas when compared to existing conditions and as a result, allow for increased incidental infiltration. Further, implementation of either stormwater BMP solution (capture and re-use or infiltration), in accordance with local and regional permit regulations and regional groundwater management goals, would not obstruct implementation of either a water quality control plan or sustainable groundwater management plan, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.7.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." Table 4-1, *Related Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The following discussions are included in order of the topical areas discussed above to determine whether a significant cumulative effect would occur.

Would the Project, combined with other related projects, violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Impact Analysis:

Construction

As analyzed above, the proposed Project would comply with the Construction General Permit regulations and would not violate water quality standards. Development of a site-specific SWPPP and implementation of required LID BMPs would be implemented during Project construction activities, reducing impacts to a less than significant level. Development of related projects may involve future construction activities that could temporarily increase runoff, erosion, and sedimentation. As with the proposed Project, future development of related projects would be required to comply with NPDES Permit regulations, which require that any construction activity disturbing one acre or more of soil complies with the Construction General Permit. The Permit requires development and implementation of a SWPPP and monitoring plan, which must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the Construction General Permit to control stormwater quality degradation due to potential construction-related pollutants and reduce potential water quality impacts. Related projects would be required to comply with all NPDES Permit requirements on a project-by-project basis to ensure water quality standard or waste discharge requirements would not be violated or surface and groundwater quality would not be degraded during construction activities. Thus, the Project's less than significant effects involving a violation of water quality standards or waste discharge requirements, or a substantial degradation of surface water or groundwater quality associated with construction activities, would not be cumulatively considerable, and cumulative impacts would be less than significant.

Operation

Development of related projects could increase impervious areas resulting in increased stormwater runoff when compared to existing site conditions and potentially discharge pollutants into the City and County storm drain system. As demonstrated above, to meet the local MS4 Permit and LID requirements, the Hydrology Memorandum anticipates either capture and re-use or infiltration pending site-specific tests conducted during the Project's final design phase. The proposed LID BMP would be required to effectively treat the pollutants of concern for the Project site and is projected to improve water quality over existing conditions. As with the proposed Project, future development of related projects would be required to implement stormwater management strategies to meet the local MS4 Permit and LID requirements consistent with the City's LID Manual to ensure specific project operations would not violate water quality

standards or waste discharge requirements or degrade surface or groundwater quality. Applicable LID measures are dependent upon site-specific conditions and would be determined on a project-by-project basis. Individual projects would be reviewed to ensure compliance with the requirements. Thus, the Project's less than significant effects involving a violation of water quality standards or waste discharge requirements, or a substantial degradation of surface water or groundwater quality associated with Project operation, would not be cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the Project, combined with other related projects, 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:

i. Result in a substantial erosion or siltation on- or offsite;

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

iii. 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; or

iv. Impede or redirect flood flows?

Impact Analysis:

Construction

Development of related projects may involve future construction activities that could temporarily alter existing drainage patterns or cause substantial erosion or siltation on- or offsite. However, the related projects are primarily located within urbanized areas that are largely developed and impervious. Similar to the Project, the greatest onsite erosion risk associated with development of related projects would occur during construction. The Project and related projects would be required to comply with the Construction General Permit, which would include implementation of site-specific BMPs to reduce the potential for substantial erosion or siltation to occur and to ensure potential water quality impacts would be less than significant. Thus, the Project's less than significant effects involving substantial erosion or siltation on- or off-site would not be cumulatively considerable, and cumulative impacts would be less than significant.

Operation

As discussed, development of the Project would result in an increase in pervious areas due to increased planter/landscaping area and would decrease the impervious surfaces from 91 percent to 85 percent. Operation of the Project would not result in increased site runoff or create negative impacts to the capacity of the existing downstream storm drain system. The existing storm drain provides adequate capacity to serve the Project's flows. Capture and re-use or infiltration, dependent upon further testing during the final design phase, would be included in the proposed Project's final design. The proposed LID

BMP would be required to effectively treat the pollutants of concern for the Project site and is projected to improve water quality over existing conditions. Although future development of related projects has the potential to increase impervious areas, similar to the proposed Project, individual projects would be required to provide the onsite storm drain infrastructure and any offsite infrastructure improvements to ensure stormwater runoff associated with development of related projects would be adequately captured and conveyed into the City's and County's storm drain systems. Further, related projects would be required to comply with the local MS4 Permit and LID requirements, including water quality measures to ensure site-specific development would not provide substantial additional sources of polluted runoff. The required infrastructure, including site-specific BMPs would be determined on a project-by-project basis, subject to review and approval by the City. Therefore, the Project's less than significant effects involving the rate or amount of surface runoff; creation or contribution of runoff water to the existing or planned stormwater drainage systems; provision of additional sources of polluted runoff; or impeding or redirecting flood flows would not be cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the Project, combined with other related projects, conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Impact Analysis: The City is located within the San Fernando Valley Groundwater Basin, which is ranked as a "very low" priority basin. Therefore, there is no groundwater sustainability plan established for the San Fernando Valley Groundwater Basin. Thus, the Project and related projects would not conflict with or obstruct implementation of a groundwater management plan.

Similar to the proposed Project, related projects would be required to comply with NPDES Permit regulations for construction and operation. Any construction activity disturbing one acre or more of soil would be required to comply with the Construction General Permit, including development and implementation of a SWPPP and monitoring plan to control stormwater quality degradation due to potential construction-related pollutants. Additionally, related projects would be required to comply with the LID Manual to effectively treat pollutants of concern associated with project operations. As previously demonstrated, the Project would comply with the regulatory requirements involving water quality to ensure the Project would not contribute to water quality impacts during construction or operation activities. Therefore, the proposed Project's less than significant effects involving obstruction of implementation of a sustainable groundwater management plan would not be cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.7.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts to hydrology and water quality would occur with the proposed Project.

5.7.7 REFERENCES

Fuscoe Engineering, *Hydrology and Water Quality Technical* Memorandum, March 2020, Revised April 2024, September 2024, and November 2024.

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5.8 LAND USE AND PLANNING

The purpose of this section is to describe the existing and regulatory conditions related to land use and planning and to identify potential impacts that could result from Project implementation. Information in this section is based, in part, on the Burbank2035 General Plan (Burbank2035) and City of Burbank Municipal Code (BMC).

5.8.1 ENVIRONMENTAL SETTING

Onsite Land Uses

The Project site is currently developed with the Marriott Hotel, which is comprised of 488 hotel rooms, 5,200 square feet of restaurant space, and 46,500 square feet of meeting/banquet and convention space. The Marriott Hotel consists of one eight-story building (East Tower) and one nine-story building (West Tower), connected by a single-story structure on the ground level, totaling 277,600 square feet. The convention center consists of one single-story building with a mezzanine level totaling 39,000 square feet.

General Plan and Zoning

General Plan Land Use

According to Burbank2035 General Plan (Burbank2035) Exhibit LU-1, Land Use Diagram, the Project site is designated Regional Commercial (Maximum 1.25 Floor Area Ratio, 58 units per acre with discretionary approval). The Regional Commercial land use designation provides for regional employment and shopping destinations that serve both Burbank residents and residents of surrounding cities. These regional centers provide a variety of employment opportunities and services that address regional needs for retail, service, dining, entertainment, and conventions. These regional centers also play a key role in supporting the media industry and other sectors of the local economy.

Zoning

The City of Burbank Zone Map (last amended by Ordinance No. 3802, effective 2019) identifies the zoning for the Project site as PD 89-1, Planned Development. According to Burbank Municipal Code (BMC) Section 10-1-19119, the PD Zone allows for an alternate process to accommodate unique developments for residential, commercial, professional, or other similar activities, including combinations of uses and modified development standards that would create a desirable, functional, and community environment under controlled conditions of a development plan. Ordinance No. 3164, adopted on September 12, 1989, approved a planned development along with a related Development Agreement (DA) for the development of a 250-room, eight-story hotel tower and a 39,200-square-foot convention center at the Project site. The DA identified specific restrictions on development, including permitted uses, density, and maximum height and size of the hotel tower and convention center. These specific restrictions in development, in addition to zoning classification, include the following:

- Permitted Uses and Density: The property may be used only for such uses and purposes as are permitted under this DA, including general office, bank, hotel, convention center, and restaurant; in accordance with the provisions of the Burbank General Plan and the zoning appliable to the property as of the date of this DA.

- Maximum Height and Size: The maximum height of the eight-story hotel/tower is approximately 118 feet in height and 144,000 square feet in area, with a maximum of 250 rooms. The area of the proposed convention center is approximately 39,200 square feet in area. The main banquet rooms are approximately 15,984 square feet in area; and four meeting rooms each with an area of approximately 655 square feet.

However, since the approval of the DA in 1989, its terms have expired and are no longer enforceable, but the zoning of PD 89-1 remains on the property.

Surrounding Land Uses

Land uses surrounding the 2500 N. Hollywood Way site are as follows:

- North: The Project site is bounded by the adjacent office use and Thornton Avenue to the north. North of Thornton Avenue is primarily surface parking (V.S.P. Parking and Hollywood Burbank Airport Economy Parking Lot C). V.S.P. Parking offices and Midway Car Rental are located at the northeastern corner of Thornton Avenue and Hollywood Way. Northwest of the Project site (west of Hollywood Way) is the Hollywood Burbank Airport.
- East: To the east of the Project site is the northeastern portion of the Media Studios North Campus. Media Studios North is a commercial office campus comprised primarily of office uses with various onsite support amenities.
- South: To the south of the Project site is the southwestern portion of the Media Studios North Campus and the extension of Avon Street. A spherical geodesic dome, which serves as a prototype facility for Madison Square Gardens (MSG) Entertainment's creative teams, is located on the property located south of Avon Street, bounded by Avon Street, Empire Avenue, and Hollywood Way. The Hollywood Burbank Airport Regional Intermodal Transportation Center (RITC) is located west of Hollywood Way, southwest of the Project site. Southern California Regional Rail Authority (SCRRA) railway is located south of Empire Avenue.
- West: To the west of the northern portion of the Project site is the adjacent office building and Hollywood Way. West of Hollywood Way is a shopping center with a variety of restaurant uses, including Denny's, Del Taco, and McDonald's.

5.8.2 REGULATORY SETTING

Regional

Southern California Association of Governments 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy

Regional planning agencies, such as the Southern California Association of Governments (SCAG), recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues, such as affordable housing, transportation, and air pollution, have resulted in the adoption of regional plans that affect the City of Burbank.

SCAG has evolved as the largest council of governments in the United States, functioning as the Metropolitan Planning Organization (MPO) for six counties (Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial) and 191 cities. The region encompasses an area of more than 38,000 square miles. As the designated MPO, the federal government mandates SCAG to research and develop

plans for transportation, growth management, hazardous waste management, and air quality. These mandates led SCAG to prepare comprehensive regional plans to address these concerns.

SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP). SCAG is responsible for the development of demographic projections and is also responsible for development of the integrated land use, housing, employment, transportation programs, measures, and strategies for the Air Quality Management Plan (AQMP).

The passage of California Senate Bill 375 (SB 375) in 2008 requires that a MPO, such as SCAG, prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light duty trucks (Government Code Section 65080(b)(2)(B)). The SCS outlines certain land use and transportation strategies that provide for more integrated land use and transportation planning and maximize transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon.

Every four years, SCAG updates its RTP/SCS, as required by federal and State regulations. On April 4, 2024, SCAG's Regional Council adopted the 2024-2050 RTP/SCS, which outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region's shared goals through 2050. As with the previous RTP/SCS, the 2024-2050 RTP/SCS is a long-term plan for the southern California region that details investment in the transportation system and development in communities. SCAG worked closely with local jurisdictions to develop the 2024-2050 RTP/SCS, which incorporates current demographics and anticipated future population, household, and employment growth patterns based, in part, upon local growth forecasts, projects and programs, and includes complementary regional policies and initiatives. The 2024-2050 RTP/SCS outlines a forecasted development pattern that demonstrates how the region can sustainably accommodate needed housing. In addition, the 2024-2050 RTP/SCS is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and federal Clean Air Act requirements. These are articulated in a set of Regional Strategic Investments, Regional Planning Policies, and Implementation Strategies. The Regional Planning Policies are a resource for County Transportation Commissions (CTCs) and local jurisdictions, who can refer to specific policies to demonstrate alignment with the 2024-2050 RTP/SCS when seeking resources from State or federal programs. The Implementation Strategies articulate priorities for SCAG efforts in fulfilling or going beyond the Regional Planning Policies.[1] While SCAG has adopted the 2024-2050 RTP/SCS, CARB has not yet certified it or approved SCAG's GHG emissions reduction calculations; refer also to Section 5.5, *Greenhouse Gas Emissions*.

[1] Southern California Association of Governments, *Connect SoCal: A Plan for Navigating to a Brighter Future (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy)*, adopted April 4, 2024.

Los Angeles County Airport Land Use Commission Airport Land Use Plan

State law requires cities and counties with public use airports to establish Airport Land Use Commissions (ALUC). In Los Angeles County, the Regional Planning Commission also acts as the ALUC. The ALUC coordinates the airport planning of public agencies within the County. The purpose of the ALUC is "to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses."[2] To fulfill its purpose, each ALUC has three primary responsibilities: coordinate airport land use compatibility planning efforts at the State, regional, and local levels; prepare and adopt an Airport Land Use Plan (ALUP) for each public-use airport in its jurisdiction; and review plans, regulations, and other actions of local agencies and airport operators. The ALUP sets policies to determine how a project is compatible. Although the ALUC does not control airport operations, they do review and make recommendations concerning certain projects at or near airports. The Hollywood Burbank Airport, located northwest of the Project site, is under the jurisdiction of the Los Angeles County ALUC.

Local

Burbank2035 General Plan

Burbank2035 is a policy document that provides guidance to City decision-makers on allocating resources and determining the future physical form and character of development. It is the City's official statement about the extent and types of development needed to achieve the community's physical, economic, and environmental goals. Burbank2035 is comprised of individual elements that address a specific topic and includes goals and policies that set policy direction and guidance. The following elements comprise Burbank2035:

Air Quality and Climate Change

The Air Quality and Climate Change Element addresses ways to reduce air pollution and greenhouse gas (GHG) emissions, protect people and places from toxic air contaminants (TACs) and odors, comply with Statewide GHG emission reduction goals, and adapt to changed environmental conditions caused by a changing climate.

Land Use

The Land Use Element guides future development in Burbank and designates appropriate locations for different land uses including open space, parks, residences, commercial uses, industry, schools, and other public uses. The Land Use Element establishes standards for residential density and non-residential building intensity for land located throughout the City. Appropriate planning of land uses in this element assures that sensitive uses, such as homes and schools, are not located near potentially noxious land uses that may adversely affect public health. In cases where potential land use incompatibilities may exist, the Land Use Element establishes a framework for dealing with these issues.

Mobility Element

The Mobility Element defines the transportation network and describes how people move throughout the City, including the streets, railways, transit routes, bike paths, and sidewalks. The transportation network

[2] Los Angeles County Airport Land Use Commission, *Airport Planning Government Agency Roles*, https://case.planning.lacounty.gov/assets/upl/project/aluc_agency-roles.pdf, accessed April 10, 2024.

is a major determinant of urban form and land use. Factors, such as, but not limited to, traffic patterns and congestion, access to transit, and ease and safety of walking and biking, may determine where people choose to live, work, and visit.

Noise Element

The Noise Element describes the existing noise environment in Burbank, identifies noise sources and problems affecting community safety and comfort, and establishes policies and programs that limit community exposure to excessive noise levels. The Noise Element sets standards for acceptable noise levels by various land uses and provides guidance for how to balance the noise created by an active and economically healthy community with the community's desire for peace and quiet.

Open Space and Conservation Element

The Open Space and Conservation Element describes the conservation, development, and use of natural resources and addresses Burbank's parks and recreation opportunities. The Open Space and Conservation Element also addresses preservation of renewable and non-renewable natural resources; managed production of resources, such as energy and groundwater; outdoor recreation; and trail-oriented recreation.

Safety Element

The Safety Element identifies areas prone to natural hazards and potentially hazardous conditions throughout Burbank, such as seismically induced conditions, including ground shaking, surface rupture from earthquakes, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction, and other geologic hazards; flooding; wildland and urban fires; evacuation routes; and climate change. The Safety Element also identifies Burbank's plans for preparing for health and safety hazards, including police protection, fire protection, emergency response and preparedness, airport safety, and hazardous materials.

Plan Realization Element

The Plan Realization Element describes the means for implementing the core values expressed in Burbank2035's goals and policies and presents ways to ensure that the City's General Plan remains current and relevant.

Burbank2035 relevant goals and policies applicable to the Project are identified in Table 5.8-1, *Burbank2035 Consistency*.

Burbank Municipal Code

BMC Title 10, Chapter 1, Articles 2 through 19, referenced as the Zoning Ordinance of the City, contain the regulations that control the uses of land, the density of population, the uses and locations of structures, the height and bulk of structures, the open spaces about structures, the appearance of certain uses and structures, the areas and dimensions of sites, the location, size and illumination of signs and displays, requirement for off-street parking and off-street loading facilities, and procedures for administering and amending such regulations and requirements. The purpose of the Zoning Ordinance is to promote the public health, safety, peace comfort, convenience, prosperity, and welfare of the City and its inhabitants. The Zoning Ordinance serves as the legislative framework to implement Burbank2035. The City is divided into zones, as depicted on the City of Burbank Zone Map. The Zoning Ordinance determines the land uses permitted within each zone and associated development standards.

BMC Title 10, Article 7, explains the purpose, general plan consistency, uses, property development standards, and development review of each commercial land use zone applicable to the City.

BMC Title 10, Article 9, utilizes the same framework as Article 7 to discuss Airport Zones.

BMC Section 10-1-307, specifies appropriate heights around the Hollywood Burbank Airport based on the Federal Aviation Administration (FAA) Filing Requirement Map. BMC Section 10-1-1308, Proof of FAA Notification of Intent to Construct, requires that all applicant for structures subject to the terms of the Section file a Notice of Proposed Construction of Alternation to the FAA pursuant to Part 77 of the Code of Federal Regulations (14 CFR Part 77). No building permit shall be issued for any structure subject to this Section until the building permit applicant submits to the Director proof of submission of the Notice of Proposed Construction or Alteration and copies of all documentation received from the FAA in response to such Notice including the determination and any final decision of the FAA as to whether the proposed structure would be an obstruction or hazard to air navigation.

BMC Title 10, Article 14, elaborates on the general provisions, parking requirements, and the location and improvement of parking areas.

5.8.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

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 significance criteria in this section. A project would result in a significant impact related to land use and planning if it would:

- Physically divide an established community (refer to refer to Section 8.0, *Effects Found Not to be Significant*); and/or
- 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 Statements LU-1).

Based on these significance thresholds and criteria, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

5.8.4 IMPACTS AND MITIGATION MEASURES

LU-1: 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:

2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

As mentioned above and discussed in Section 5.5, *Greenhouse Gas Emissions*, the latest 2024-2050 RTP/SCS was adopted on April 4, 2024. However, CARB concluded that the technical methodology SCAG used to quantify the GHG emission reductions for the 2024-2050 RTP/SCS does not operate accurately. SCAG resubmitted the Sustainable Communities Strategy (SCS) Submittal Package for CARB's review in June 2024. If CARB rejects SCAG's determination of meeting the GHG emission target, SCAG will need to revise the SCS or adopt an alternative planning strategy demonstrating the ability to achieve the target. As such, until CARB makes the decision, the 2024-2050 RTP/SCS is not a fully adopted document and is potentially subject to further updates. As CARB has not made the decision at the time of preparation of this document, the consistency analysis relies upon the 2020-2045 RTP/SCS.

Sustainable Communities Strategy

The 2020-2045 RTP/SCS identifies strategies which are intended to be supportive of implementing the regional SCS. The Project's consistency with these strategies are provided in Table 5.5-6, *Consistency with the 2020-2045 RTP/SCS*, of Section 5.5, *Greenhouse Gas Emissions*.

Growth Projections

SCAG's 2020-2045 RTP/SCS demographics forecasts are based on local general plans, as well as input from local governments, such as the City. Based on Burbank2035, the Project site is designated Regional Commercial, which allows a maximum of 1.25 floor area ratio (FAR) and 58 units per acre with discretionary approval. The Regional Commercial land use designation provides for regional employment and shopping destinations that serve both Burbank residents and residents of surrounding cities. The proposed Hotel would be consistent with the City's land use designation.

The City's population estimate as of January 1, 2023 is 104,535 persons.[3] While the Project does not involve residential development, according to the Project Applicant, the Project would generate approximately 85 full-time equivalent jobs and could indirectly induce population growth if future employees move into the City to work at the Hotel. While it is likely that future employees already live in the City or would commute from neighboring jurisdictions, this analysis conservatively assumes all 85 future employees would move into the City for employment. Based on an average household size of 2.37[4], the Project would result in an indirect population increase of approximately 202 persons (85 times 2.37).

SCAG growth forecasts in the 2020-2045 RTP/SCS estimate the City's population to reach 115,400 persons by 2045, representing a total increase of 10,865 persons from the 2023 estimate of 104,535 individuals.[5]

[3] State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023*, May 2023.
[4] Ibid.
[5] SCAG, *Demographic and Growth Forecast*, September 3, 2020.

The Project's potential indirect population growth (202 persons), represents approximately 1.86 percent of the City's anticipated population increase by 2045, and only 0.18 percent of the City's total projected 2045 population.

Additionally, SCAG growth forecasts in the 2020-2045 RTP/SCS estimate the City's employment to reach 138,700 jobs by 2045, representing a total increase of 24,700 jobs from the baseline amount of 114,000 from 2016.[6] The approximately 85 Project-generated jobs represent 0.34 percent of the City's anticipated jobs increase by 2045, and a nominal percentage of the City's total projected 2045 employment. Therefore, the proposed Project's population and employment growth would be consistent with SCAG's growth forecasts.

Burbank2035

Land Use Designation

The Burbank2035 General Plan Land Use Map designates the Project site as Regional Commercial with a maximum FAR of 1.25. The Regional Commercial land use designation provides for regional employment and shopping destinations that play an important role in the City's economy by serving both Burbank residents and residents of surrounding cities. These regional centers provide a variety of employment opportunities and services that address regional needs for retail, service, dining, entertainment, and conventions. The regional centers also play a key role in supporting the media industry and other sectors of the local economy. The large size and scale of buildings in regional commercial areas make them important, character-defining features in Burbank's landscape. The Regional Commercial land use designation is found in several large commercial centers throughout Burbank, including the Empire Center regional shopping and office center, Media Studios North office campus, Marriott Hotel, and Avion Planned Development. The Regional Commercial land use designation supports large-scale projects that would otherwise be challenging to build at other locations in the City.

The Project proposes a Hotel with an FAR of 1.13, which is consistent with the Regional Commercial land use designation for the Project site.

Goals and Policies

An analysis of the proposed Project's consistency with the relevant Burbank2035 goals and policies adopted for the purpose of avoiding or mitigating an environmental effect is provided in Table 5.8-1.

[6] Ibid.

Table 5.8-1
Burbank 2035 Consistency

Burbank2035 Policy	Project Consistency
Air Quality and Climate Change Element	
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. The proposed Project's potential air quality effects have been evaluated; refer to Section 5.1, *Air Quality*. As demonstrated in Section 5.1, construction and operation associated with the proposed Project would not result in significant air quality impacts. The Project would not conflict with or obstruct implementation of the applicable air quality management plan or result in cumulatively considerable net increase in any criteria pollutant for which the Project's region is in non-attainment. The South Coast Air Basin (Basin) is designated non-attainment for ozone (O_3) 8-hour National Ambient Air Quality Standard (NAAQS) and nonattainment for fine particulate matter ($PM_{2.5}$) and lead (Pb) NAAQS. The Basin is also designated non-attainment for the O_3, PM_{10}, and $PM_{2.5}$ California Ambient Air Quality Standards (CAAQS). The Basin is designated unclassifiable or in attainment for all other federal and State standards.
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 discussed in Section 5.1, *Air Quality*, the proposed Project would result in less than significant air quality impacts. The Project would be required to comply with all applicable South Coast Air Quality Management District (SCAQMD) rules and regulations, including Rule 402, requiring implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance offsite, and Rule 403, requiring that excessive fugitive dust emissions be controlled by regular watering or other dust prevention measures. The Project would also be required to comply with Rule 1113, requiring specifications on painting practices and regulating the volatile organic compound (VOC) content of architectural coatings.

Table 5.8-1 (continued)
Burbank 2035 Consistency

Burbank2035 Policy	Project Consistency
Policy 1.9 Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles, and car-sharing programs. Consider requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.	Consistent. The Project would provide 14 short-term bicycle parking spaces and 48 long-term bicycle parking spaces (62 total) for both Project guest and employee use. The short-term bicycle parking racks would be located near the main entrances for each of the Hotel brands and the convention center, and 48 long-term bicycle lockers would be located at the ground floor of the Garage. In addition to providing bicycle facilities, the Project would provide bikeway improvements. The Project would provide a 23-foot-wide parkway along the entire Project site's frontage on Thornton Avenue. This parkway would consist of a 6.5-foot wide raised, protected, Class IV bikeway with a 4.5-foot-wide raised buffer within the roadway travel lane, and a 12-foot-wide sidewalk with tree wells adjacent to the bike lane. Additionally, between the Project site's western boundary and a point approximately 260 feet east of the Hollywood Way intersection, the Project would relocate the existing curb approximately seven feet northward but maintain the existing 16-foot-wide parkway in place, including sidewalk, landscaping, and street trees. Within the new seven-foot space, a five-foot wide raised, protected Class IV bikeway with a two-foot raised buffer would be constructed. As part of the Project an in-street protected five-foot wide bike lane and a two-foot-wide painted buffer with bollards would be installed between Ontario Street and the Project site's eastern boundary; between the Hollywood Way intersection and a point approximately 260 feet east of the Hollywood Way intersection; and on the north side of Thornton Avenue, between Ontario Street and a point 250 feet east of Hollywood Way. The Project would provide 390 new EV-ready parking spaces, of which 140 would be equipped with EV chargers. The number of EV spaces provided would exceed the requirements of the California Building Code, as well as exceed the number required under BMC Section 9-1-11-4.510, Electric Vehicle Charging for New Construction, (40-45 percent EV-ready and 15 percent with chargers). The Project would also include features, such as carpool parking and a commute trip reduction plan, to reduce VMT and emissions. Additionally, the Project would include a dedicated pick-up and drop area that would be accessible to rideshare vehicles. Accordingly, the Project would encourage the use of EV vehicles, bicycles, and other non-motorized vehicles, and car-sharing programs.

Table 5.8-1 (continued)
Burbank 2035 Consistency

Burbank2035 Policy	Project Consistency
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 provide a mix of trees onsite as part of the landscaping. Further, 72 new trees would be incorporated. New landscaping would provide shading for approximately 52 percent of the surface parking lot (SE Lot). Overall, the proposed landscaping and existing landscaped area that would be retained would total approximately 13 percent of the total lot area, contributing to the reduction in the effects of air pollution and poor ambient air quality, as well as the urban heat island effect.
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 would include the installation of high efficiency light-emitting diode (LED) lighting, energy efficient appliances, low-flow fixtures, water-efficiency irrigation, and drought tolerant landscaping to contribute to the reduction in GHG emissions. In addition to using recycled water for irrigation of the proposed Project's landscaping, the irrigation system for the existing Marriott Hotel would also be upgraded to connect to recycled water services that the Project would extend to the remainder of the Project site. The Project is an infill development and is located northeast of the Hollywood Burbank Airport Regional Intermodal Transportation Center (RITC), which is located at the northwest corner of North Hollywood Way and Empire Avenue. In addition to providing direct access to the Hollywood Burbank Airport passenger terminal, the Burbank Airport RITC serves as a transit hub with access to Metro Bus and BurbankBus. The Metrolink Burbank Airport-South Train Station, which also serves Amtrak, is located on Empire Avenue, to the southwest of the Burbank Airport RITC. The Metrolink Burbank Airport-North Train Station is located less than one mile northwest of the Project site, near the intersection of Hollywood Way and San Fernando Avenue. The location of the Project site to the Hollywood Burbank Airport and several transit options reduces the need for single-occupancy vehicles. Also, refer to Response to Policy 1.9 regarding bikeway improvements.
Land Use Element	
Policy 1.5 Carefully review and consider non-residential uses with the potential to degrade quality of life, especially focusing on discouraging generators of high levels of air pollution, including toxic air contaminants that would further harm disadvantaged communities.	Consistent. As part of the development review process for the proposed Project, this EIR has been prepared to evaluate the potential environmental impacts associated with the proposed development and to identify feasible mitigation measures to reduce any environmental impacts to a less than significant level, as applicable, to minimize the degradation of the quality of life.

Table 5.8-1 (continued)
Burbank 2035 Consistency

Burbank2035 Policy	Project Consistency
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. The Project site is designated Regional Commercial by the Burbank2035 General Plan Land Use Map. The Regional Commercial land use designation is found in several large commercial centers throughout Burbank, including the Empire Center regional shopping and office center, Media Studios North office campus, Marriott Hotel, and the Avion Planned Development. The Regional Commercial land use designation supports large-scale projects that would otherwise be challenging to build at other locations in the City. The Project proposes development of a Hotel, consistent with the land use plan.
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. Refer to Section 5.13, *Utilities and Service Systems*. The proposed Hotel and Garage would be a fully electric, natural gas-free development, featuring solar panels on the roofs of the Garage and Hotel connecting to onsite battery storage systems. Electrical power and domestic and recycled water would be provided by Burbank Water and Power (BWP). Electrical service would connect to existing BWP facilities and extend into the Project site. The Project would be required to create a looped electrical service system, as required by BWP. Fire water and domestic water would have lateral connection to the existing mains directly in Thornton Avenue. Recycled water service would connect to the main near the Thornton Avenue and Hollywood Way intersection. Sanitary sewer services would connect to the existing onsite main. Pursuant to the Conditions of Approval, the Project would be responsible for the design and construction of offsite sewer main infrastructure improvements. As discussed in Section 5.7, *Hydrology and Water Quality*, operation of the Project would not result in increased site runoff or create negative impacts to the capacity of the existing downstream storm drain system; adequate capacity would be available to serve the Project. The proposed Project would be served by existing utilities and/or provide the necessary improvements or pay the applicable fees in accordance with the BMC to ensure that infrastructure and services are available to serve the proposed development prior to project completion.

Table 5.8-1 (continued)
Burbank 2035 Consistency

Burbank2035 Policy	Project Consistency
Policy 2.5 Require the use of sustainable construction practices, building infrastructure, and materials in new construction and substantial remodels of existing buildings.	Consistent. During construction, the Project would be required to comply with BMC Chapter 1, Building and Fire, Article 11, California Green Building Standards Code, Division 2, Diversion of Construction and Demolition Debris, including preparation of a Waste Management Plan (WMP), certifying the minimum diversion requirement of 65 percent of the total construction and demolition debris would be met by reuse or recycling. Construction activities would utilize existing power sources onsite to avoid the use of diesel generators. Fifty percent of material used for asphalt paving would be recycled asphalt. Additionally, the aggregate would be comprised of recycled concrete material and the proposed use of PVC material for the roof would reduce the need to re-roof and provide energy savings. The Project would be an all-electric development that would not have any natural gas consumption. Proposed onsite photovoltaic panels would generate approximately 425 kWh of renewable energy per year. The Project would be built to exceed the most recent Title 24 Build Energy Efficiency Standards by 10 percent, which would reduce overall energy consumption. The Project would also include the installation of high efficiency LED lighting, energy efficient appliances, low-flow fixtures, water-efficient irrigation, and drought tolerant landscaping. In addition, the irrigation for the landscaping at the existing Marriott Hotel would also be upgraded to connect to recycled water services that the Project would extend to the remainder of the Project site. Refer also to Response to Policy 1.9.
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. Focus incentives in disadvantaged communities.	Consistent. Refer to response to Land Use Element Policy 2.5 regarding the design of the Project to minimize the consumption of energy, water, and other natural resources. The Project involves new construction of a Hotel and Garage; retrofit of existing buildings is not proposed.

Table 5.8-1 (continued)
Burbank 2035 Consistency

Burbank2035 Policy	Project Consistency
Policy 4.3 Use street trees, landscaping, street furniture, public art, and other aesthetic elements to enhance the appearance and identity of neighborhoods and public spaces.	Consistent. Refer to response to Air Quality and Climate Change Element Policy 2.4. Additional landscaping would be provided within the offsite improvements on Thornton Avenue. In accordance with BMC Title 10, Zoning Regulations, Article 11, General Property Development Regulations, the Project would be required to implement public art within the Project site or pay into the Art in Public Places Fund in lieu of committing the minimum allocation to an onsite art project. The Project includes a water feature at the center of the South Entrance opening, as well as a proposed location for public art installation. Accordingly, the Project would enhance the appearance and identity of the neighborhood and public spaces in the Project vicinity.
Policy 4.9 Improve parking lot aesthetics and reduce the urban heat island effect by providing ample shade, low-water landscaping, and trees, especially in disadvantaged communities.	Consistent. Refer to response to Air Quality and Climate Change Element Policy 2.4 and Land Use Element Policy 4.3 above.
Policy 4.10 Require new development projects to provide adequate low-water landscaping.	Consistent. Refer to response to Air Quality and Climate Change Element Policy 3.4.
Mobility Element	
Policy 5.4 Ensure that new commercial and residential developments integrate with Burbank's bicycle and pedestrian networks.	Consistent. The City's Complete Our Streets Plan identifies Hollywood Way and Thornton Avenue as pedestrian priority streets. In addition to providing bicycle parking onsite, the Project would provide bikeway and pedestrian improvements. Refer to response to Air Quality and Climate Change Element Policy 1.9. The Avon Street offsite improvements would include improved curb, gutter, driveway and Americans with Disabilities Act (ADA) sidewalk on the north side of the northbound to westbound "curve" of Avon Street that would connect to a new pedestrian paseo with a planter area onsite. The proposed improvements would ensure the integration of the Project with the City's bicycle and pedestrian networks.
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. Refer to Response to Mobility Element Policy 5.4.
Noise Element	
Policy 1.1 Ensure the noise compatibility of land uses when making land use planning decisions.	Consistent. The proposed Project's potential noise impacts have been evaluated to ensure the noise compatibility of the Project with surrounding uses; refer to Section 5.9, *Noise*. The proposed Project would not result in any significant long-term noise impacts to surrounding land uses, including sensitive receptors.

Table 5.8-1 (continued)
Burbank 2035 Consistency

Burbank2035 Policy	Project Consistency
Policy 3.3 Advocate the use of alternative transportation modes such as walking, bicycling, mass transit, and non-motorized vehicles to minimize traffic noise.	Consistent. The Project would provide opportunities for the use of alternative transportation modes, such as walking, bicycling, mass transit, and non-motorized vehicles, to contribute toward the minimization of traffic noise. The Project would result in the development of a Hotel near a transit station and in proximity to complementary land uses, such as the Hollywood Burbank Airport, Media Studios North Campus, and commercial/retail uses, that provide opportunities for Hotel patrons to use alternative transportation modes to and from the Project site and within the local and larger region, contributing to reduced vehicle traffic and, therefore, minimizing traffic noise. Additionally, the Project's proposed bicycle and pedestrian improvements that would include new protected bike lanes, narrower traffic lanes, and enhanced parkways and sidewalks would further provide opportunities for and encourage the use of walking and bicycling to other land uses within the area, contributing to reduced vehicle traffic and minimization of traffic noise.
Policy 7.2 Require project applicants and contractors to minimize noise in construction activities and maintenance operations.	Consistent. As discussed in Section 5.9, *Noise*, the Project Applicant would be required to implement Mitigation Measures NOI-1 and NOI-2 to reduce potential noise and groundborne vibration impacts associated with construction activities. General maintenance operations associated with the Hotel would primarily occur within the interior of the structure and involve the upkeep of the Hotel and Garage buildings, systems, amenities and equipment, as well as landscaping and cleaning. These activities are typical of maintenance operations associated with the existing Marriott Hotel within the Project site and other commercial and office uses within the surrounding area.
Policy 7.3 Limit the allowable hours of construction activities and maintenance operations located adjacent to noise-sensitive land uses.	Consistent. As discussed in Section 5.9, *Noise*, the nearest sensitive receptors to the Project site are the residential uses located approximately 360 feet east of the Project site. Project construction would be required to comply with BMC limitations on allowable hours of construction. Additionally, Project maintenance activities would be conducted during daytime hours and would be typical of maintenance operations associated with the existing Marriott Hotel within the Project site and other commercial and office uses within the surrounding area.

Table 5.8-1 (continued)
Burbank 2035 Consistency

Burbank2035 Policy	Project Consistency
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.	Consistent. As discussed in Section 5.2, *Cultural Resources* and Section 5.4, *Geology and Soils*, the Project site is located within an area having the potential to encounter cultural and paleontological resources. Compliance with identified mitigation measures would reduce potential impacts to such resources to less than significant.
Policy 8.5 Encourage landscaping that incorporates native plant species.	Consistent. The Project proposes landscaping throughout the site with a focus on native and drought tolerant plant species.
Policy 9.5 Require on-site drainage improvements using native vegetation to capture and clean stormwater runoff.	Consistent. As discussed in Section 5.7, *Hydrology and Water Quality*, a stormwater capture and re-use (i.e., water harvesting) BMP is the proposed conceptual stormwater management strategy for the Project. The potential for an infiltration BMP (e.g., drywell or infiltration gallery) may be utilized if onsite percolation testing confirms the ability for its use. The proposed LID BMP would effectively treat the pollutants of concern for the Project site and are projected to improve water quality over existing conditions. Additionally, Project implementation would decrease the impervious surfaces from 91 percent to 85 percent, associated with the proposed Project's planter/landscaping areas, which would also provide for infiltration. Refer also to Policy 8.5 regarding landscaping.
Safety Element	
Policy 4.7 Maintain adequate fire suppression capability in areas of intensifying urban development, as well as areas where urban uses and open spaces mix.	Consistent. Refer to response to Safety Element Policy 4.6. As discussed in Section 5.10, *Public Services and Recreation*, the proposed Project would be served by the BFD. The Project would not create a need for new or physically altered fire protection facilities to maintain acceptable service ratios, response times, or other performance objectives. The Project would be required to pay the City's community facility fee specific to fire, which, in accordance with the BMC, shall be used solely and exclusively for the purpose of funding fire station improvements. Payment of the fee would offset the incremental increase in demand for fire protection services associated with the Project to maintain the BFD's fire suppression capability. In addition, the Project site is within an urbanized area that is not located adjacent to open spaces susceptible to wildfires.

Table 5.8-1 (continued)
Burbank 2035 Consistency

Burbank2035 Policy	Project Consistency
Policy 5.3 Enforce seismic design provisions of the current California Building Standards Code related to geologic, seismic, and slope hazards.	Consistent. As discussed in Section 5.4, *Geology and Soils*, the Geotechnical Assessment determined construction of the proposed Project is feasible from a geotechnical standpoint. The City regulates development (and reduces potential seismic and geologic impacts) through compliance with the CBC, as adopted by the City pursuant to BMC Title 9, Building Regulations, Chapter 1, Building and Fire, Article 2, California Building Code, and project-specific design and construction recommendations. The CBC includes earthquake safety standards based on a variety of factors, including occupancy type, types of soils and rocks onsite, and strength of probable ground motion at the project site. In compliance with the BMC, the Project Applicant would be required to submit an engineering geological report and soils engineering report prepared by a certified engineering geologist for the proposed Project. The engineering geological report and soils engineering report would require review and approval by the City, and recommendations included in the report would be required to be incorporated into the grading plans and specifications. Measures to ensure maximum structure stability in the event of an earthquake would be required to be incorporated into Project design and construction.
Policy 6.7 Employ strategies and design features to reduce the area of impervious surface in new development projects.	Consistent. As discussed in Section 5.7, *Hydrology and Water Quality*, the Project would result in a decrease in impervious surfaces compared to existing conditions due to increased planter/landscaping area, thereby decreasing the impervious surfaces from 91 percent to 85 percent.
Source: City of Burbank, Burbank2035 General Plan, adopted May 3, 2022.	

As demonstrated in Table 5.8-1, the proposed Project would not conflict with the relevant Burbank2035 goals and policies adopted for the purpose of avoiding or mitigating an environmental effect, and, therefore, impacts would be less than significant in this regard.

Burbank Municipal Code

The Burbank Zone Map identifies the zoning for the Project site as PD 89-1, Planned Development. PD 89-1 reflects development of the Project site with the Marriott Hotel. The Project proposes an amendment to the Zone Map to rezone the Project site from the approved PD 89-1 to Planned Development to reflect the proposed development of the Hotel and Garage. The Planned Development would rezone the Project site into a property and project-specific zoning designation. The allowable permitted/conditionally permitted uses and the development standards applicable to the Project site would be outlined in the Planned Development and Associated Development Agreement.

In accordance with BMC Section 10-1-19119, the PD Zone allows for an alternate process to accommodate unique developments for residential, commercial, professional, or other similar activities, including combinations of uses and modified development standards that would create a desirable, functional, and community environment under controlled conditions of a development plan. The Planned Development is required to comply with design review criteria that includes, but is not limited to, the design being substantially consistent with the General Plan; providing for adequate open areas, circulation, off-street parking and pedestrian amenities; being compatible with existing and planned land uses on adjoining properties; being designed for efficient and safe flow of vehicles, pedestrians, bicycles and the handicapped; and demonstrating compatibility of architectural design. Processing of a Planned Development requires a Project Report be submitted to the City to include a development plan, development schedule, development program statement, and environmental information. BMC Section 10-1-19128 requires approval of a Planned Development to be subject to the applicant entering into a development agreement with the City for the provision and guarantee of the terms, conditions, and regulations of the Planned Development.

The proposed Planned Development would be considered by the Planning Commission and a recommendation made to the City Council to approve, disapprove, or modify the proposed Planned Development. The recommendation would include specific regulations applied to the proposed Planned Development, including permitted uses; conditioned uses; property development regulations; public improvement standards; special requirements, where applicable; and development plan and schedule. Prior to approval of the Planned Development, the City Council must find the Planned Development is consistent with the General Plan and that the design criteria have been satisfied. Approval would require that conditions and specific regulations be applied.

Additionally, the proposed Project would be required to comply with BMC Title 10, Chapter 1, Article 19, Division 2, Development Review. Development Review is intended to preserve stability of existing residential neighborhoods, provide suitable living environments, promote quality of design in commercial and industrial development as well as multi-family residential development, promote orderly, attractive and harmonious development, facilitate a balance of housing types and values, prevent deterioration of local air quality, and to ensure that traffic demands do not exceed the capacity of streets.

Upon approval of the proposed Planned Development, including rezone of the Project site, and Development Review approval, the proposed Project would be consistent with the BMC.

BMC Section 10-1-1305 adopts the FAA Filing Requirement Map (FAA Map) for the Hollywood Burbank Airport. The Project site is located within Zone 2. Within Zone 2, BMC Section 10-1-1307 requires all new structures and any additions to existing structures that increase the height of an existing structure to submit proof of FAA Notification of Intent to Construct. In accordance with BMC Section 10-1-1308, the Project Applicant would be required to file a Notice of Proposed Construction or Alteration (Notice) with the FAA pursuant to Part 77 of the Federal Aviation Regulations. A building permit would not be issued until proof of submission of the Notice and copies of all documentation received from the FAA in response to such Notice, including the determination of any final decision of the FAA as to whether the proposed structure would be an obstruction or hazard to air navigation is submitted to the City. Upon compliance with the BMC regarding building heights adjacent to the Hollywood Burbank Airport, the Project would not conflict with the BMC in this regard.

Thus, the Project would not conflict with provisions of the BMC adopted for the purposes of avoiding or mitigating an environmental effect.

Los Angeles County Airport Land Use Plan

The Hollywood Burbank Airport is located northwest of the Project site, just west of Hollywood Way. According to the Los Angeles County ALUP, the western portion of the Project site is within the Airport Influence Area (AIA).[7] However, the majority of the Project site, including the area proposed for development of the Hotel and Garage, is not located within the AIA. As discussed in Section 5.9, *Noise*, the proposed Hotel building would not be located within the Hollywood Burbank Airport 65 CNEL noise contour. Further, based on current noise monitoring conducted by the Hollywood Burbank Airport, the Project site is not located within the 65 dB CNEL noise contour.[8]

As discussed above, the proposed Project would be consistent with the Regional Commercial land use designation for the site. However, the Project proposes an amendment to the Zone Map to rezone the Project site from the approved PD 89-1 to Planned Development to reflect the proposed development of the Hotel and Garage. The Planned Development would rezone the Project site into a property and Project-specific zoning designation. The allowable permitted/conditionally permitted uses and the development standards applicable to the property would be outlined in the Planned Development. Although the Project would not require the approval of the ALUC, given that the Project Applicant is requesting to rezone the property to facilitate development of the Project, an administrative review with Los Angeles County Department of Regional Planning would be required. Administrative review and compliance with the ALUP would occur prior to the Project's consideration by the Burbank City Council. The Project would be required to demonstrate compliance with the ALUP, which would be confirmed as part of the review process. Further, as discussed above, the Project site is not within the 65 dB CNEL contour for the Hollywood Burbank Airport. Thus, the Project would not conflict with the ALUP adopted for the purposes of avoiding or mitigating an environmental effect.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.8.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." Table 4-1, *Related Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur.

[7] Los Angeles County Airport land Use Commission, *Los Angeles County Airport Land Use Plan*, adopted December 19, 1991 and revised December 1, 2004.

[8] Hollywood Burbank Airport, *4th Quarter 2020 - 65dB CNEL*, http://hollywoodburbankairport.com/wp-content/uploads/2021/04/MapBUR40AR-Real-Estate-Disclosure-4Q20.pdf, accessed February 28, 2024.

Would the Project, combined with other related projects, 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: The proposed Project would not conflict with any 2020-2045 RTP/SCS, Burbank2035, BMC, or Los Angeles County ALUP land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, following approval of the requested zone change to Planned Development and approval of the Development Agreement and Design Review. Development projects within the City are required to undergo a similar plan review process to determine whether the development being proposed is consistent with applicable land use plans, policies, and regulations, including SCAG's RTP/SCS, Burbank2035, BMC, and the Los Angeles County ALUP, if applicable. Related projects would be reviewed independently, in the context of their respective land use and regulatory settings, to determine potential land use policy and regulation conflicts. As part of the City's review process, related projects would also be required to demonstrate compliance with the provisions of the applicable land use designation and zoning. If a related project is inconsistent with the land use designation and zoning for the site in which development is proposed, an amendment to the General Plan land use designation and zone change would be required. Any amendment or zone change would be considered by the Planning Commission and a recommendation made to the City Council, which would require specific findings be made for approval, consistent with the City's development review process. As the Project would be consistent with relevant goals, policies and/or standards of 2020-2045 RTP/SCS, Burbank2035, BMC, and Los Angeles County ALUP, the Project's less than significant effects relative to causing a significant environmental impact due to conflicts with any land use plan, policy, or regulation adopted for purpose of avoiding or mitigating an environmental effect would not be cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.8.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts to land use and planning would occur with the proposed Project.

5.8.7 REFERENCES

City of Burbank, FAA Filing Requirement Map, adopted by Ordinance No. 3663 on February 1, 2005.

Hollywood Burbank Airport, *4th Quarter 2020 - 65dB CNEL*, http://hollywoodburbankairport.com/wp-content/uploads/2021/04/MapBUR40AR-Real-Estate-Disclosure-4Q20.pdf, 2024.

Los Angeles County Airport Land Use Commission, *Airport Planning Government Agency Roles*, https://case.planning.lacounty.gov/assets/upl/project/aluc_agency-roles.pdf, 2024.

Los Angeles County Planning, *Los Angeles County Airport Land Use Plan*, https://planning.lacounty.gov/long-range-planning/los-angeles-county-airport-land-use-plan/, 2024.

Southern California Association of Governments, *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal*, September 3, 2020.

Southern California Association of Governments, *Connect SoCal: A Plan for Navigating to a Brighter Future (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy)*, adopted April 4, 2024.

Southern California Association of Governments, *Demographic and Growth Forecast*, September 3, 2020.

State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023*, May 2023.

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5.9 NOISE

The purpose of this section is to describe the existing conditions and regulatory setting related to noise and identify potential impacts that could result from Project implementation. Modeling data and assumptions can be found in Appendix H, Noise Data.

5.9.1 ENVIRONMENTAL SETTING

Fundamentals of Sound and Environmental Noise

Sound is mechanical energy transmitted by pressure waves in a compressible medium, such as air, and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is perceived to be twice as loud and 20 dBA higher is perceived to be four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA.

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

There are several metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noise occurring during nighttime hours, particularly at times when people are sleeping and when there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA. Similarly, Community Noise Equivalent Level (CNEL) is a measure of 24-hour noise levels that incorporates a 5-dBA penalty for sounds occurring between 7:00 p.m. and 10:00 p.m. and a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

Fundamentals of Environmental Groundborne Vibration

Sources of earth-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, and landslides) or man-made causes (e.g., explosions, machinery, traffic, trains, and construction equipment). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions). Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. RMS velocity is defined as the average of the squared amplitude of the signal. PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

Ground vibration can be a concern in instances where buildings shake, and substantial rumblings occur. However, it is unusual for vibration from typical urban sources, such as buses and heavy trucks, to be perceptible. Common sources for groundborne vibration are planes, trains, and construction activities, such as earth-moving, which requires the use of heavy-duty earth moving equipment. For the purposes of this analysis, a PPV descriptor with units of inches per second (in/sec) is used to evaluate construction-generated vibration for building damage and human complaints.

Existing Conditions

Noise Sensitive Receptors

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses, such as parks, historic sites, cemeteries, and recreation areas, are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places, where low interior noise levels are essential, are also considered noise-sensitive land uses.

The nearest sensitive receptors to the Project site are residential uses located approximately 360 feet east of the Project site.

Existing Stationary Noise Levels

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

Existing Ambient Noise Levels

To quantify existing ambient noise levels in the Project area, two noise measurements were conducted on February 25, 2021; refer to Table 5.9-1, *Noise Measurements* and Appendix H. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project site. The 10-minute measurements were taken between 11:00 a.m. and 12:00 p.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day and relate closely with the City's noise standards, which are expressed in L_{dn}. L_{dn} values are calculated from hourly L_{eq} values with penalties for the nighttime period (10:00 p.m. to 7:00 a.m.) to reflect the greater disturbance

potential from nighttime noise. Noise sources in the Project area (e.g., traffic and mechanical equipment) become less active and generate less noise in the Project area during the nighttime period. As a result, the variance between L_{eq} and L_{dn} is typically less than one dBA in areas, such as the Project site.

Table 5.9-1
Noise Measurements

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Time
1	Robert E. Lundigan Park (at the northwestern corner of Thornton Avenue and Naomi Street)	58.7	45.5	77.3	11:13 a.m.
2	In front of residence located at 2298 N. Ontario Street	61.2	48.7	78.2	11:32 a.m.
Note: Peak noise levels represent trucks driving by.					
Source: Michael Baker International, February 25, 2021.					

Meteorological conditions consisted of clear skies, warm temperatures, with light wind speeds (0 to 2 miles per hour), and low humidity. Measured daytime noise levels ranged from 58.7 to 61.2 dBA L_{eq}. 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 Type I (precision) sound level meters.

Existing Mobile Sources

Most of the existing traffic noise in the Project area is generated from vehicles traveling along Thornton Avenue, Ontario Street, Empire Avenue, Hollywood Way, and Avon Street. Table 5.9-2, *Existing Traffic Volumes*, displays the existing average daily trips (ADT) volumes for these roadways.

Table 5.9-2
Existing Traffic Volumes

Segment	Average Daily Trips
North Hollywood Way	
Thornton Avenue to Avon Street	33,011
Avon Street to Empire Avenue	33,439
South of Empire Way	33,062
Thornton Avenue	
North Hollywood Way to Ontario Street	7,335
Ontario Street to Naomi Street	6,257
Naomi Street to Buena Vista Street	6,051
East of Buena Vista Street	1,528
Empire Avenue	
West of Hollywood Way	14,343
North Hollywood Way to Avon Street	12,659
Avon Street to Ontario Street	12,959
East of Ontario Street	13,057
Source: Existing conditions traffic data was provided by Fehr & Peers, October 2024.	

5.9.2 REGULATORY SETTING

This section summarizes the laws, ordinances, regulations, and standards that are applicable to the Project. Regulatory requirements related to environmental noise are typically promulgated at the local level. However, federal and State agencies provide standards and guidelines to local jurisdictions.

Federal

Federal Transit Administration

The City of Burbank does not identify specific vibration standards for temporary construction, and therefore, the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* standards are utilized in this analysis. The *Transit Noise and Vibration Impact Assessment Manual* identifies the vibration level thresholds for potential building damage due to construction activities. The threshold identified in the FTA criteria for this analysis is a PPV of 0.3 inch-per-second for engineered concrete and masonry buildings.

State

State Office of Planning and Research

The State Office of Planning and Research's *Noise Element Guidelines* include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The *Noise Element Guidelines* contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the CNEL. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

Local

Burbank2035 General Plan

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

Noise Element

GOAL 1 NOISE COMPATIBLE LAND USES: Burbank's diverse land use pattern is compatible with current and future noise levels.

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

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

GOAL 3 VEHICULAR TRAFFIC NOISE: Burbank's vehicular transportation network reduces noise levels affecting sensitive land uses.

Policy 3.1: Support noise-compatible land uses along existing and future roadways, highways, and freeways.

Policy 3.3: Advocate the use of alternative transportation modes such as walking, bicycling, mass transit, and non-motorized vehicles to minimize traffic noise.

Policy 3.7: Where feasible, employ noise-cancelling technologies such as rubberized asphalt, fronting homes to the roadway, or sound walls to reduce the effects of roadway noise on sensitive receptors.

Policy 3.8: Within the Airport Influence Area, seek to inform residential property owners of airport-generated noise and any land use restrictions associated with high noise exposure.

GOAL AIRCRAFT NOISE: Burbank achieves compatibility between airport-generated noise and adjacent land uses and reduces aircraft noise effects on residential areas and noise-sensitive land uses.

Policy 5.1: Prohibit incompatible land uses within the airport noise impact area.

GOAL CONSTRUCTION, MAINTENANCE, AND NUISANCE NOISE: Construction, maintenance, and nuisance noise is reduced in residential areas and at noise-sensitive land uses.

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

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

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

Burbank2035 includes land use compatibility standards, developed based on recommended parameters from the State Office of Planning and Research. Land Use compatibility is rated using the terms normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable. Further, using these land use compatibility guidelines, the City has established interior and exterior noise standards. The City's land use compatibility standards are presented in Table 5.9-3, *Maximum Allowable Noise Exposure – Transportation Sources*.

Table 5.9-3
Maximum Allowable Noise Exposure – Transportation Sources

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

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

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

The City's land use compatibility standards are based on the existing or intended future use of the property. The standards are purposefully general, and not every specific land use is identified. Application of the noise standards vary on a case-by-case basis according to location, development type, and associated noise sources. When stationary noise is the primary noise source, and to ensure that noise producers do not adversely affect noise-sensitive land uses, the City applies a second set of standards. These hourly daytime and nighttime performance standards (expressed in L_{eq}) for stationary noise sources are designed to protect noise-sensitive land uses adjacent to stationary sources from excessive noise. Table 5.9-4, *Maximum Allowable Noise Exposure – Stationary Noise Sources*, summarizes stationary-source noise standards for various land use types, which represent acceptable noise levels at exterior spaces of the sensitive receptor.

Table 5.9-4
Maximum Allowable Noise Exposure – Stationary Noise Sources

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

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

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

The City's Noise Element has established non-transportation-related noise standards of 55 dBA hourly L_{eq} (L_{eq}[h]) for daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA L_{eq}[h] for nighttime hours (10:00 p.m. to 7:00 a.m.), and land use compatibility noise standards of up to 65 dBA L_{dn} for outdoor activity areas and 45 dBA L_{dn} for interior spaces for institutional land uses.[1] As noted in the Noise Element, the City exempts construction noise that occurs between the hours of 7:00 a.m. to 7:00 p.m. weekdays, and 8:00 a.m. to 5:00 p.m. Saturdays, and acknowledges that construction noise is an acceptable public nuisance when conducted during the least noise-sensitive hours of the day and that construction noise could cause a substantial temporary increase in the ambient noise environment at nearby noise-sensitive receptors if construction occurs during the more noise-sensitive hours (i.e., evening, nighttime, early morning), or if construction equipment is not properly equipped with noise control devices. Construction noise is held to regular noise standards outside the hours listed above and on Sundays and federal holidays.

[1] City of Burbank, *Burbank2035 General Plan Noise Element*, adopted February 19, 2013, pages 5-7 through 5-9.

Burbank Municipal Code

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

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

9-1-1-105.10: CONSTRUCTION HOURS.

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

Construction Hours:

Monday–Friday: 7:00 a.m. to 7:00 p.m.

Saturday: 8:00 a.m. to 5:00 p.m.

Sunday and City Holidays: None

EXCEPTIONS:

1. Single-family residential owner-builder permits when work is performed solely by the owner and family members:

   Monday–Friday: 7:00 a.m. to 7:00 p.m.

   Saturday: 8:00 a.m. to 5:00 p.m.

   Sunday and City Holidays: 8:00 a.m. to 5:00 p.m. for interior work only

2. Where work must be performed in an emergency situation, as defined in Section 9-3-204 of the Burbank Municipal Code.

3. The Community Development Director may grant exceptions wherever there are practical difficulties involved in carrying out the provisions of this section or other specific onsite activity warrants unique consideration.

4. The Planning Board or City Council may grant exceptions pursuant to land use entitlements.

   9-3-208: MACHINERY, EQUIPMENT, FANS AND AIR CONDITIONING.

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

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

Base Level	Time	Zone
45 dBA	Nighttime	Residential
55 dBA	Daytime	Residential
65 dBA	Anytime	Commercial
70 dBA	Anytime	All other zones

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

5.9.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

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 significance criteria in this section. A project would result in a significant impact related to noise if it would result in:

- 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 (refer to Impact Statement NOI-1);
- Generation of excessive groundborne vibration or groundborne noise levels (refer to Impact Statement NOI-2); and/or
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels (refer to Impact Statement NOI-3).

Construction Significance Threshold

To evaluate whether a project will generate potentially significant temporary construction noise levels at offsite sensitive receiver locations, construction-related noise level would utilize the adopted BMC 9-3-208, *Machinery, Equipment, Fans and Air Conditioning*, significance noise threshold. Pursuant to BMC 9-3-208, a significant impact would occur if new noise sources would increase the surrounding ambient noise levels by 5 dBA. As a conservative analysis, the following analysis utilizes the adopted BMC significance threshold for construction-related noise levels.

Based on noise measurements in Table 5.9-1, the ambient noise levels near the closest sensitive receptors range from 58.7 to 61.2 dBA L_{eq}. Based on the construction methodology that utilizes the BMC significance threshold for stationary sources (increase of ambient noise levels by 5 dBA), a significant impact would

occur if construction noise levels at the closest sensitive receptors exceed 63.7 to 66.2 dBA L_{eq}. As a conservative analysis, the more stringent 63.7 dBA L_{eq} significance threshold would be utilized throughout this analysis. Thus, a significant impact would occur if construction-related noise levels exceed 63.7 dBA L_{eq} at the nearest sensitive receptor.

Operational Significance Threshold

A project would result in a significant impact if project-related operational noise levels exceed the established noise level threshold as outlined in the City's Noise Element; refer to Table 5.9-4. Additionally, the Federal Interagency Committee on Noise (FICON) determined that new noise sources that exceed the existing ambient noise level would result in an increase in annoyance for nearby sensitive receptors. The closest sensitive receptors to the Project site are the single-family residential units located approximately 360 feet east of the Project site.

However, it should be noted that the City may impose noise level standards that are more or less restrictive than those specified in Table 5.9-4 based upon determination of existing low or high ambient noise levels. Since existing ambient noise levels already exceeds the City's exterior daytime noise standards, as shown in Table 5.9-1, the proposed project would utilize FICON's significance determination for noise. As such, FICON established guidance would be used to consider the impacts of Project-generated noise. The guidance FICON utilizes are based on aircraft noise studies.

A project would result in a significant impact if the following criteria were met:

1. If the existing ambient noise levels is less than 60 dBA CNEL, a significant impact would occur if a project would increase the ambient noise levels by 5 dBA CNEL or more.
2. If the existing ambient noise levels is between 60 to 65 dBA CNEL, a significant impact would occur if a project would increase the ambient noise levels by 3 dBA CNEL or more.
3. If the existing ambient noise levels is greater than 65 dBA CNEL, a significant impact would occur if a project would increase the ambient noise levels by 1.5 dBA CNEL or more.

Based on these significance thresholds and criteria, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

5.9.4 IMPACTS AND MITIGATION MEASURES

NOI-1: Would the Project result in 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?

Impact Analysis:

Construction Noise Impacts

Short-Term Construction Noise

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction of the proposed Project is anticipated to start during the fourth quarter of 2025 and conclude during the fourth quarter of 2027. Construction would include demolition, grading, paving, building construction, application of architectural coatings, and linear construction (offsite improvements and sewer improvements). Ground-borne noise and other types of construction-related noise impacts typically occur during the initial grading phase, which has the potential to create the highest levels of noise. Construction equipment produces maximum noise levels when 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 partial 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 estimated construction noise levels at the nearest noise-sensitive receptors are presented in Table 5.9-5, *Maximum Noise Levels Generated by Typical Construction Equipment*. Noise levels from construction equipment and activities were modeled using the Federal Highway Administration's Roadway Construction Noise Model (RCNM). Construction equipment was based on CalEEMod defaults; refer to Appendix C, Air Quality, Energy, and Greenhouse Gas Emissions Data. 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. Results from RCNM also assume a clear line-of-sight and no other machinery or equipment noise that would mask Project construction noise. The shielding of buildings and other barriers that interrupt line-of-sight conditions would help further reduce noise levels than what is shown in Table 5.9-5. According to the General Noise Assessment methodology prescribed in the *FTA Transit Noise and Vibration Impact Assessment Manual*, noise can be considered as concentrated at the center of the site. In addition, construction activities would occur across the entire Project site, and, therefore, the estimated noise levels were calculated from the center of the Project site. The geographic center of the Project site is approximately 640 feet from the closest sensitive receptors to the east.[2]

[2] The distance from the center of the Project site was calculated by obtaining the shortest distance from the eastern boundary to the western boundary of the Project site divided by two (560 feet divided by two) and adding the 360 feet distance from the Project boundary to the nearest sensitive receptor.

Table 5.9-5
Maximum Noise Levels Generated by Construction Equipment

Phase	Estimated Exterior Construction Noise Level at 360 feet (Boundary of Project site) (dBA L_{eq})[1]	Estimated Exterior Construction Noise Level at 640 feet (Center of Project Site) (dBA L_{eq})[1,2]
Demolition	69.3	64.3
Grading	71.1	66.1
Building Construction	69.1	64.1
Paving	64.1	59.1
Architectural Coating	56.5	51.5

Notes:
1. These noise levels conservatively assume the simultaneous operation of all heavy construction equipment at the same precise location. Modeled heavy construction equipment includes dozers, excavators, and concrete saws during the demolition phase; grader, excavators, tractors, scrapers, and dozers during the grading phase; forklifts, generator, crane, welders, and tractors during the building construction phase; pavers, paving equipment, and rollers during the paving phase; air compressor during the architectural coating phase; and grader, excavator, tractors, scraper, dozer, and roller during the linear construction (sewer improvement) phase.
2. The distance from the center of the Project site was calculated by obtaining the shortest distance from the eastern boundary to the western boundary of the Project site divided by two (560 feet divided by two) and adding the 360 feet distance from the Project boundary to the nearest sensitive receptor.

Source:
Federal Highway Administration, *Roadway Construction Noise Model (RCNM)*, 2006, and included in Appendix H.

As shown in Table 5.9-5, construction noise at the nearest receptors surrounding the Project site could be exposed to temporary and intermittent noise levels ranging from 56.5 to 71.1 dBA L_{eq} when construction activities occur near the Project site boundary and would have the potential to exceed the significance threshold of 63.7 dBA L_{eq}. Additionally, as previously stated, construction activities would occur across the entire Project site, and, therefore, the estimated noise levels were also calculated from the center of the Project site. Therefore, as shown in Table 5.9-5, construction noise would be approximately 51.5 to 66.1 dBA L_{eq} from the center of the Project site at 640 feet and would still exceed the significance threshold of 63.7 dBA L_{eq}. Therefore, impacts would be significant.

The BMC and Burbank2035 have established allowable hours of construction (7:00 a.m. to 7:00 p.m. on weekdays, 8:00 a.m. to 5:00 p.m. on Saturdays, and exclude Sundays and holidays). Thus, pursuant to the BMC and Burbank2035, construction activities would be conducted during allowable daytime hours. These permitted hours of construction are required in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. Thus, impacts would be less than significant. As discussed above, construction of the proposed Project would exceed the 63.7 dBA L_{eq} threshold and as such, a significant impact would occur. To ensure that noise generated during construction of the Project would be lessened to the maximum extent possible, the Project would be required to implement Mitigation Measure NOI-1, which would incorporate best management practices (BMPs) during construction and ensure nuisances do not occur. Implementation of Mitigation Measure NOI-1 would further minimize impacts from construction noise as

it requires construction equipment to be equipped with properly operating and maintained mufflers. Nevertheless, even with incorporation of Mitigation Measure NOI-1, construction-noise impacts would remain significant. As such, impacts in this regard would be significant and unavoidable.

Sewer Main Infrastructure and Off-Site Infrastructure Improvements

As a condition of Project approval, the Project would be responsible for the design and construction of 1,580 feet of sewer main infrastructure improvements from the intersection of Wyoming Avenue and Ontario Street to the intersection of Burbank Boulevard and Frederick Street. Sewer main improvements would occur as close as 45 feet to the neighboring single-family residential units along Wyoming Avenue. As no ambient noise measurements were conducted near the proposed sewer main infrastructure improvement site, the following analysis utilizes the threshold of 63.7 dBA L_{eq}. It should be noted that the 63.7 dBA L_{eq} threshold is based on the noise measurement conducted on the northwestern corner of the Thornton Avenue and North Naomi Street intersection. This noise measurement recorded noise coming from nearby single-family residential units and traffic noise along Thornton Avenue and North Naomi Street. Based on the Burbank2035 Mobility Element, these roadways are classified as local streets. Similarly, the location of the sewer main infrastructure improvement would occur along Wyoming Avenue and Ontario Street to the intersection of Burbank Boulevard and Frederick Street. Wyoming Avenue, Ontario Street, and Fredrick Street are also classified as local streets while Burbank Boulevard is classified as a secondary arterial which has more lanes and higher traffic volumes. As such, the location of the sewer main improvements would have ambient noise levels similar or higher (due to higher traffic noise along Burbank Boulevard) than the noise measurement conducted at the northwestern corner of the Thornton Avenue and North Naomi Street intersection. Construction noise from the sewer main improvements could expose sensitive receptors to a maximum of 87.4 dBA L_{eq} (refer to Appendix H, Noise Data), which exceeds the significance threshold of 63.7 dBA L_{eq}.

However, it should be noted that sewer improvements would occur offsite as part of the Project's condition of approval and would not be concentrated at a single point but occur over 1,580 linear feet. Specifically, construction of the sewer main improvement would not have a fixed location, and construction would move as portions of the sewer main are replaced. Additionally, construction would not be concentrated at one location for an extended period of time. Additionally, it should be noted that noise levels from Table 5.9-5 assumes that construction equipment would be used concurrently as a conservative analysis. However, certain construction equipment would only be used during certain periods of construction (i.e., excavators would only be used during the excavation of the old sewer main and backfill) and would be powered down when not in use. As such, the actual noise levels from construction equipment used for the sewer main improvement would be less than the conservative noise levels of 87.4 dBA L_{eq}. Construction-related noise from the sewer main improvement would still exceed the 63.7 dBA L_{eq} significance threshold.

As part of the proposed Project, various off-site improvements would occur along North Avon Street and Thornton Avenue. Off-site improvements include the electrical connections, relocation of existing curbs, construction of Class IV bikeways, improvement of curbs, gutters, and driveways, and installation of ADA sidewalks. However, it should be noted that these improvements would occur along Thornton Avenue along the property's northeastern boundary and North Avon Street that connects to North Hollywood Way and Empire Avenue. Unlike the sewer main improvements, these off-site improvements would not occur close to existing sensitive receptors except for the electrical improvements which would connect to

existing BWP facilities at the Thornton Avenue and Ontario Street intersection. The closest residential uses are multi-family residential units located on Ontario Street, approximately 60 feet south of the Thornton Avenue and Ontario Street intersection. These off-site improvements would occur nearer to the Project site boundary and would be in areas where residences are not located nearby. Specifically, the closest residences to the proposed off-site improvements along Thornton Avenue and North Avon Street are approximately 1,000 feet to the east. As such, construction noise from off-site improvements would be less than noise levels from sewer main improvements due to the farther distance from sensitive receptors. While the off-site improvements are located 1,000 feet from sensitive receptors, as a conservative analysis, construction noise levels as shown in Table 5.9-5 would be representative of off-site improvements within the vicinity of the Project site. Additionally, off-site improvements would occur concurrently with the construction of the proposed Project. As such, off-site improvements along Thornton Avenue and North Avon Street. Thus, noise impacts from off-site improvements would also be significant.

As previously stated, the Project would be required to implement Mitigation Measure NOI-1, which would incorporate BMPs during construction and ensure nuisances do not occur. Implementation of Mitigation Measure NOI-1 would further minimize impacts from construction noise as it requires construction equipment to be equipped with properly operating and maintained mufflers which can reduce noise by up to 15 to 25 dBA.[3] However, the 15 to 25 dBA attenuation provided by mufflers relies heavily on the speed of a vehicle, engine noise, and load on a vehicle. The maximum 25 dBA reduction would not be maintained throughout the construction period. As such, construction-related noise from the sewer main improvement would still have the potential to exceed the 63.7 dBA L_{eq} significance threshold even with incorporation of Mitigation Measure NOI-1. Therefore, construction noise impacts would be significant and unavoidable in this regard.

Construction Trip Noise Impacts

Construction activities would also cause increased noise along access routes to and from the Project site due to movement of construction workers, vendors, as well as haul trucks, which would generate a maximum of 198 one-way construction worker trips (99 round trips) and 77 vendor trips per day (approximately 39 round trips).

Per Applicant provided information, earthwork during the grading period would require 20 hauling roundtrips per day (or 40 one-way trips) over a period of 35 days for a total of 1,400 one-way trips (40 one-way trips per day times 35 days). However, the grading period modeled in CalEEMod would only last a period of 20 days. As such, modeling in CalEEMod provides a more conservative modeling of 70 one-way hauling trips (35 round trips) per day during the modeled grading period for a total of 1,400 one-way trips (70 one-way hauling trips times 20 days).

[3] Donaldson Filtration Solutions, *Mufflers*, https://www.donaldson.com/en-us/engine/oem-systems/products/exhaust/system-components/mufflers/#:~:text=Sound%20Attenuation,-Attenuation%20of%20exhaust&text=Traditional%20mufflers%20use%20tubes%2C%20baffles,outer%20shell%20of%20the%20muffler., October 21, 2024.

According to the California Department of Transportation (Caltrans), a doubling of traffic (100 percent increase) on a roadway would result in a perceptible increase in traffic noise levels (3 dBA).[4] Accordingly, a significant impact would occur if a doubling of traffic occurs with the implementation of the proposed Project. As shown in Table 5.9-2, existing average daily trips (ADTs) in the Project vicinity range from 5,048 to 40,476. The combined total of the Project's maximum construction trips described above (approximately 173 trips) would be nominal and not double existing traffic volumes; thus, any increase in traffic noise levels would be imperceptible. Mobile traffic noise from construction trips would also be temporary and would cease upon Project completion. Therefore, short-term haul truck noise impacts from construction traffic would be less than significant.

Long-Term Operational Noise Impacts

Offsite Mobile Noise

Future development generated by the proposed Project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. A doubling of traffic volumes would result in a 3-dB increase in traffic noise levels, which is barely detectable by the human ear.[5] Accordingly, a significant impact would occur if a doubling of traffic occurs with implementation of the proposed Project. The proposed Project would generate 4,315 daily trips.[6]

As shown in Table 5.9-6, *Existing and Project Traffic Volumes*, existing average daily trips (ADTs) in the Project vicinity range from 1,528 to 33,439 ADT. Table 5.9-6 depicts the Project's ADT increase in traffic volumes along surrounding roadways. However, it should be noted that the Project's trip generation would be distributed amongst surrounding roadways. The Project's distributed ADTs by roadway segment, provided in Table 5.9-6, are based on trip distribution patterns obtained from Fehr and Peers using the City's most recent Travel Demand Model.[7] Based on the Project's ADTs and trip distribution, the Project's operational trip generation would not double existing traffic volumes. Thus, any increase in traffic noise along local roadways would be imperceptible (i.e., less than 3-dB increase in traffic noise levels). Impacts would be less than significant in this regard.

[4] California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol,* September 2013.

[5] U.S. Department of Transportation, *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, updated August 24, 2017, https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm, accessed February 28, 2024.

[6] Fehr & Peers, *Operations Analysis for the 2500 North Hollywood Way Project*, October 2024.

[7] Ibid.

Table 5.9-6
Existing and Project Traffic Volumes

Segment	Existing ADT	Project ADT	Doubling of Existing Traffic Volumes?[2]
Daily Trips[1]			
North Hollywood Way			
Thornton Avenue to Avon Street	33,011	1,648	No
Avon Street to Empire Avenue	33,439	902	No
South of Empire Way	33,062	706	No
Thornton Avenue			
North Hollywood Way to Ontario Street	7,335	1,942	No
Ontario Street to Naomi Street	6,257	1,255	No
Naomi Street to Beuna Vista Street	6,051	1,255	No
East of Buena Vista Street	1,528	78	No
Empire Avenue			
West of Hollywood Way	14,343	412	No
North Hollywood Way to Avon Street	12,659	216	No
Avon Street to Ontario Street	12,959	137	No
East of Ontario Street	13,057	314	No
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level			
Notes: 1. Existing Daily Trips are expressed as Average Daily Trips (ADT) along each segment and Project daily trips are distributed along surrounding roadways based on existing traffic distributions. 2. Per the United States Department of Transportation, a doubling of traffic would result in a 3 dBA increase in the ambient noise levels.			
Source: Fehr & Peers, *Operations Analysis for the 2500 North Hollywood Way Project*, October 2024.			

Stationary Noise

Stationary noise sources associated with the proposed Project would include mechanical equipment, slow moving trucks, parking activities, and outdoor gathering areas. These noise sources are typically intermittent and short in duration and would be comparable to existing sources of noise experienced in the site vicinity. The 2022 California Energy Code Section 120.2, *Required Controls for Space-Conditioning Systems*, outlines nonresidential and hotel/motel requirements for conditioning and heating. Pursuant to the 2022 California Energy Code Section 120.2(e), all space-conditioning system would be installed with controls that would automatically shut off the system during periods of nonuse. Such controls require an automatic time switch control device, an occupancy sensor, and a four-hour timer that can be manually operated. As such, heating, ventilation, and air conditioning (HVAC) units in hotel uses would only be operational when hotel rooms are occupied and would automatically shut off after a certain duration. Slow moving trucks movement would only occur during deliveries and trash collection activities, which happens occasionally. Noise from parking activities and outdoor gathering areas are dependent on hotel guests and would not be a constant noise source.

Mechanical Equipment Noise

HVAC units would be installed on the roof of the proposed Hotel building. The proposed Project would also install an electric emergency generator; however, electrical generators would not produce substantial noise levels compared to traditional diesel generators. Traditional diesel generators generate noise due to the combustion process of fossil fuels, noise from the cooling fans, and loose-fitting parts that would generate noise from vibration. At 23 feet, noise generated from traditional generators would be approximately 93 dBA.[8] The nearest sensitive receptors are the single-family residential uses located approximately 380 feet to the east of the proposed Hotel building. At this distance, noise from traditional generators would be approximately 69 dBA. However, the proposed Project would utilize an electrical generator which would not generate as much noise as a traditional generator because it does not have an internal combustion engine. Additionally, the generator would be enclosed and would be shielded from sensitive receptors. Therefore, noise generated from the electrical generator would be significantly less than traditional generators and would have noise shielding which would further reduce noise.

Typically, mechanical equipment (i.e., HVAC) would generate noise that is 55 dBA at 50 feet from the source.[9] Based upon the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source.[10] The nearest sensitive receptors are the single-family residential uses located approximately 380 feet to the east of the proposed Hotel building. At this distance, potential noise from HVAC units would be approximately 33 dBA. Therefore, HVAC noise levels would not be audible above existing ambient noise levels (61.2 dBA) near the single-family residential units to the east and would not increase the existing ambient noise levels by 3 dBA; refer to Table 5.9-1. It should be noted that intervening structures such as the proposed Garage and adjacent buildings within the Media Studios Campus would preclude direct line-of-sight of mechanical equipment from the closest sensitive receptors, further reducing noise levels. Additionally, noise levels from mechanical equipment would be consistent 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 dBA. Therefore, the nearest residents would not be directly exposed to substantial noise from onsite mechanical equipment. Impacts in this regard would be less than significant.

Slow-Moving Trucks

The proposed Project may involve occasional deliveries and trash/recycling pickups from slow-moving trucks. Typically, a medium 2-axle truck for deliveries can generate a maximum noise level of 75 dBA at 50 feet.[11] These are levels generated by a truck that is operated by an experienced "reasonable" driver with typically applied accelerations. Noise associated with deliveries and trash/recycling pickups would be consistent with the existing noise environment, as these activities already occur at the Project site and in the surrounding area. Additionally, slow-moving truck noise would be intermittent, short in duration,

[8] CAT, *Generator Sound Pressure Level Calculations*, https://www.cat.com/en_ZA/by-industry/electric-power/Articles/White-papers/generator-sound-pressure-level-calculations.html, accessed July 18, 2024.

[9] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.

[10] University of Manchester, *Inverse Square Law*, https://personalpages.manchester.ac.uk/staff/richard.baker/BasicAcoustics/4_inverse_square_law.html, accessed November 19, 2024.

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

and would not generate excessive noise levels over an extended period of time. As discussed above, intervening structures such as the proposed Garage and adjacent buildings within the Media Studios Campus would preclude direct line-of-sight of slow-moving trucks from the closest sensitive receptors, further reducing noise levels. Impacts resulting from truck delivery activities would be less than significant.

Parking Noise

The proposed Project would construct a detached parking structure (Garage) on a portion of the site currently used for surface parking. In addition to the Garage, the existing SE Lot, including the area behind the convention center, would be regraded, repaved, restriped, and landscaped for a more efficient parking layout. However, this portion of the site is currently used for parking to serve the existing Marriott Hotel under existing conditions. Traffic associated with parking lots and garages 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 nearby noise-sensitive receptors. Estimates of the maximum noise levels associated with the Project's parking activities are presented in Table 5.9-7, *Maximum Noise Levels Generated by Parking Activities*.

Table 5.9-7
Maximum Noise Levels Generated by Parking Activities

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.	

As shown in Table 5.9-7, parking activities can result in noise levels up to 61 dBA at 50 feet. It is noted that noise associated with parking activities 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 activities would be far lower than those identified in Table 5.9-7. The proposed Garage would have intermittent noise due to the movement of vehicles. The nearest sensitive receptors to the proposed Garage would be located approximately 360 feet to the east of the Project site. At this distance, noise levels from parking activities would range from 36 to 44 dBA. Therefore, noise associated with parking activities would not exceed the City's noise standards or the California Land Use Compatibility Standards; refer to Table 5.9-3 and Table 5.9-4. Additionally, parking activity noise would be partially masked by background noise from traffic along Ontario Street (61.2 dBA) and would not increase the existing ambient noise levels by 3 dBA. Further, parking lot noise currently exists within the surface parking lot onsite, and at the surface parking lot to the east of the Project site. Additionally, adjacent buildings within the Media Studios Campus would preclude direct line-of-sight of parking activities from the closest sensitive receptors, further reducing noise levels. Thus, the Project would not introduce a new source of noise when compared to existing conditions. Impacts would be less than significant in this regard.

Outdoor Gathering Area Noise

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 would be approximately 62 dBA at one meter (3.28 feet) from the source.[12,13] Noise has a decay rate due to distance attenuation, which is calculated based on the Inverse Square Law.[14] Based on the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source.[15]

Within the proposed Project boundaries, crowds have the potential to gather at the event terrace and two covered patios. The proposed Project would include a pool; however, it would be located within the Hotel interior and would not generate exterior noise. The nearest sensitive receptors to the potential outdoor gathering areas are the residential uses located approximately 380 feet to the east of the proposed Hotel building. At this distance, crowd noise at the nearest sensitive receptors would be approximately 21 dBA (based on the Inverse Square Law).[16] Thus, crowd noise generated at the Project's outdoor gathering areas would not exceed the City's noise standards. Additionally, crowd noise from the proposed Project would be lower than existing ambient noise levels near the Project site (61.2 dBA) and would not increase the existing ambient noise levels by 3 dBA; refer to Table 5.9-1. As such, Project operational noise associated with outdoor gathering areas would not introduce an intrusive noise source when compared to existing conditions. Thus, impacts would be less than significant in this regard.

Conclusion

As noted in the analysis above, temporary construction-related impacts would exceed the significance threshold of 63.7 dBA L_{eq}. To ensure that noise generated during construction of the Project would be lessened to the maximum extent possible, implementation of Mitigation Measure NOI-1 would be required. However, even with incorporation of Mitigation measure NOI-1, construction-related impacts would still be significant and unavoidable.

As described above, long-term operational noise impacts would be less than significant, and no mitigation measures are required.

Mitigation Measures:

NOI-1: The Project Applicant and/or Contractor shall implement the following noise-attenuating measures during construction of the proposed Project:

- Construction contracts shall specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.

[12] Crowd noise is estimated at 60 dBA at one meter (3.28 feet) away for raised normal speaking. 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. Therefore, crowd noise would be approximately 62 dBA at one meter from the source.

[13] Hayne, M.J., *Prediction of Crowd Noise*, November 2006.

[14] The decay rate is the rate at which sound pressure level decreases (at a given point and at a given frequency) after a source of sound has stopped.

[15] Cyril M. Harris, *Noise Control in Buildings*, 1994.

[16] Inverse Square Law formula is $Lp(R2) = Lp(R1) - 20Log_{10}(R2/R1)$. Lp(R2) references the unknown sound level (dBA), LP(R1) references the reference sound level (dBA), R1 references the reference distance, and R2 references the distance from noise source to the second location. The filled in formula is as followed: $20.7 \text{ dBA} = 62 \text{ dBA} - 20Log_{10}(3.28/300)$.

- A sign, legible at 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 and Transportation Planning Divisions, 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 and Transportation Planning Divisions, 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 and Transportation Planning Divisions. 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 reviewed and approved by the City's Building Official and City Traffic Engineer and 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.

Level of Significance: Significant and Unavoidable Impact.

NOI-2: Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?

Impact Analysis: Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of some heavy-duty 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 in/sec 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 vibration produced by construction equipment is illustrated in Table 5.9-8, *Typical Vibration Levels for Construction Equipment*.

As shown in Table 5.9-8, the highest level of groundborne vibration would be generated during the building construction phase due to the potential operation of an impact pile driver. The nearest offsite structure (an office building to the east of the Project site) is located approximately 60 feet from proposed construction activities. At this distance, the maximum vibration velocities from impact pile drivers would be approximately 0.408 in/sec PPV, which would exceed the FTA significance threshold of 0.3 in/sec PPV. Therefore, groundborne vibration generated from impact pile driver operations would be considered potentially significant.

Table 5.9-8
Typical Vibration Levels for Construction Equipment

Equipment		Reference peak particle velocity at 25 feet (inch-per-second)	Approximate peak particle velocity at 60 feet (inch-per-second)[1]
Pile Driver (Impact)	*Upper Range*	1.518	0.408
	Typical	0.644	0.173
Pile Driver (Sonic)	*Upper Range*	0.734	0.197
	Typical	0.170	0.046
Vibratory Roller		0.210	0.056
Large bulldozer		0.089	0.024
Loaded trucks		0.076	0.020
Small bulldozer		0.003	0.001

Notes:
1. Calculated using the following formula:
$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$
where: PPV (equip) = the peak particle velocity in inch-per-second of the equipment adjusted for the distance
PPV (ref) = the reference vibration level in inch-per-second from Table 7-4 of the FTA *Transit Noise and Vibration Impact Assessment Manual*
D = the distance from the equipment to the receiver

Source:
Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

As groundborne vibration generated from impact pile driver operations would exceed applicable thresholds, the Project would be required to implement Mitigation Measure NOI-2. Mitigation Measure NOI-2 would require the use of sonic pile drivers as an alternative to impact pile drivers. As shown in Table

5.9-8, the maximum vibration velocities from sonic pile drivers would be approximately 0.197 in/sec PPV at the nearest offsite building. Therefore, with implementation of Mitigation Measure NOI-2, groundborne vibration levels would not exceed the FTA's significance threshold of 0.3 in/sec PPV, and impacts would be less than significant.

Mitigation Measures:

NOI-2: The following measure shall be incorporated on all grading and building plans and specifications subject to approval of the City's Building and Safety Division prior to issuance of a grading permit:

- Sonic pile drivers shall be used as an alternative to impact pile drivers to reduce groundborne vibration levels. Impact pile driver operations shall be prohibited.

Level of Significance: Less Than Significant Impact With Mitigation.

NOI-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?

Impact Analysis: The public airport nearest to the Project site is the Hollywood Burbank Airport. According to the Los Angeles County Airport Land Use Commission (ALUC), the western portion of the Project site is located within the Hollywood Burbank Airport 65 CNEL noise contour.[17] However, the proposed Hotel building would not be located within the Hollywood Burbank Airport 65 CNEL noise contour. Further, based on current noise monitoring conducted by the Hollywood Burbank Airport, the Project site is not located within the 65 dB CNEL noise contour.[18] As such, Hollywood Burbank Airport noise would not exceed the City's normally acceptable exterior noise standard (65 dBA CNEL) for transient lodging. Additionally, the Project site is not located within the vicinity of a private airstrip. Thus, the Project would not expose substantial numbers of people to excessive noise levels from airports, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.9.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." Table 4-1, *Related Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The following discussions are included in order of the topical areas discussed above to determine whether a significant cumulative effect would occur.

[17] Hollywood Burbank Airport, *4th Quarter 2020 - 65dB CNEL*, March 5, 2021.
[18] Ibid.

Would the Project, combined with other related projects, result in 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?

Impact Analysis:

Construction

Construction activities associated with the proposed Project and related projects may overlap, resulting in construction noise in the area. However, cumulative construction noise impacts would affect only the areas immediately adjacent to the construction site. The closest related projects are the Media Studios North Original Remaining Entitlement (Media Studios North) project, immediately southwest of the Project site, and the 3031 Thornton Avenue project, north of the Project site (refer to Section 4.0). Construction of these related projects could occur at the same time as the proposed Project. The City of Burbank has discretionary authority over the Media Studios North and 3031 Thornton Avenue projects. It should be noted that plans for the Media Studios North project have not been submitted for the City's review and the 3031 Thornton Avenue project is undergoing review. Nevertheless, if development of these sites were to occur, construction noise impacts associated with these projects would be reduced through compliance with the City's standards and ordinances, and any necessary mitigation measures would be identified through the City's development review process. As discussed above, the proposed Project would result in a significant and unavoidable impact regarding short-term construction noise even with incorporation of Mitigation Measure NOI-1. Therefore, the Project's significant effects associated with a temporary increase in ambient noise would be considered cumulatively considerable, and cumulative impacts would be significant.

Operation

As outlined by the United States Department of Transportation, a doubling of traffic volumes would result in a perceptible noise level (i.e., 3-dBA) increase.[19] To analyze the cumulative operational traffic noise impact from the proposed Project, the combined traffic noise from the proposed Project and related projects in Burbank are analyzed. Although there may be a significant noise increase due to the proposed Project in combination with other related projects (combined effects), it must also be demonstrated that the proposed Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed Project. A significant impact would result only if both the combined (including an exceedance of the applicable exterior standard at a sensitive use) and incremental effects criteria have been exceeded. Noise is a localized phenomenon and reduces as distance from the source increases. Consequently, only the proposed Project and growth that would occur in the Project site's general vicinity would contribute to cumulative noise impacts.

According to the City of Burbank, related projects in Burbank would generate a total of 20,321 net daily trips. The Project would generate 4,315 daily trips, which would be approximately 21 percent of the total

[19] A doubling of traffic volumes would result in a 3-dBA increase in traffic noise levels, which is barely detectable by the human ear. (Source: U.S. Department of Transportation, *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, updated August 24, 2017, https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm, accessed on February 23, 2021.)

related projects' daily trips. Due to the level of Project-generated daily trips compared to the related projects' daily trips, the Project would not represent a substantial percentage of the increase in traffic, and an incremental effect would not occur. Additionally, it should be noted that Project-related trips are more likely to interact with related projects utilizing the same roadways. Trips generated from related projects further away from the proposed Project would be unlikely to interact and as such, has a low potential to result in a cumulative considerable impact. Additionally, as shown in Table 5.9-9, *Cumulative Roadway Segment Volumes*, displays the future traffic volumes utilizing the City's recommend growth rate, trips generated from nearby related projects, and trips generated from the proposed Project along North Hollywood Way and Thornton Avenue. The distribution of traffic volumes from related projects were based on various factors including the type and density of proposed land uses, geographical distribution of population from employees and patrons, and locations of related projects in relation to surrounding street system.

Table 5.9-9
Cumulative Roadway Segment Volumes

Segment	Baseline Weekday Two-Way Traffic Volumes	Future (2027) Weekday Two-Way Traffic Volumes[1]	Project ADT	Future (2027) Plus Project
North Hollywood Way between Thornton Avenue and Marriott Drive	33,011	48,183	1,648	49,831
Thornton Avenue between North Hollywood Way and North Ontario Street	7,335	9,617	1,942	11,559
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level				
Note: 1. The future traffic base volumes in 2027 was developed by utilizing the baseline traffic volumes from 2024 and applying a 1.0% growth rate per year which is derived from the City's Transportation Demand Model. Additionally, the future traffic base volumes take into account trips generated by nearby related projects. Distribution of related project's traffic volume are dependent on various factors including the type and density of proposed land uses, geographical distribution of population from employees and patrons, and locations of related projects in relation to surrounding street system.				
Sources: Fehr and Peers, *Operation Analysis for the 2500 N Hollywood Way Project*, October 2024.				

As shown in Table 5.9-9, a doubling of traffic volumes would not occur as a result of trips from nearby related projects and trips from the proposed Project. As such, the Project would not result in significant noise impacts due to increased traffic and the Project's cumulative impact would be less than significant.

Although related projects have been identified within the Project study area, the noise generated by stationary equipment at each related project site cannot be adequately quantified due to the conceptual nature of most of the related projects. However, each related project would require separate discretionary approval and CEQA assessment that would address potential noise impacts and identify necessary attenuation measures, where appropriate. Additionally, as noise dissipates as it travels away from its source, noise impacts from stationary sources would be limited to each of the respective sites and their vicinities. The closest related projects are the Media Studios North project, immediately southwest of the Project site, and the 3031 Thornton Avenue project, north of the Project site. All the

existing and planned development in the Project area currently operate, or would operate, mechanical equipment and other stationary noise sources throughout the Project area. As such, the Project would not introduce new stationary noise that is not already contributing to the existing noise environment. As noted above, the proposed Project would not result in significant stationary noise impacts. The proposed Project would not result in stationary long-term equipment that would significantly affect surrounding sensitive receptors.

As demonstrated above, the Project's less than significant effects associated with a permanent increase in ambient noise would not be considered cumulatively considerable, and cumulative impacts would be less than significant.

Conclusion

As noted in the analysis above, temporary construction-related impacts would exceed the significance threshold of 63.7 dBA L_{eq}. To ensure that noise generated during construction of the Project would be lessened to the maximum extent possible, implementation of Mitigation Measure NOI-1 would be required. Nevertheless, construction impacts from the proposed Project would still exceed thresholds and as such, would be cumulatively significant. Therefore, cumulative construction-related impacts would be significant and unavoidable.

As described above, long-term operational noise impacts would not be cumulatively considerable; therefore, long-term cumulative operational noise impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measure NOI-1.

Level of Significance: Significant and Unavoidable Impact.

Would the Project, combined with other related projects, result in generation of excessive groundborne vibration or groundborne noise levels?

Impact Analysis: As stated above, construction activities associated with the proposed Project and related projects may overlap. Despite the potential for overlap, groundborne vibration generated at the Project site during construction would not be in exceedance of the FTA threshold of 0.30 in/sec PPV for engineered concrete and masonry buildings, following implementation of Mitigation Measure NOI-2, which requires the use of sonic pile drivers to reduce groundborne vibration levels. In addition, there would be no vibration impacts associated with operations at the Project site. The closest related projects are the Media Studios North project, immediately southwest of the Project site, and the 3031 Thornton Avenue project, north of the Project site. Although construction of the related projects could occur at the same time as the proposed Project, cumulatively significant construction vibration would generally only occur when construction activities on the sites occur near one another in a way that concentrates the vibration. The farther construction activities occur from one another on each respective project site, the quicker the vibration dissipates by the time it reaches a sensitive receptor. Additionally, because heavy construction equipment moves around a project site and would only occur for limited durations, average vibration levels at the nearest structures would diminish with increasing distance between the structures and construction activities. As such, cumulative construction vibration impacts would not occur. Both the proposed Project and related projects would be required to comply with the BMC limitations on allowable hours of construction and mitigate their respective construction vibration impacts, as required. Therefore, the Project's less than significant effects after mitigation associated with the generation of excessive

groundborne vibration or groundborne noise levels would not be considered cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measure NOI-2.

Level of Significance: Less Than Significant Impact With Mitigation.

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

Impact Analysis: As discussed above, based on current noise monitoring conducted by the Hollywood Airport, the Project site is not located within the 65 dB CNEL noise contour.[20] The Project would not be subject to airport noise levels that exceed the City's normally acceptable exterior noise standard (65 dBA CNEL) for transient lodging or contribute to any increases in noise generated at the Hollywood Burbank Airport. As the Project is not within the Hollywood Airport 65 dB CNEL noise contours, noise generated from the Hollywood Airport would not expose people visiting or working at the proposed Project to excessive noise levels. Therefore, the Project's less than significant effects related to the exposure of people residing or working in the project area to excessive noise levels would not be considered cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.9.6 SIGNIFICANT UNAVOIDABLE IMPACTS

A significant and unavoidable impact would result from the Project's contribution to noise as a result of the exceedance of the threshold established by the BMC on a project and cumulative basis. Specifically, the construction of the proposed Project and sewer main infrastructure improvements would result in noise levels that exceed the 5 dBA increase over the existing ambient noise levels pursuant to BMC 9-3-208.

If the City of Burbank approves the Project, the City will be required to make findings in accordance with CEQA Guidelines Section 15091 and prepare a Statement of Overriding Considerations for consideration by the City's decision makers in accordance with CEQA Guidelines Section 15093.

5.9.7 REFERENCES

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

CAT, *Generator Sound Pressure Level Calculations*, https://www.cat.com/en_ZA/by-industry/electric-power/Articles/White-papers/generator-sound-pressure-level-calculations.html, accessed July 18, 2024.

[20] Hollywood Burbank Airport, *4th Quarter 2020 - 65dB CNEL*, March 5, 2021.

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5.10 PUBLIC SERVICES

The purpose of this section is to identify the existing regulatory and environmental conditions related to public services that serve the Project site. Public services addressed in this section include fire protection and police protection. This section focuses on the Project's potential to cause the need for new or physically altered fire or police protection facilities that could result in significant environmental impacts.

5.10.1 ENVIRONMENTAL SETTING

Fire Protection

The Burbank Fire Department (BFD) provides fire protection services to the City. Burbank is divided into six geographical planning zones, known as fire districts. Each fire district is served by a fire station and defines the first-due response area for each station. In addition, BFD has automatic aid and mutual aid agreements with surrounding cities. The Project site is within the service boundaries of Fire Station 13, located at 2713 Thornton Avenue, which is approximately 0.35-mile northeast of the Project site. Station 13 houses an engine and a rescue ambulance.[1] The BFD employs 143 personnel (124 sworn and 19 non-sworn).[2]

BFD has seven divisions, including Fire Prevention Bureau, Fire Suppression, Emergency Medical Services, Emergency Management, Fire Apparatus and Equipment, Training and Safety, and Administration. The Fire Prevention Bureau performs preventative measures, such as checking plans for fire, life safety and environmental requirements; issuing fire permits; conducting fire, life safety and environmental inspections; managing hazardous materials as a Participating Agency of the Los Angeles County Fire Department Certified Unified Program Agency; administering the Fire Hazard Reduction Program (Brush Clearance); conducting fire investigations; providing public education programs; and overseeing the Fire Film Safety Office. The Fire Suppression division provides 24/7 personnel to protect life, property, and the environment through 24/7 firefighter response. The Emergency Medical Services (EMS) division provides paramedic and emergency services, including three rescue ambulances, throughout the City. The Emergency Management Division develops, implements and maintains a comprehensive program to ensure that the City and the community are ready for various threats including natural disasters and human-caused incidents. The Fire Apparatus and Equipment division oversees BFD's Trucks, Engines, Rescue Ambulances, Hazardous Materials vehicles, and Battalion 1 vehicle, including maintenance, repair, and service testing. The Training and Safety division provides comprehensive instruction to all BFD personnel. The Administration division manages BFD all operations.

In addition, the City of Burbank is one of the three founding members of the Verdugo Fire Communications Center, a regional dispatch center that currently serves 13 agencies. Located within the City of Glendale, it is jointly overseen and managed by the Burbank, Glendale, and Pasadena Fire Chiefs. Calls to the Verdugo Fire Communications Center are transmitted to the closest apparatus to the incident.[3]

[1] Burbank Fire Department, *Fire Stations*, https://www.burbankfire.us/divisions/fire-suppression/fire-stations, accessed April 11, 2024.
[2] Burbank Fire Department, *Administration*, https://www.burbankfire.us/divisions/administration, accessed April 11, 2024.
[3] City of Glendale, *Verdugo Fire History*, https://www.glendaleca.gov/government/departments/fire-department/verdugo-fire-communications/verdugo-fire-history, accessed April 11, 2024.

Police Protection

The Burbank Police Department (BPD) provides police protection services within the City. The police station is located at 200 N. Third Street, which is located approximately 2.3 miles southeast of the Project site. BPD has five divisions, including Patrol, Investigation, Administrative Services, Support Services, and Budget and Finance with an authorized budget for 160 sworn police officers.[4] The Patrol Division consists of Patrol, Traffic, Gang Enforcement Team, Parking Enforcement, and Air Support and receives and responds to all calls for emergency services, conducts initial investigations and appropriate follow-up, prevents crime through directed and non-directed patrols, and prepares documentation on all calls for service and police reports. The Investigations Division consists of Crimes v. Persons, Crimes v. Property, Vice/Narcotics, Juvenile, and Forensics Specialists and is responsible for follow-up investigation and the gathering of evidence to assist in the prosecution of criminal offenses. The Administrative Services Division includes the Community Outreach and Personnel Services Bureau, which handles media relations, training, applicant backgrounds, and community policing programs, as well as the office of the Chief of Police, Finance, and the Professional Standards Bureau, which incorporates property and evidence, physical plant maintenance, internal affairs investigations and departmental audits. The Support Division consists of the Records Bureau, Citation Management, Animal Shelter, Jail Support, Communications, Property/Evidence, and Computer Unit. The Budget and Finance Division is responsible for many of the fiscal functions of the BPD and includes civilian personnel.

5.10.2 REGULATORY SETTING

State

California Building Code & California Fire Code

Title 24 of the California Code of Regulations, known as the California Building Standards Code (CBSC), or just "Title 24," contains the regulations that govern the construction of buildings in California and includes the California Building Code and the California Fire Code. The California Building Code (Title 24, Part 2) is a compilation of general building design standards and construction requirements relating to fire and life safety, structural safety, and access compliance. The California Building Code provides minimum standards to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures and certain equipment. The California Fire Code (Title 24, Part 9) provides regulations for safeguarding life and property from fire and explosion hazards derived from the storage, handling, and use of hazardous substances, materials, and devices. The provisions of the California Fire Code apply to construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure or any appurtenance connected or attached to such building structures throughout the State. Title 24, updated every three years, was last updated in 2022 and effective January 1, 2023.

California Public Resources Code Sections 4290-4299 and California Government Code Section 51178

A variety of State codes, particularly Public Resources Code Sections 4290-4299 and Government Code Section 51178, require minimum Statewide fire safety standards pertaining to: roads for fire equipment access; signage identifying streets, roads and buildings; minimum private water supply reserves for emergency fire use; and fire fuel breaks and greenbelts. They also identify primary fire suppression

[4] Burbank Police Department, *Divisions*, https://www.burbankpd.org/inside-bpd/divisions/, accessed April 11, 2024.

responsibilities among the federal, State, and local governments. In addition, any person who owns, leases, controls, operates or maintains a building or structure in or adjoining a mountainous area or forest-covered, brush-covered or grass-covered land, or any land covered with flammable material, must follow procedures to protect the property from wildland fires. This regulation also helps ensure fire safety and provides adequate access to outlying properties for emergency responders and safe evacuation routes for residents.

California Health and Safety Code

State fire regulations are set forth in California Health and Safety Code Sections 13000 et seq., and include regulations concerning building standards as also set forth in the 2022 CBSC, 2022 California Residential Code (CRC), and related updated codes.

California Constitution Article XIII, Section 35

Section 35 of Article XIII of the California Constitution states that the protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provisions of adequate public safety services. In order to assist local governments in maintaining a sufficient level of public safety services, the proceeds of the tax enacted pursuant to this section are designated exclusively for public safety.

California Vehicle Code

California Vehicle Code Section 21055 exempts authorized emergency vehicles to violate certain rules of the road, including speed and right-of-way, if the driver displays a lighted red lamp as a warning to other drivers and pedestrians. Emergency vehicles include (1) vehicles driven in response to an emergency call or while engaged in rescue operations; (2) vehicles used in the immediate pursuit of an actual or suspected violator of the law; and (3) vehicles responding to, but not returning from, a fire alarm, except that fire department vehicles are exempt whether directly responding to an emergency call or operated from one place to another as rendered desirable or necessary by reason of an emergency call and operated to the scene of the emergency or operated from one fire station to another or to some other location by reason of the emergency call.

California Penal Code

The California Penal Code establishes the basis for the application of criminal law enforcement in California.

Local

Burbank2035 General Plan

Burbank2035 includes goals and policies to address the City's fire and police protection needs. The following Safety Element goal and policies are relevant to the Project:

Safety Element

GOAL 2 POLICE PROTECTION: 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.

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.

Policy 2.3: Provide and use up-to-date technology to improve crime prevention.

Policy 2.4: Develop and support crime prevention programs throughout the city, including the Crime Prevention Through Environmental Design (CPTED) and Neighborhood Watch programs.

Policy 2.5: Provide public education from neighborhood safety programs to encourage active participation by Burbank residents and businesses.

GOAL 4 FIRE PROTECTION: 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.

Policy 4.2: Provide adequate staffing, equipment, technology, training, and funding for the Burbank Fire Department to meet existing and projected service demands and response times.

Policy 4.4: Maintain adequate fire breaks in areas within and adjacent to areas of the Very High Fire Hazard Severity Zone.

Policy 4.5: Coordinate firefighting efforts with local, state, and federal agencies.

Policy 4.7: Maintain adequate fire suppression capability in areas of intensifying urban development, as well as areas where urban uses and open spaces mix.

Policy 4.12: Increase the resilience of new development in Very High Fire Severity Zones in compliance with the Board of Forestry and Fire Protection Fire Safe Regulations, California Building Standards Code, and Burbank Municipal Code. Require all new development to be served by a water system that meets applicable fire flow requirements.

Policy 4.18: Require visible home and street addressing, and signage across the City.

Burbank Municipal Code

Burbank Municipal Code (BMC) Title 9, Building Regulations, Chapter 1, Building and Fire, Article 9, California Fire Code, adopts by reference Part 9 of Title 24 of the California Code of Regulations, also known as the "California Fire Code," with certain amendments, additions, and deletions.

BMC Title 10, Zoning Regulations, Chapter 1, Zoning, Article 22, Community Facility Fees, establishes development fees, also known as Community Facility Fees, imposed by the City in order to finance capital improvements within several categories, including but not limited to, police fees and fire fees. BMC Section 10-1-2206, Fee Payment Procedure, states that development fees shall be imposed on all development projects, which require a building permit, subject to certain exceptions. BMC Section 10-1-2225, Purpose, states that a Community Facilities Non-Transportation Related Fee is imposed on new non-residential development in the City of Burbank for the purpose of assuring that current level of service goals are met with respect to the additional demands placed on police and fire facilities generated from such development.

5.10.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

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 significance criteria in this section. A project would result in a significant impact related to public services or recreation if it would:

- 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 (refer to Impact Statement PS-1);
    - Police protection (refer to Impact Statement PS-2);
    - Schools (refer to Section 8.0, *Effects Found Not to be Significant*);
    - Parks (refer to Section 8.0, *Effects Found Not to be Significant*); and/or
    - Other public facilities (refer to Section 8.0, *Effects Found Not to be Significant*).

Based on these significance thresholds and criteria, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

5.10.4 IMPACTS AND MITIGATION MEASURES

PS-1: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or need new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

Impact Analysis: The Project site is currently developed with the Marriott Hotel. The Project proposes the development of a new Hotel and Garage within the northeast portion of the Project site. The surface parking of the southeast portion of the parcel (SE Lot) and behind the convention center would also be demolished, regraded, repaved, and restriped as part of the Project. Utilities and additional offsite improvements would also occur; refer to Section 3.0, Project Description.

Construction activities, including those related to the off-site improvements, have the potential to result in accidental on-site fires by exposing combustible materials to fire risks from machinery and equipment. Therefore, construction activities associated with the Project, including off-site improvements, could temporarily result in an incrementally increased demand for BFD fire protection services. However, all construction activities would be subject to compliance with the regulations enforced by the Occupational

Safety and Health Administration and California Division of Occupational Safety and Health. Construction-related regulations would include maintaining fire suppression equipment specific to construction on-site; providing a temporary or permanent water supply of sufficient volume, duration, and pressure; and keeping storage sites free from accumulation of unnecessary combustible materials. Additionally, Project construction may result in temporary sidewalk and lane closures that may affect evacuation routes and BFD response times in the Project vicinity. As discussed in Section 5.6, *Hazards and Hazardous Materials*, temporary lane closures may be required during Project construction activities. However, travel along surrounding roadways would remain open and would not interfere with emergency access in the Project site vicinity. Moreover, Project construction would not significantly affect BFD response to the Project site and vicinity as emergency vehicles could avoid traffic by using sirens to clear a path of travel or driving in the lanes of opposing traffic, pursuant to California Vehicle Code Section 21055. As such, construction-related impacts to fire protection services from the Project would be less than significant.

Operation of the proposed Hotel, with patrons and approximately 85 full-time equivalent jobs, would result in additional people and activity at the Project site. Implementation of the Project could incrementally increase demand for fire protection services. However, as part of the City's development review process, the Project would be required to comply with BFD requirements for emergency access, fire flow, fire protection standards, fire lanes, and other site design/building standards. Further, the Project would be subject to review and approval by the BFD prior to building permit and certificate of occupancy issuance, thereby reducing fire risks associated with the proposed development.

The Project would be required to pay the community facility fee in accordance with BMC Title 10, Article 22 to offset its demand for fire protection services provided by BFD. The fee is imposed on non-residential development within the City to ensure that the current level of service goals of the City are met with respect to additional demands placed on fire facilities from such development. The City is required by California Constitution Article XIII, Section 35 to provide adequate public safety services, including fire protection.

The Project does not propose and would not create a need for new or physically altered fire protection facilities to maintain acceptable service ratios, response times, or other performance objectives. Therefore, the Project would not result in adverse physical impacts associated with such facilities. The Project would be required to pay the City's community facility fee specific to fire, which in accordance with the BMC shall be used solely and exclusively for the purpose of funding fire station improvements. Payment of the fee would offset the incremental increase in demand for fire protection services associated with the Project. As such, operational impacts would be less than significant with respect to fire protection facilities.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

PS-2: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

Impact Analysis: As discussed above, the Project site is currently developed with the Marriott Hotel and proposes development of a new Hotel and Garage; refer to Section 3.0, Project Description. The proposed Hotel, with patrons and approximately 85 full time equivalent jobs, would result in additional people and activity at the Project site. Implementation of the Project could incrementally increase demand for police protection services.

Although Project construction, including the construction activities related to the off-site improvements, would result in temporary sidewalk and lane closures that may affect evacuation routes, emergency access to the Project Site for emergency service providers, including the BPD, would be maintained at all times. Furthermore, Project construction would not significantly affect BPD response to the Project site and vicinity as emergency vehicles can avoid traffic by using sirens to clear a path of travel or driving in the lanes of opposing traffic, pursuant to California Vehicle Code Section 21055. As such, construction-related impacts to police protection services would be less than significant.

The Project would be required to pay the community facility fee in accordance with BMC Title 10, Article 22 to offset its demand on police protection services provided by BPD during Project operation. The fee is imposed on non-residential development within the City to ensure that the current level of service goals of the City are met with respect to additional demands placed on police facilities from such development. The City is required by California Constitution Article XIII, Section 35 to provide adequate public safety services, including fire protection. Additionally, the Project's security features, such as high efficiency light emitting diode (LED) lighting, including along all pedestrian pathways and parking lot areas, would be reviewed as part of the development process. Additional security features include security gates/mechanisms at all entrances to the site and at each Garage entry/exit, as well as valet-only Garage operations.

The Project does not propose and would not create a need for new or physically altered police protection facilities to maintain acceptable service ratios, response times, or other performance objectives. Therefore, the Project would not result in adverse physical impacts associated with such facilities. The Project would be required to pay the City's community facility fee specific to police, which in accordance with the BMC shall be used solely and exclusively for the purpose of funding police station improvements. Payment of the fee would offset the incremental increase in demand for police protection services associated with the Project. Impacts would be less than significant with respect to police protection facilities.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.10.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." Table 4-1, *Related Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The following discussions are included in order of the topical areas discussed above to determine whether a significant cumulative effect would occur.

Would the Project, combined with other related projects, result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

Impact Analysis: As discussed, BFD provides fire protection services to the City. In addition to the Project, related projects within the City would receive fire protection services from BFD. Development of related projects would have the potential to increase population and employment within the City, incrementally increasing demands on fire protection services and facilities. Similar to the Project, site-specific development would be required to comply with BFD requirements regarding fire safety to reduce fire risk associated with the proposed development. Additionally, development within the City is required to pay the community facilities fee in accordance with the BMC to ensure that the current level of service goals are met with respect to the additional demands placed on fire protection facilities and services generated from such development.

As demonstrated above, the Project does not propose new or physically altered fire protection facilities or require the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts. Development of related projects in the City would be reviewed to determine whether the development being proposed includes new or expanded fire facilities or would require new or expanded fire facilities with the potential for causing significant environmental impacts. Further, the provision of specific facilities or the expansion of facilities would undergo review pursuant to CEQA. Thus, the Project's less than significant effects related to fire protection services and facilities would not be cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the Project, combined with other related projects, result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

Impact Analysis: As discussed, BPD provides police protection services to the City. In addition to the Project, related projects within the City would receive police protection services from BPD. Development of related projects would have the potential to increase population and employment within the City, incrementally increasing demands on police protection services and facilities. Similar to the Project, development within the City is required to pay the community facilities fee in accordance with the BMC to ensure that the current level of service goals are met with respect to the additional demands placed on police protection services and facilities generated from such development.

As demonstrated above, the Project does not propose new or physically altered police protection facilities or require the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts. Development of related projects in the City would be reviewed to determine whether the development being proposed includes new or expanded police facilities or would require new or expanded police facilities with the potential for causing significant environmental impacts. Further, the provision of specific facilities or the expansion of facilities would undergo review pursuant to CEQA. Thus, the Project's less than significant effects related to police protection services and facilities would not be cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.10.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts on public services would occur with the proposed Project.

5.10.7 REFERENCES

Burbank Fire Department, *Administration*, https://www.burbankfire.us/divisions/administration, 2024.

Burbank Fire Department, *Fire Stations*, https://www.burbankfire.us/divisions/fire-suppression/fire-stations, 2024.

Burbank Police Department, *Divisions*, https://www.burbankpd.org/inside-bpd/divisions/, 2024.

Glendale, *Verdugo Fire History*, https://www.glendaleca.gov/government/departments/fire-department/verdugo-fire-communications/verdugo-fire-history, 2024.

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5.11 TRANSPORTATION

The purpose of this section is to describe existing transportation conditions within the Project site and vicinity and the regulatory setting related to transportation and assess the potential transportation impacts associated with the Project.

5.11.1 ENVIRONMENTAL SETTING

Existing Street System

The Project site is generally bounded by Thornton Avenue on the north, North Hollywood Way on the west, and Avon Street on the south. Access to the Project site occurs from four driveways, two at Thornton Avenue, one at North Hollywood Way, and one at Avon Street. The following is a brief description of the major streets serving the Project site:

North Hollywood Way – North Hollywood Way is classified as a major arterial and provides two or three lanes in each direction between the southern City limits and I-5. Parking is generally prohibited in the vicinity of the Project site. The speed limit is 40 miles per hour (mph) between San Fernando Boulevard and Valhalla Drive.

Empire Avenue – Empire Avenue is classified as a major arterial and provides two lanes in each direction. Parking is allowed on both sides of the street east of Ontario Street and on the south side of the street west of Ontario Street. The speed limit between North Hollywood Way and Ontario Street is 35 mph.

Thornton Avenue – Thornton Avenue is classified as a neighborhood collector and provides a center turn lane and one lane on each side. Parking is allowed on the south side of Thornton Avenue, along some portions of the street, between the easternmost boundary of the Project Site and the intersection at Ontario Street. The speed limit is 30 mph.

San Fernando Boulevard – San Fernando Boulevard is classified as a secondary arterial street in the City of Burbank. It runs northwest/southeast along the south side of the Union Pacific/Metrolink Valley Railroad Line, provides two lanes in each direction, and is divided by a two-way left-turn lane. Project access to/from Interstate 5 (I-5) is provided from this street. Parking is generally permitted on the south side of the street only. The speed limit ranges between 35 and 40 mph in the vicinity of the Project site.

Existing Transit System

Existing transit lines currently serving the Project site are described below and consist of Los Angeles County Metropolitan Transportation Authority (Metro) bus lines and a BurbankBus line.

Metro 165 – Line 165 is an east/west line that provides service from West Hills to Downtown Burbank via Woodland Hills, Canoga Park, Reseda, Lake Balboa, Van Nuys, and North Hollywood. Line 165 travels primarily along Empire Avenue near the Project site, with the nearest stops southwest of the Project site on Empire Avenue above the Hollywood Way underpass. Major stops include the Metro G Line Warner Center Station and the Metrolink Hollywood Burbank Airport and Downtown Burbank Stations. Service is provided seven days per week. Weekday service is provided between 4:30 AM and 11:00 PM. The peak hour headway on Line 165 is approximately 15 minutes in the morning and afternoon.

Metro 169 – Line 169 travels along San Fernando Boulevard, Saticoy Street, Vanowen Street, Valley Circle Boulevard, Mulholland Drive, and Topanga Canyon Boulevard. The stops closest to the Project site are about 400 feet west of the Project site at the intersection of Hollywood Way and Thornton Avenue. Major stops include the Regional Intermodal Transportation Center (RITC) at the Hollywood Burbank Airport. Line 169 currently provides weekday and weekend service. Weekday service is provided from 5:00 AM to 9:00 PM. The peak hour headway on Line 169 is approximately one hour in the morning and afternoon.

Metro 222 – Line 222 is a north/south line that provides service from Sun Valley to Hollywood via Burbank and Universal City. Line 222 travels along Glenoaks Boulevard, Hollywood Way, Riverside Drive, Barham Boulevard, and Cahuenga Boulevard. The stops closest to the Project site are about 400 feet west of the Project site at the intersection of Hollywood Way and Thornton Avenue. Major stops include the Hollywood Burbank Airport, and the Metro B Line Universal City/Studio City Station and the Hollywood/Vine Station. Service is provided seven days per week, with weekday service provided between 5:00 AM and 12:00 AM. The peak hour headway on Line 222 is approximately 30 minutes in the morning and afternoon.

Metro 294 - Line 294 is a north/south line that provides service from San Fernando to Burbank. Line 294 travels along San Fernando Road, Hollywood Way, and Empire Avenue. The stops closest to the Project site are about 400 feet west of the Project site at the intersection of North Hollywood Way and Thornton Avenue. Major stops include Downtown San Fernando, Downtown Burbank, and the Metrolink Sylmar/San Fernando, Sun Valley, Downtown Burbank, Hollywood Burbank Airport Stations. Service is provided seven days per week, with weekday service provided between 5:00 AM and 12:00 AM. The peak hour headway on Line 294 is approximately 30 minutes in the morning and afternoon.

BurbankBus NoHo/Airport – This line begins and ends at the Metro B Line North Hollywood Station and travels along Burbank Boulevard, Buena Vista Street, Empire Avenue, Ontario Street, Thornton Avenue, and Hollywood Way. The stops closest to the Project site are about 250 feet east of the Project site at the intersection of Ontario Street and Thornton Avenue. The NoHo/Airport Loop serves Hollywood Burbank Airport at the RITC. Service is provided on weekdays only from 5:30 AM to 10:30 PM. The headways are 15 minutes during the AM and PM commute periods, 20 minutes during mid-day, and 45 minutes in the late evening.

In addition to bus transit service at the Project site transit lines are described below and consist of two Metrolink commuter rail lines and one Amtrak commuter rail.

Metrolink Ventura County Line – The Metrolink Ventura County Line provides service from East Ventura to Los Angeles Union Station with stops in Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Northridge, Van Nuys, Hollywood Burbank Airport, Downtown Burbank, and Glendale. The closest station to the Project site is the Hollywood Burbank Airport – South Station about 1,500 feet southwest of the Project site on Empire Avenue. This station is shared with the Amtrak Pacific Surfliner described below and referred to as the Hollywood Burbank Airport Station by Amtrak. Service is provided on weekdays. The weekday morning and afternoon peak hour headway is approximately 30 minutes.

Metrolink Antelope Valley Line – The Metrolink Antelope Valley line provides service from Lancaster to Los Angeles Union Station, with stops in Palmdale, Santa Clarita, Sylmar, Sun Valley, Hollywood Burbank Airport, Downtown Burbank, and Glendale. The closest station to the Project site is the Hollywood Burbank Airport – North Station about 3,800 feet north of the Project site at San Fernando Boulevard and

Hollywood Way. Service is provided on weekdays and weekends. The weekday morning and afternoon peak hour headway is approximately 30 minutes.

Amtrak Pacific Surfliner – This Amtrak line provides service from San Diego to Ventura with stops in Norwalk/Santa Fe Springs, Commerce, Glendale, Hollywood Burbank Airport South, Van Nuys, and Chatsworth in Los Angeles County. The closest station to the Project site is the Hollywood Burbank Airport Station about 1,500 feet southwest of the Project site on Empire Avenue. This station is shared with the Metrolink Ventura County Line described above and referred to as the Hollywood Burbank Airport – South Station by Metrolink. Service is provided every day. There are five trains per day from the Hollywood Burbank Airport Stop.

In addition to the public transportation options, the existing Marriott Hotel within the Project site operates a shuttle from the hotel to and from the Hollywood Burbank Airport with a headway of 15 minutes.

Existing Bicycle Facilities

The following are the bikeway types per the *City of Burbank Complete Our Streets Plan*:[1]

- Class I Bikeways (Bicycle Paths or Shared-Use Paths) provide a completely separated and off-street right-of-way designated for the exclusive use of bicycles and pedestrians with cross-flow by motorists minimized.
- Class II Bikeways (Bicycle Lanes) provide a restricted right-of-way designated for the exclusive or semi-exclusive in-street use of bicycles. Through travel by motor vehicles or pedestrians is prohibited, but cross-flows may be allowed.
- Class III Bikeways (Bicycle Routes) designate shared travel of bicycles and motor vehicles denoted by signs and/or pavement markings, such as shared-lane markings (“sharrows”).
- Class IV Bikeways (Cycle Tracks or Protected Bikeways) provide a right-of-way designated exclusively for bicycle travel separated from pedestrians, vehicle traffic, and parked vehicles. Class IV Bikeways are protected and separated using grade separation, flexible posts, inflexible physical barriers, and/or on-street parking.

There is a Class II/Class IV bicycle lane along Hollywood Way between San Fernando Boulevard and Pacific Avenue, which runs adjacent to the Project driveway access on the west. There is a Class II bicycle lane along Vanowen Street between Clybourn Avenue and Hollywood Way. There are Class II bike lanes constructed on Empire Avenue between Valpreda Street and Grismer Avenue. There are no bike lanes on Avon Street, Thornton Avenue, and Ontario Street near the Project site. Within the vicinity of the Project site, there is a Class III bikeway along Pacific Avenue from Maple Street to Keystone Street. The Burbank Channel North Bike Path is a Class I bike path along I-5 from Cohasset Street to Tulare Avenue and from Buena Vista Street to Morgan Avenue/Jackson Street.

There is a proposed Class I bike path along San Fernando Boulevard between the northern City border and the downtown Burbank Metrolink Station. Along Empire Avenue, there is a proposed Class II bicycle lane between San Fernando Boulevard and Buena Vista Street and a proposed Class III bikeway between

[1] City of Burbank, *Complete Our Streets Plan*, adopted June 16, 2020.

Buena Vista Street and Clybourn Avenue. Finally, the Class II bike lanes on Hollywood Way are proposed to be upgraded to Class IV as part of the nearby Avion development. In addition, the Complete Streets Plan includes Bicycle Priority Streets, which are streets that have existing or planned bikeways, high bicycle ridership streets, and streets that close gaps and barriers to bicycle ridership, especially long first-mile/last-mile transit connections. There is a Bicycle Priority Street along Ontario Street between San Fernando Boulevard and Victory Boulevard.

5.11.2 REGULATORY SETTING

State

Senate Bill 743

In September 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law, starting a process that fundamentally changes the way transportation impact analysis is conducted under CEQA. SB 743 identifies vehicle miles traveled (VMT) as the most appropriate CEQA transportation metric and eliminates auto delay, level of service (LOS), and similar measurements of vehicular roadway capacity or traffic congestion as the basis for determining significant impacts for land use projects in California. In November 2018, the California Natural Resource Agency finalized the updates to the CEQA Guidelines, which added CEQA Guidelines Section 15064.3 that relates to the determination of the significance of transportation impacts, alternatives, and mitigation measures. These updates became effective on December 28, 2018. Per the CEQA statute, the VMT guidelines shall apply Statewide beginning July 1, 2020. As such, the transportation analysis utilizes VMT as the transportation metric to evaluate the Project's potential impacts.

Regional

Regional Transportation Plan/Sustainable Communities Strategy

Regional planning agencies, such as the Southern California Association of Governments (SCAG), recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues, such as affordable housing, transportation, and air pollution, have resulted in the adoption of regional plans that affect the City of Burbank.

SCAG has evolved as the largest council of governments in the United States, functioning as the Metropolitan Planning Organization (MPO) for six counties (Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial) and 191 cities. The SCAG region encompasses an area of more than 38,000 square miles. As the designated MPO, the federal government mandates SCAG to research and develop plans for transportation, growth management, hazardous waste management, and air quality. These mandates led SCAG to prepare comprehensive regional plans to address these concerns.

SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP). SCAG is responsible for the development of demographic projections and is also responsible for development of the integrated land use, housing, employment, transportation programs, measures, and strategies for the Air Quality Management Plan (AQMP).

The passage of California Senate Bill 375 (SB 375) in 2008 requires that an MPO, such as SCAG, prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light duty trucks (Government Code Section

65080(b)(2)(B)). The SCS outlines certain land use and transportation strategies that provide for more integrated land use and transportation planning and maximize transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon.

Every four years, SCAG updates its RTP/SCS, as required by federal and State regulations. On April 4, 2024, SCAG's Regional Council adopted the 2024-2050 RTP/SCS. The 2024-2050 RTP/SCS outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region's shared goals through 2050. As with the previous RTP/SCS, the 2024-2050 RTP/SCS is a long-term plan for the southern California region that details investment in the transportation system and development in communities. SCAG worked closely with local jurisdictions to develop the 2024-2050 RTP/SCS, which incorporates current demographics and anticipated future population, household, and employment growth patterns based, in part, upon local growth forecasts, projects and programs, and includes complementary regional policies and initiatives. The 2024-2050 RTP/SCS outlines a forecasted development pattern that demonstrates how the region can sustainably accommodate needed housing. In addition, the 2024-2050 RTP/SCS is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and federal Clean Air Act requirements.

Local

Burbank2035

The Burbank2035 Mobility Element focuses on establishing a dedicated transportation system that serves residents, employees, and visitors while enhancing the livability and economic vitality of the City. The Mobility Element focuses on public transit, bicycle transportation, and pedestrian transportation in addition to motor vehicles to take a multimodal approach in achieving the Mobility Element goals and policies. The Mobility Element goals and policies that pertain to the proposed Project include the following:

Goal 1 BALANCE: Burbank's transportation system ensures economic vitality while preserving neighborhood character.

Policy 1.4: Ensure that future land uses can be adequately served by the planned transportation system.

Goal 2 SUSTAINABILITY: 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.

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.

Goal 3 COMPLETE STREETS: Burbank's complete streets will meet all mobility needs and improve community health.

Policy 3.1: Use multi-modal transportation standards to assess the performance of the City street system.

Policy 3.2: Complete city streets by providing facilities for all transportation modes.

Policy 3.3: Provide attractive, safe street designs that improve transit, bicycle, pedestrian, and equestrian connections between homes and other destinations.

Policy 3.4: All street improvements should be implemented within the existing right-of-way. Consider street widening and right-of-way acquisition as methods of last resort.

Policy 3.5: Design street improvements so they preserve opportunities to maintain or expand bicycle, pedestrian, and transit systems.

GOAL 4 TRANSIT: Burbank's convenient, efficient public transit network provides a viable alternative to the automobile.

Policy 4.7: Integrate transit nodes and connection points with adjacent land uses and public pedestrian spaces to make them more convenient to transit users.

GOAL 5 BICYCLE AND PEDESTRIAN MOBILITY: Burbank fosters pedestrian and bicycle travel as healthy, Environmentally sound methods to reduce vehicle trips and improve community character.

Policy 5.1: Maximize pedestrian and bicycle safety, accessibility, connectivity, and education throughout Burbank to create neighborhoods where people choose to walk or ride between nearby destinations.

Policy 5.2: Implement the Bicycle Master Plan by maintaining and expanding the bicycle network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.

Policy 5.3: Provide bicycle connections to major employment centers, shopping districts, residential areas, and transit connections.

Policy 5.4: Ensure that new commercial and residential developments integrate with Burbank's bicycle and pedestrian networks.

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.

GOAL 8 TRANSPORTATION DEMAND MANAGEMENT: Burbank manages transportation resources to minimize congestion.

Policy 8.3: Require multi-family and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.

GOAL 9 SAFETY, ACCESSIBILITY, EQUITY: Burbank's transportation network is safe, accessible, and equitable.

Policy 9.1: Ensure safe interaction between all modes of travel that use the street network, specifically the interaction of bicyclists, pedestrians, and equestrians with motor vehicles.

Policy 9.3: Provide access to transportation alternatives for all users, including senior, disabled, youth, and other transit-dependent residents.

City of Burbank Complete Streets Plan

The City of Burbank Complete Our Streets Plan (Complete Streets Plan) strives to fulfill Burbank2035 by creating an actionable long-range transportation planning document for the community. The Complete Streets Plan identifies goals, policies, guidelines, and an implementation plan for future projects. The Complete Streets Plan identifies benchmarks for new ways in which the City of Burbank can improve safety, mobility, sustainability, health, transportation equity, connectivity, and economic vitality to build better neighborhoods and develop responsibly in the future. The Plan also builds upon and updates the 2009 Bicycle Master Plan providing additional design guidance and information on suitability and type of bikeways.

The term "complete street" refers to a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all types of users, including bicyclists, pedestrians, transit vehicles, truckers, motorists, and equestrians The goal is to improve safety for all modes of travel and for all users, ages, abilities, and disabilities.

City of Burbank Bicycle Master Plan

The City adopted the *City of Burbank Bicycle Master Plan* (Bicycle Master Plan) in 2009 to encourage bicycling and ensure that adequate facilities are maintained within the City to serve bicycle riders of all ages and skill sets. The City recognizes that a safe and effective bikeway network enhances the quality of life for residents and visitors to the City. The Bicycle Master Plan incorporates the planning of routes and facilities into the circulation network, promotes bicycling as a primary form of travel to reduce traffic, and prioritizes investments in bicycle infrastructure.

Burbank Municipal Code

Burbank Municipal Code (BMC) Title 6, Motor Vehicles and Traffic, Chapter 1, Vehicles and Traffic, includes provisions for traffic control devices, restrictions, and allowances for turning movements, pedestrian crosswalks, parking restrictions, truck routes for commercial vehicles with three or more axles, public transit zones, speed limits, curb markings, bicycle parking, and many other regulations for design and traffic control features.

Road improvement plans for projects are reviewed by the City's Public Works Department for compliance with BMC requirements for street, driveway, and parking designs, and traffic control measures such as signage and signals. Traffic enforcement, as required by the BMC, is regulated by the Burbank Police Department.

5.11.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

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 significance criteria in this section. A project would result in a significant impact related to transportation if it would:

- Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. (refer to Impact Statement TR-1);
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) (refer to Impact Statement TR-2);

- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (refer to refer to Impact Statement TR-3); and/or
- Result in inadequate emergency access (refer to refer to Section 8.0, *Effects Found Not to be Significant*).

Based on these significance thresholds and criteria, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

5.11.4 IMPACTS AND MITIGATION MEASURES

TR-1 Would the Project conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact Analysis:

Construction

The proposed Project improvements were assessed to understand how activities associated with Project construction may affect existing pedestrian, bicycle, transit, or vehicle circulation. The Project is still at the conceptual design stage of planning and, as a result, certain aspects that pertain to detailed construction plans cannot be fully addressed at this time. The evaluation is provided at a conceptual level of analysis and is qualitatively assessed. The additional offsite improvements, as described in Section 3.0, *Project Description*, that would result in modifications to existing networks/systems would be constructed and implemented consistent with applicable design standards.

There would be daily trip activity to and from the Project site for construction activity. The City of Burbank Department of Public Works Traffic Division has an approved set of General Traffic Requirements[2] with which the Project would be required to comply. Key stipulations in this document mean that all projects must follow the guidance outlined in the following publications:

- California Manual on Uniform Traffic Control Devices Chapter 6 (California MUTCD)
- Work Area Traffic Control Handbook (WATCH)

The Project is proposed to be constructed in a single phase with a total construction duration of approximately 24 months. It is estimated that approximately 2,000 cubic yards of soil export would be hauled from the Project site during grading, with 10,000 cubic yards being imported. There are expected to be approximately 35 days of hauling activity with 20 trips per day. The haul routes would be mostly on the I-5 freeway.

[2] City of Burbank, *Public Works Department Traffic Division General Traffic Requirements*, approved March 19, 2019.

Temporary Traffic Constraints

The Project may result in temporary transportation constraints in the form of temporary roadway and/or lane closures. The current conceptual level of design for the Project does not enable the exact times or durations to be determined at this time, nor the specific lane closure lengths, design, or phasing approach. In general, roadway/lane closures would include, but may not be limited to temporary closure(s) of Thornton Avenue, as well as a portion of Wyoming Avenue associated with offsite sewer improvements and Avon Street associated with proposed curb, gutter, driveway, and sidewalk improvements. Full, intermittent closures of the sidewalks are anticipated to accommodate Project construction along the south side of Thornton Avenue. There are other nearby sidewalks that would remain open, and pedestrians are anticipated to use these sidewalks as a detour throughout the construction period. Worksite traffic control plans would be prepared for any temporary vehicle lane, bicycle lane, or sidewalk closures in accordance with applicable City and Manual of Uniform Traffic Control Devices (MUTCD) guidelines.

As a condition of approval, the Project applicant or contractor would be required to develop a Construction Management Plan with (traffic control measures) for approval by the City of Burbank Public Works Director or their designee prior to construction of the Project that follows the aforementioned publications. The plan would be required to include, but is not limited to, the following measures:

- Provide construction staging plans showing phasing of the construction, duration of each phase, construction entrance and exit, and frequency of the construction traffic at the entrance and exit.
- Provide offsite truck staging in a legal area furnished by the construction truck contractor.
- Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods.
- As parking lane and/or sidewalk closures are anticipated, worksite traffic control plan(s), approved by the City, shall be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.
- Establish requirements for loading/unloading and storage of materials on the Project site to ensure the safety of the pedestrian and access to local businesses and residences.
- Ensure that access would remain unobstructed for land uses in proximity to the Project site during Project construction.
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project site and neighboring land uses.

As a condition of approval, a Construction Employee Parking Plan would also be developed by the contractor and approved by the City of Burbank Public Works Director or their designee to ensure that parking location requirements for construction workers are strictly enforced. These include, but are not limited to, the following measures:

- During construction activities when construction worker parking cannot be accommodated on the Project site, the plan shall identify alternate parking location(s) for construction workers and the method of transportation to and from the Project site (if beyond walking distance) for approval by the City prior to commencement of construction.

- Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park and provide clear consequences to violators for failure to follow these regulations. This information would clearly state that no parking is permitted on residential streets.

Given that the Project would be required to comply with local standard conditions of approval to minimize the impact on other users of the transportation system during construction, the Project's proposed construction activities would not conflict with a program plan, ordinance, or policy addressing roadways and therefore, would result in a less than significant construction impact.

Operation

Roadways

The Project proposes modifications to the commercial driveways serving the site. These modifications are consistent with City design standard as further explained under the pedestrian and safety impact discussions. As stated, the additional offsite improvements that would result in modifications to existing networks/systems would be constructed and implemented consistent with applicable design standards. The Project would not involve changes to the existing roadway classification resulting in a conflict with the Burbank2035 Mobility Element. Refer also to Impact Statement TR-2.

Existing Transit Services

A BurbankBus line currently runs along Thornton Avenue, north of the Project site, but there are no existing stops along the Project frontage. The Project is not anticipated to impact the transit circulation on Thornton Avenue, and the existing ADA-accessible sidewalks and curb ramps that provide access to the nearby bus stops along Thornton Avenue would continue to be provided upon Project completion. Although the Project does not have frontage on North Hollywood Way, it does have access to North Hollywood Way via an existing driveway. Metro runs four transit lines along this portion of Hollywood Way, and BurbankBus runs a southbound-only bus line along this segment. As with the Thornton Avenue frontage, the existing ADA-accessible sidewalks and curb ramps that provide access to the nearby bus stops along North Hollywood Way would be maintained. Therefore, the Project would result in less than significant impacts to the existing transit system.

Planned Transit Services

The planned California High Speed Rail Burbank Station will be located just over 0.5-mile northwest of the Project site. The proposed Project would not prevent station development. The Complete Streets Plan and Burbank2035 include goals to create a new transit center in the area encompassing the Project, though an exact location is not specified. Also, per Burbank2035, at the Project driveways, North Hollywood Way is designated as a Regional Transit Corridor, and Thornton Avenue is a Local Transit Corridor. Based on this information, there are no planned transit services that would be impacted by the development of the Project site, and impacts would be less than significant.

Adopted Transit System Plans, Guidelines, Policies, or Standards

Burbank 2035 includes policies supporting the development of alternative transportation programs. Key goals and objectives described by the Mobility Element are:

> Policy 2.1: Improve Burbank's alternative transportation access to local and regional destinations through land use decisions that support multimodal transportation.

> Policy 4.7: Integrate transit nodes and connection points with adjacent land uses and public pedestrian spaces to make them more convenient to transit users.

The Complete Our Streets Plan also includes goals to promote transit use by people of all ages, abilities, and disabilities, and improve the experience for transit riders.

In addition, increased transit usage is a key goal of regional transportation plans and policies:

> Connect SoCal includes specific goals of sustainable mobility. This includes plans to improve air quality and public health, reduce greenhouse gas emissions, and promote transit-friendly development.

The Project proposes a new Hotel approximately 500 feet from the Hollywood Burbank Airport, less than 0.5-mile of the Metrolink Ventura County Line Station at the Burbank Hollywood Airport, and within proximity to several Metro bus lines. Additionally, as discussed in Section 3.0 and below, the Project would provide for bicycle network and pedestrian improvements, providing improved connectivity within the immediate area and the larger network. Thus, the Project supports multimodal transportation, and its location would provide alternative transportation options for Hotel guests and patrons to access local and regional destinations. Further, the proposed bicycle and pedestrian improvements on Thornton Avenue would provide for improved connectivity to existing transit within the area. The site's location in proximity to existing employment and commercial uses, as well as the Burbank Hollywood Airport and RITC, provides for convenient access and opportunity, which further supports sustainable mobility.

The Project would not result in any significant impacts associated with increased transit usage. Therefore, the Project would not conflict with any adopted transit system plans, guidelines, policies or standards and impacts would be less than significant.

Bicycle Network

Existing Facilities

There is an existing Class II bike lane on North Hollywood Way, and no existing bike facilities on Thornton Way. No Project features or physical improvements have been proposed on North Hollywood Way; therefore, no existing bicycle facilities would be impacted by the development of the proposed Project, and impacts to existing bicycle facilities would be less than significant.

Planned Facilities

Per the Complete Streets Plan and the Burbank2035 Mobility Element, there are no planned bicycle facilities on Thornton Way and no planned upgrades to the existing bicycle facility on North Hollywood Way. Although it is noted the Project would provide new protected bike lanes on Thornton Avenue (refer to Section 3.0, Project Description), the Project would not interfere with planned bicycle facilities, and impacts would be less than significant.

Adopted Bicycle Plans, Guidelines, Policies, or Standards

Burbank 2035 includes policies that address bicycle mobility. Key goals and objectives described by the Mobility Element are:

> Policy 5.1 Maximize pedestrian and bicycle safety, accessibility, connectivity, and education throughout Burbank to create neighborhoods where people choose to walk or ride between nearby destinations.

Policy 5.2: Implement the Bicycle Master Plan by maintaining and expanding the bicycle network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.

Policy 5.3: Provide bicycle connections to major employment centers, shopping districts, residential areas, and transit connections.

Policy 5.4: Ensure that new commercial and residential developments integrate with Burbank's bicycle and pedestrian networks.

In June 2020, the City of Burbank adopted its Compete Streets Plan, which recognizes the importance of alternative transportation modes, including the bicycle as a viable means of transportation, and provides prioritized recommendations for facilities and programs. The Project would provide onsite bicycle parking. Additionally, the Project would upgrade Thornton Avenue with new protected bike lanes and narrower traffic lanes to help encourage multi-modal transportation by making it easier to travel to the Project site and within the surrounding area via bicycle. The Project would not conflict with adopted bicycle system plans, guidelines, policies, or standards, and impacts would be less than significant impact.

Pedestrian Network

Existing and Planned Facilities

Pedestrian sidewalks exist along both Hollywood Way and Thornton Way; these are consistent with the standard sidewalk widths per the Burbank2035 Mobility Element. The Project would not add any additional driveways to Hollywood Way. The primary entrance to the new Hotel would occur from Thornton Avenue, with curb cuts at both the east and west sides of the frontage connecting to the porte cochere in between them. The east curb cut from Thornton Avenue would also serve the main north-south driveway for the Project (the Driveway). The west curb cut would serve as the primary ingress to the porte-cochere drop-off and valet area and would connect to the Driveway for north-south circulation on the site and exiting onto Thornton Avenue from the east curb cut.

Guests entering the porte cochere from the east curb cut for drop-offs would circulate to the north side of the guest drop-off 'island' in front of the Hotel where they would unload and the valet would then make a 180-degree turn around the west end of the island before circulating their vehicle to the Driveway and the Garage. The drop-off island would provide a pedestrian connection to the Hotel entrance for guests, indicated by decorative paving. The Hotel's primary right-of-way access from Thornton Avenue would provide for efficient vehicle circulation for curbside guest drop-offs, self-parking, and valet.

The Driveway would provide a drive aisle from Thornton Avenue to the rest of the Project site, connecting to the east-west drive aisle serving the existing Marriott Hotel and Office Parcel (Marriott Drive). The Driveway would also provide access to both the Garage and the southeast portion of the parcel (the SE Lot). The Driveway would consist of one southbound lane for ingress and two northbound turn lanes (one eastbound and one westbound) for egress at the east curb cut on Thornton Avenue. Parking controls would be located about 100 feet south of the west entrance to the Garage, in order to provide adequate queuing areas for both incoming and outgoing traffic, while still allowing access to the Garage for valets.

Between the Hotel and the convention center, Marriott Drive would be widened to maintain existing access to the Office Parcel parking lot, as well as optimizing the drive aisles in front of the convention

center for loading and unloading guests and to facilitate more efficient parking management during events.

These driveways would be designed to conform with design standards per the BMC Title 10, Zoning Regulations, Chapter 1, Zoning, Article 16, General Vehicular Access Standard, Section 10-1-1602, Curb Cuts, and would provide adequate sight distance for vehicles to see pedestrians. Therefore, the Project would not result in a conflict to existing pedestrian facilities, and impacts would be less than significant.

The Complete Our Streets Plan lists the streets along the Project frontage, Hollywood Way and Thornton Avenue, as pedestrian priority streets. These streets would be prioritized for citywide pedestrian improvements, including crossing improvements and sidewalk improvements. As part of the Project, offsite improvements on Thornton Avenue would include pedestrian improvements between the property's eastern boundary and western boundary. Along the Project frontage, the sidewalk would be widened to a total of 23 feet, which includes a 4.5-foot raised buffer, a 6.5-foot sidewalk-level Class IV bikeway that transitions to an in-street bikeway before and after the Project via ramps, and a 12-foot pedestrian area. The 12-foot pedestrian area would contain four-foot by eight-foot tree wells adjacent to the bike lane, and a two-foot landscaped buffer between the tree wells. The Project would not conflict with planned pedestrian facilities, and Project impacts would be less than significant.

Adopted Pedestrian Plans, Guidelines, Policies, or Standards

Burbank 2035 includes policies that address pedestrian mobility. Key goals and objectives described by the Mobility Element are:

> Policy 5.1 Maximize pedestrian and bicycle safety, accessibility, connectivity, and education throughout Burbank to create neighborhoods where people choose to walk or ride between nearby destinations.
>
> Policy 5.4: Ensure that new commercial and residential developments integrate with Burbank's bicycle and pedestrian networks.
>
> 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.

As discussed, the minimum and standard sidewalk widths along the Project frontage are identified as 10 feet and 15 feet, respectively, per the Burbank2035 Mobility Element. The existing sidewalks on the Hollywood Way and Thornton Avenue portions of the Project frontage are consistent with the standard sidewalk widths. The sidewalk on the north side of Avon Street between Hollywood Way and the Project's southwest driveway is 10 feet wide and meets the minimum width requirements. The Project would widen pedestrian paths to and from this sidewalk, improving internal pedestrian circulation. As described above, the Project would provide enhanced offsite improvements on Thornton Avenue between the property's eastern boundary and western boundary, including a 23-foot total sidewalk with a 4.5-foot raised buffer, a 6.5-foot sidewalk-level Class IV bikeway that transitions to an in-street bikeway before and after the Project via ramps, and a 12-foot pedestrian area, providing enhanced multi-modal facilities for bicycles and pedestrians. Additionally, the Project would provide offsite improvements on Avon Street, including Americans with Disabilities Act (ADA) sidewalk on the north side of the northbound to westbound "curve" of Avon Street that would connect to a new pedestrian paseo with planter area onsite. Therefore, the proposed Project would be consistent with the pedestrian system policies of Burbank2035.

The Complete Streets Plan outlines policy goals for future pedestrian improvements. The Plan sets goals to encourage walkability and improve pedestrian safety. The Project does not conflict with the City's adopted Complete Streets Plan plans, guidelines, policies, or standards. The Project would provide improved pedestrian facilities along the Project site's frontage, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

TR-2 Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Impact Analysis: Under the CEQA guidelines, proposed land use projects need to assess whether they cause a substantial vehicle miles traveled (VMT) impact. The City of Burbank has developed interim guidance, the *Interim Transportation Study Guidelines*[3], on VMT impact analysis consistent with the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (California Governor's Office of Planning and Research (OPR), December 2018).

The Project has been evaluated under the VMT analysis screening options in the *Interim Transportation Study Guidelines* to determine if it may have a VMT impact and require further evaluation.

The first step of a VMT analysis is to determine what type of analysis, if any, is needed. The City's *Interim Transportation Study Guidelines* has various screening criteria to quickly identify if a proposed project is expected to cause a less-than-significant impact without conducting a detailed study. Examples of these include project size, and/or project accessibility to transit. The screening criteria used for the Project is transit accessibility. If a project qualifies under the screening criteria, that component is screened out from further consideration.

Per the CEQA guidelines, OPR's Technical Advisory, and the City's *Interim Transportation Study Guidelines*, projects located in a Transit Priority Area (TPA) or along a High-Quality Transit Corridor (HQTC) may be screened out from conducting a VMT analysis because they are presumed to have a less than significant impact absent substantial evidence to the contrary. TPAs are defined in the OPR Technical Advisory as a 0.5-mile radius around 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.

It is presumed that a project situated in a TPA will have a less than significant VMT impact unless it satisfies one or more of the following criteria:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by the Burbank Municipal Code;
3. Is inconsistent with the applicable Regional Transportation Plan/Sustainable Communities Strategy; or

[3] City of Burbank, *Transportation Study Guidelines*, updated June 17, 2024.

4. Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Based on a review of the Project location it has been determined that it is less than 0.5-mile from the Metrolink Ventura County Line Station at the Burbank Hollywood Airport which constitutes a major transit stop. Additionally, none of the four criteria listed above are satisfied. Thus, it is concluded that the Project could be presumed to have a less than significant VMT impact based on available evidence and, therefore, would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b). Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

TR-3 Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The City of Burbank works continuously to address transportation safety issues and reduce the risk of harm when walking, bicycling, or driving. The City's complete streets goals aim to deliver thoughtful design while reducing the frequencies and risk of crashes for all transportation users as outlined in the Burbank2035 Mobility Element and Complete Our Streets Plan. The additional offsite improvements that would result in modifications to existing networks/systems would be constructed and implemented consistent with applicable design standards.

The potential for the Project to cause a safety impact was evaluated based on the Project's proposed changes to the transportation network and their consistency with applicable City design standards. These design standards provide common expectations to network users to minimize conflicts and the potential for collisions. In general, the Project is similar to existing uses in the study area, such as the existing Marriott Hotel and would not represent a new use with substantially different traffic volume mix or speeds that would warrant different roadway treatments. Automobile access to the Project would be provided at the following locations.

- The existing limited access driveway on Hollywood Way (Marriott Way)
- A redesigned driveway on Thornton Avenue
- A new driveway on Thornton Avenue

The proposed driveways on Thornton Avenue would comply with the City of Burbank standards and would not require the removal or relocation of any existing transit stops or facilities to accommodate walking and bicycling. The driveway design would comply with the City of Burbank (Public Works Department) standards[4] for the design of commercial driveways that require a minimum width of 18 feet. Other relevant standards that the Project would follow are:

- Driveway Spacing - BMC 10-1-1602 states that there must be at least 20 feet between driveways on a single lot. Additionally, per the CA MUTCD 3B.19, parking should be prohibited within 6 feet of driveways where possible.

[4] City of Burbank, Public Works, Standard Plans, *BS-102 Commercial Driveway* (PDF), August 18, 1992.

- Offset Distances – BMC 10-1-1602 states that driveways must be at least 30 feet away from the curb line of an intersecting street.
- Sight Distance – Based on corner sight distances in the Caltrans Highway Design Manual[5] the following distances are applicable to the Project
    - Left or right turn onto Thornton Avenue: 275 feet
    - Right onto Hollywood Way: 440 feet
- Minimum Required Throat Depth – This should follow the methodology described in NCHRP Report 659
- Turning Movement Storage Lengths - This should follow the methodology described in the Caltrans Highway Design Manual
- Driveway lane configurations and traffic control measures:
    - Vehicular access to the Project Site would occur from the existing Marriott Driveway on N Hollywood Way (D1), one replaced driveway on Thornton Avenue (D2), one new driveway on Thornton Avenue (D3), and one existing driveway on Avon Street which would only serve delivery vehicles (D4).
    - All driveways are projected to operate at LOS D or better. Additionally, the 95th percentile queue lengths would not exceed the available queue storage and would not back up onto City streets.
- Deliveries, Loading Docks and Zones, Truck Delivery Bays:
    - The Project proposes a loading area along the west frontage of the new building, which would have two loading bays and docks to accommodate larger deliveries. The trash room would be along the east frontage of the building, with doors providing access for trucks to perform waste pickup.
- Pedestrian and Bicycle Circulation:
    - Pedestrian access to the Project site would be provided at four entry points along Thornton Avenue, with two providing direct access to the Hotel and the other to providing access to the Garage. Two crosswalks would provide connections between the Garage and the Hotel across the internal drive aisle.
    - Internal to the site, pedestrians and bicyclists can access the Hotel from the onsite parking structure and lot. Sidewalks are provided around the perimeter of the Hotel and along the parking structure (adjacent to the Hotel sidewalk).
    - Bicycles would be able to utilize the pedestrian access points, and a new raised cycle track would be installed along the Project site frontage at Thornton Avenue to facilitate bicycle circulation. Bicycle lockers would be provided on the first floor of the Garage to accommodate long-term bicycle parking, and short-term bike racks would be provided at the Hotel entrance along Thornton Avenue.
    - There are no bus stops along the Project frontage, so no bus stop improvements are proposed, and bicyclists accessing the Project site would be able to use the pedestrian walkways to access the Project.

[5] California Department of Transportation, *Highway Design Manual*, Seventh Edition, 2019

- Conformance with BMC 10-1-2301 Transportation Demand Management Ordinance
  - Per the BMC 10-1-2301 Transportation Demand Management Ordinance (TDM Ordinance), the Project is required to provide a bulletin board or other display for employees to view public transportation information, telephone numbers for rideshare and transit information, rideshare promotional materials, bicycle route and safety information, and a list of facilities available for carpoolers, vanpoolers, bicyclists, transit riders, and pedestrians at the site. The Project would include these measures.
  - The Project would set aside 103 parking spaces for employee travel, including two vanpool spaces in the Garage, as required by the TDM ordinance. There would be pedestrian walkways no more than six spaces away from the vanpool spaces to provide access to the Hotel.
  - Per the TDM Ordinance, the Project is also required to provide at least nine bicycle parking spaces, which it meets because it would provide 53 bicycle parking spaces/racks.
- Conformance with City of Burbank parking and access standards, including Americans with Disabilities Act requirements:
  - The Project would conform with the City of Burbank parking standards by providing 9-foot-wide spaces, and with the Americans with Disabilities Act requirements by providing 26 accessible spaces, greater than the 21 required, with six of those being van spaces, greater than the five required. The Project proposes tandem spaces, which is allowed per City regulations due to the presence of a valet on-site.
- Internal Circulation and Parking:
  - Parking would be provided in the new Garage on the northeast corner of the Project site. Access would be provided via a drive aisle between the Hotel and Garage, which vehicles can access via one of two driveways on Thornton Avenue or one driveway on Hollywood Way.
- Parking Design
  - The parking Garage would be required to be designed to meet City of Burbank standards, which would provide for adequate circulation. The Garage has five levels of parking (including the roof). Spaces are accessed by internal drive aisles and ramps between levels.

A final aspect of design standard compliance is the physical condition of the main roadways serving the Project site and whether the Project would cause or contribute to unacceptable conditions that could affect safety. This assessment relied on City's Pavement Management Program.[6] As documented in the report, Thornton Avenue, which provides direct access to the Project site, between Hollywood Way and Lincoln Street has a Pavement Condition Index (PCI) that ranges from 80 to 100. A PCI range of 70-100 is considered "Good to Very Good" meaning that Thornton Avenue is currently in good condition with minimal weathering and cracking. The Project is compatible with the uses and densities contemplated in

[6] City of Burbank, *Pavement Management Program*, 2021 Update Final Report, September 2021.

the Burbank2035 General Plan and would therefore not contribute to additional roadway pavement wear or damage beyond what was considered as part of the General Plan. Further, the Project's trip generation and the types of vehicles serving the Project are not expected to cause undue pavement wear or cause premature pavement failure.

Based on the evidence above, the Project would not increase hazards due to a geometric design feature or the introduction of incompatible uses to the Project site and general vicinity as the would comply with City standards and expectations related to transportation safety. In addition, the operation of the proposed Hotel would be similar to existing and surrounding uses within the area. Therefore, implementation of the Project and the proposed modifications to the transportation network, which includes maintaining the current PCI range of Good to Very Good street condition for the affected streets, would result in a less than significant impact on safety.

Freeway Queuing Analysis

The freeway queueing analysis evaluates a proposed project's potential to cause or lengthen a forecasted off-ramp queue on the freeway mainline that could lead to a potential safety impact due to speed differentials between vehicles exiting the freeway off ramps and vehicles traveling on the freeway mainline.

The City of Burbank *Interim Transportation Study Guidelines* follows the interim guidance from the Los Angeles Department of Transportation (LADOT) to establish thresholds for potential freeway queueing impacts. LADOT's Interim Guidance for Freeway Safety Analysis requires analysis of freeway off-ramps where a proposed project is projected to add 25 or more trips in either the morning or afternoon peak hour to be studied for potential queuing impacts.

The transportation staff of the City of Burbank determined the study area and identified the following freeway ramps in the vicinity of the proposed development for detailed analysis:

1. Hollywood Way & Interstate 5 Southbound (SB) Ramps
2. Hollywood Way & Interstate 5 Northbound (NB) Ramps
3. North Buena Vista St & Interstate 5 Northbound (NB) Ramps
4. North San Fernando Boulevard & Interstate 5 Southbound (SB) Ramps
5. Interstate 5 SB Ramps & West Empire Avenue
6. Interstate 5 NB Ramps & North San Fernando Boulevard/Empire Avenue

The Project is projected to generate a maximum of 108 and 137 inbound trips during the AM and PM peak hours and a maximum of 85 and 132 outbound trips during the AM and PM peak hours; refer to Appendix K, Trip Generation. Based on the trip distribution origins and destinations, the Project would not be expected to add 25 or more peak hour trips at any freeway off-ramps. The Project is not projected to cause a significant safety impact and no further analysis is required.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.11.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." Table 4-1, *Related Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The following discussions are included in order of the topical areas discussed above to determine whether a significant cumulative effect would occur.

Would the Project, combined with other related projects, conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact Analysis: The proposed Project would not conflict with any program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities during construction or Project operation. Similar to the proposed Project, related projects would be reviewed to determine whether the development being proposed would be consistent with plans, ordinances, and policies identified in Burbank2035, BMC, Complete Streets Plan, and Bicycle Master Plan. The Project's less than significant effects relative to potential conflicts with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities would not be considered cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the Project, combined with other related projects, conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Impact Analysis: As discussed above, the proposed Project would not result in an impact to VMT. Similar to the proposed Project, related projects would be evaluated to determine their potential to increase the City's average VMT per capita/employee and total VMT in accordance with the City's adopted guidance. For cumulative conditions, a project that is below the VMT impact thresholds and does not have a VMT impact under baseline conditions would also not have a cumulative impact as long as it is aligned with long-term State environmental goals, and relevant plans, such as the 2024-2050 RTP/SCS[7]. Thus, the Project's less than significant effects relative to VMT would not be considered cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

[7] Southern California Association of Governments, *Connect SoCal: A Plan for Navigating to a Brighter Future (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy)*, adopted April 4, 2024.

Would the Project, combined with other related projects, substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impact Analysis: As described above, the proposed Hotel and associated operations is similar to existing and surrounding uses within the area. The Project's proposed driveway design would comply with the City's standards for the design of commercial driveways. Additionally, all offsite improvements would be constructed and implemented consistent with applicable design and safety standards. Similar to the proposed Project, any related projects would be reviewed by the City to ensure adequate ingress and egress would be provided, site distance standards would be implemented, and roadway conditions would be adequate to serve the development. Any proposed roadway modifications or new roadways would be required to comply with applicable design standards and the BMC. The Project would not contribute to an increased hazard due to a geometric design feature or an incompatible use. Thus, the Project's less than significant effects relative to increased hazards due to a geometric design feature or incompatible uses would not be considered cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.11.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts to transportation would occur with the proposed Project.

5.11.7 REFERENCES

City of Burbank, *Bicycle Master Plan*, Adopted December 15, 2009.

City of Burbank, *BurbankBus Fixed-Routes*, https://www.burbankca.gov/burbankbus, 2024.

City of Burbank, *Complete Our Streets Plan*, Adopted June 16, 2020.

City of Burbank, *Pavement Management Program*, 2021 Update Final Report, September 2021

City of Burbank, *City of Burbank Department of Public Works Traffic Division General Traffic Requirements*, approved March 19, 2019.

City of Burbank, *Standard Plans, BS-102 Commercial Driveway (PDF)*, https://www.burbankca.gov/web/public-works/standard-plans, 2024.

City of Burbank, *Transportation Study Guidelines*, Updated June 17, 2024

California Department of Transportation, Highway Design Manual, 2019

CoStar Group, *STR Report, Tab 3 – STAR Summary – My Property v. Comp Set and Industry Segments – December 2023*, January 18, 2024.

Governor's Office of Planning and Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018.

Metro, *Metro Maps and Schedules*, https://www.metro.net/riding/guide/system-maps/ 2024.

5.12 TRIBAL CULTURAL RESOURCES

The purpose of this section is to identify existing tribal cultural resources (TCRs) within the Project site and its vicinity and to assess the significance of such resources. TCRs include landscapes, sacred places, or objects with cultural value to a California Native American Tribe. Other potential impacts to cultural resources (i.e., prehistoric, historic, and disturbance of human remains) are evaluated in Section 5.2, Cultural Resources. This section is based, in part, upon the *Cultural Resources Assessment Report* (Cultural Resources Assessment), prepared by Rincon Consultants, Inc., dated February 2020 and included as Appendix D, Cultural Resources Assessment. The *Preliminary Geotechnical Assessment* (Geotechnical Assessment), the *Addendum to the Preliminary Geotechnical Assessment* (Geotechnical Assessment Addendum), and *Update of Geotechnical Engineering Investigation* (Geotechnical Investigation), prepared by Geotechnologies, Inc., dated February 21, 2020, December 2, 2020, and September 22, 2023, respectively and included as Appendix E, Preliminary Geotechnical Assessment, were provided to the Tribes for review, as requested. Additional information to inform this section was obtained as part of the tribal consultation process. Tribal consultation correspondence is included in Appendix I, Tribal Consultation.

5.12.1 ENVIRONMENTAL SETTING

Ethnographic Overview

The Project site is located in the traditional territory of the Native American group known as the Gabrieliño. The name Gabrieliño was applied by the Spanish to those natives that were attached to Mission San Gabriel.

Gabrieliño territory included the Los Angeles basin and southern Channel Islands as well as the coast from Aliso Creek in the south to Topanga Creek in the north. Their territory encompassed several biotic zones, including Coastal Marsh, Coastal Strand, Prairie, Chaparral, Oak Woodland, and Pine Forest. The Gabrieliño language belongs to the Takic branch of the Uto-Aztecan language family, which can be traced to the Great Basin region. This language family includes dialects spoken by the nearby Juaneño and Luiseño but is considerably different from those of the Chumash people living to the north and the Diegueño (including Ipai, Tipai, and Kumeyaay) people living to the south.

Gabrieliño society was organized along patrilineal non-localized clans, a common Takic pattern. Each clan had a ceremonial leader and contained several lineages. The Gabrieliño established permanent villages and smaller satellite camps throughout their territory. Recent ethnohistoric work suggests a total tribal population of nearly 10,000, considerably more than earlier estimates of around 5,000 people. Gabrieliño subsistence was oriented around acorns supplemented by the roots, leaves, seeds, and fruits of a wide variety of plants. Meat sources included large and small mammals, freshwater and saltwater fish, shellfish, birds, reptiles, and insects. The Gabrieliño employed a wide variety of tools and implements to gather and hunt food. The digging stick, used to extract roots and tubers, was frequently noted by early European explorers. Other tools included the bow and arrow, traps, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. Like the Chumash, the Gabrieliño made oceangoing plank canoes (known as a ti'at) capable of holding six to 14 people and used for fishing, travel, and trade between the mainland and the Channel Islands. Tule reed canoes were employed for near-shore fishing.

Chinigchinich, the last in a series of heroic mythological figures, was central to Gabrieliño religious life at the time of Spanish contact. The belief in Chinigchinich was spreading south among other Takic-speaking groups at the same time the Spanish were establishing Christian missions. Elements of Chinigchinich beliefs suggest it was a syncretic mixture of Christianity and native religious practices. Prior to European contact, deceased Gabrieliño were either buried or cremated, with burial more common on the Channel Islands and the adjacent mainland coast and cremation on the remainder of the coast and in the interior. After pressure from Spanish missionaries, cremation essentially ceased during the post-contact period.

Records Searches

California Register of Historical Resources

As discussed in Section 5.2, two previously recorded historic-period resources situated within a 0.5-mile radius of the Project site were identified. Neither of the resources were within the Project site. One of these resources (P-19-186574) was demolished in 1994. The second resource (P-19-187105) consists of the United Airport property located across North Hollywood Way from the Project site which was determined to be ineligible for National Register of Historic Places (NRHP) listing.

Sacred Lands File Search and Tribal Outreach

The Native American Heritage Commission (NAHC) was contacted on January 30, 2020, to request a search of the Sacred Lands File (SLF). A response dated February 13, 2020 was received from the NAHC on February 20, 2020, stating the SLF search had been completed with "negative" results. The NAHC additionally provided a list of seven Native American individuals or tribal organizations that may have knowledge of cultural resources within or near the Project site. Letters dated February 21, 2020 were sent to each of the NAHC-provided individuals or tribal organizations, requesting information regarding their knowledge of the presence of cultural resources that may be impacted by this project. No responses expressing concern for cultural resources within or near the Project site were received in response to the letters.

Field Survey

As part of the Cultural Resources Assessment, current site conditions, including the extent of exposed ground surface across the Project site, were assessed during a visit to the Project Area of Potential Effects (APE) in February 2020. Notes and photographs of the standing buildings, as well as overviews of the Project site, were taken during the visit.

Results of the field visit confirmed that the Project site is fully developed. No areas of undisturbed native ground surface were present on the Project site. Much of the ground surface is obscured by the existing buildings and a parking lot. Unpaved portions of the Project site were landscaped and covered with grass and ornamental plantings. Based on these findings, it was determined that an archaeological survey of the Project site was not possible for the Cultural Resource Assessment.

Tribal Consultation

On November 4, 2020, the City of Burbank sent notification letters to each of the tribal organizations that have requested to be notified of proposed projects in the geographic area with which the tribe is traditionally and culturally affiliated in accordance with Assembly Bill (AB) 52; refer to Appendix I. The correspondence provided information regarding the proposed Project, the results of the Cultural Resources Assessment, and requested the tribe notify the City within 30 days to request consultation on

the proposed Project. The City received requests for consultation from two tribal organizations, described below.

The Fernandeño Tataviam Band of Mission Indians responded on November 10, 2020, requesting consultation. The City and the Fernandeño Tataviam Band of Mission Indians representative, Jairo F. Avila, M.A., RPA, Tribal Historic and Cultural Preservation Officer, consulted on December 8, 2020. Mr. Avila requested a copy of the Geotechnical Assessment. Upon reviewing the requested information, Mr. Avila provided correspondence noting that although no tribal resources were identified during the records search and the tribe finds that tribal monitoring is not necessary at this time, there are significant tribal resources near the Project location that warrant taking precaution when conducting ground disturbing activities on native/undisturbed soils and requested the inclusion of mitigation measures.

The Gabrieleño Band of Mission Indians - Kizh Nation responded on November 6, 2020, requesting consultation. The City and Gabrieleño Band of Mission Indians - Kizh Nation representatives, Andy Salas, Chairman and Matthew Teutimez, Tribal Biologist, consulted on February 24, 2021. Following the meeting, the Tribe provided additional information regarding the Tribe's ancestral connection to the Project area and the high cultural sensitivity of the Project location and potential for subsurface ground disturbance activities to impact TCRs. The Tribe also requested the inclusion of mitigation measures that included retention of a Native American Monitor/Consultant; requirements to address the inadvertent discovery of human remains and associated funerary objects; resource assessment and continuation of work protocol; Kizh-Gabrieleno procedures for burials and funerary remains; treatment measures; and professional standards.

Refer to Impact Statement TCR-1 for further discussion.

5.12.2 REGULATORY SETTING

State

California Register of Historical Resources

Created in 1992 and implemented in 1998, the CRHR is "an authoritative guide in California to be used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change." Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys or designated by local landmarks programs, may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the criteria modeled on the NRHP criteria.

Public Resources Code

Archaeological resources are protected pursuant to several State policies and regulations enumerated under the California Public Resources Code (PRC). In addition, cultural resources are recognized as a nonrenewable resource and, therefore, receive protection under the PRC and CEQA.

PRC 5097.9–5097.991 provides protection to Native American historical and cultural resources, and sacred sites and identifies the powers and duties of the NAHC. It also requires notification to descendants

of discoveries of Native American human remains and provides for treatment and disposition of human remains and associated grave goods.

Health and Safety Code

The discovery of human remains is regulated per California Health and Safety Code Section 7050.5, which states:

> *In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation…until the coroner…has determined…that the remains are not subject to…provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible…. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and…has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.*

Assembly Bill 52

The Native American Historic Resource Protection Act (AB 52) took effect July 1, 2015, and incorporates tribal consultation and analysis of impacts to TCRs into the CEQA process. It requires TCRs to be analyzed like any other CEQA topic and establishes a consultation process for lead agencies and California tribes. Projects that require a Notice of Preparation of an EIR or Notice of Intent to adopt a Negative Declaration (ND) or Mitigated Negative Declaration (MND) are subject to AB 52. A significant impact on a TCR is considered a significant environmental impact, requiring feasible mitigation measures.

TCRs must have certain characteristics:

1. Sites, features, places, cultural landscapes (must be geographically defined), sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historic Resources or included in a local register of historical resources. (PRC Section 21074(a)(1))
2. The lead agency, supported by substantial evidence, chooses to treat the resource as a TCR. (PRC Section 21074(a)(2))

The first category requires the TCR to qualify as an historical resource according to PRC Section 5024.1. The second category gives the lead agency discretion to qualify that resource under the conditions that it supports its determination with substantial evidence and considers the resource's significance to a California tribe. The following is a brief outline of the process (PRC Sections 21080.3.1–3.3).

1. A California Native American tribe asks agencies in the geographic area with which it is traditionally and culturally affiliated to be notified about projects. Tribes must ask in writing.
2. Within 14 days of deciding to undertake a project or determining that a project application is complete, the lead agency must provide formal written notification to all tribes who have requested it.

3. A tribe must respond within 30 days of receiving the notification if it wishes to engage in consultation.
4. The lead agency must initiate consultation within 30 days of receiving the request from the tribe.
5. Consultation concludes when both parties have agreed on measures to mitigate or avoid a significant effect to a TCR, or a party, after a reasonable effort in good faith, decides that mutual agreement cannot be reached.
6. Regardless of the outcome of consultation, the CEQA document must disclose significant impacts on TCRs and discuss feasible alternatives or mitigation that avoid or lessen the impact.

Local

Burbank2035 General Plan

Burbank2035 includes goals and policies to protect resources, including historical and cultural resources. The Open Space and Conservation Element contains the following goals and policies specific to cultural resources:

Open Space and Conservation Element

GOAL 1 RESOURCE MANAGEMENT: The public is involved in preserving open space, conserving resources, and improving the natural environment.

Policy 1.2: Involve community groups in the identification, acquisition, and management of natural resource areas, recreation facilities, historical and cultural sites, and aesthetic and beautification programs.

GOAL 6 OPEN SPACE RESOURCES: 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.

5.12.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

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 significance criteria in this section. A project would result in a significant impact related to TCRs if it would:

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

    1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k) (refer to Impact Statement TCR-1); and/or

2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe (refer to Impact Statement TCR-1).

Based on these significance thresholds and criteria, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

5.12.4 IMPACTS AND MITIGATION MEASURES

TCR-1: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

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

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

Impact Analysis: As described in Section 5.2, *Cultural Resources*, the records search indicates that 15 cultural resources studies were conducted within a 0.5-mile radius of the Project site. Of these studies, none were of the Project site and three were located adjacent to the Project site. As stated, the results of the Cultural Resources Assessment identified no prehistoric or historic-period cultural resources within or adjacent to the Project site. Results of the site visit revealed that the ground surface is obscured by the existing Marriott Hotel, convention center, and paved surface parking lots. According to the Cultural Resources Assessment, there is a moderate potential of encountering historic period archaeological resources dating to the early-20th century within the Project site due the native and undisturbed soils that occur with the Project site and surrounding area.

As part of the AB 52 process, letters were sent by the City of Burbank inviting tribes to consult on the Project. The Gabrieleño Band of Mission Indians-Kizh Nation and the Fernandeño Tataviam Band of Mission Indians responded requesting consultation, stating that the Project site is situated within each of the tribes' ancestorial territory. As part of the consultation process, both tribes were provided access to the Cultural Resources Assessment and the Geotechnical Assessment, Geotechnical Assessment Addendum, and Geotechnical Investigation, Preliminary Geotechnical Assessment prepared for the

Project. The City held separate meetings with both the Gabrieleño Band of Mission Indians-Kizh Nation and the Fernandeño Tataviam Band of Mission Indians to discuss the Project in greater detail. Both tribes indicated that based on the presence of significant tribal resources near the Project site, precautions were necessary when conducting ground disturbing activities on native/undisturbed soil levels. The tribes requested the inclusion of mitigation measures to address the potential for TCRs to be encountered within the Project site as a result of ground disturbing activities.

Based on the records search, literature review, field survey results, and tribal consultation results, there is the potential for unknown TCRs to be discovered onsite during site disturbance activities, resulting in the potential for a significant impact to TCRs. Mitigation Measures CUL-1 and CUL-2 in Section 5.2, *Cultural Resources*, have been identified and reviewed by the Gabrieleño Band of Mission Indians-Kizh Nation and the Fernandeño Tataviam Band of Mission Indians in order to reduce potential impacts to TCRs in the event of discovery. Implementation of Mitigation Measures CUL-1 and CUL-2 would require a monitor qualified in the identification of archaeological and Native American resources during construction related ground-disturbing activities within the Project site and offsite sewer improvement area. The Project 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. If archaeological or Native American resources are inadvertently discovered during ground disturbing activities, the find would be evaluated by the Archaeological and Native American Monitor(s) and implement protocols in accordance with the provisions of PRC Section 21083.2 and State CEQA Guidelines Sections 15064.5 and 15126.4; refer also to Section 5.2, *Cultural Resources*. Compliance with Mitigation Measures CUL-1 and CUL-2 would reduce potential impacts to TCRs to a less than significant level.

Mitigation Measures: Refer to Mitigation Measures CUL-1 and CUL-2.

Level of Significance: Less Than Significant Impact with Mitigation Incorporated.

5.12.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." Table 4-1, *Related Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The following discussions are included in order of the topical areas discussed above to determine whether a significant cumulative effect would occur.

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

1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k); or

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

Impact Analysis: Similar to the Project, development associated with related projects could encounter TCRs during ground disturbing activities. Thus, the potential exists for cumulative development to result in the adverse modification or destruction of TCRs. Potential tribal cultural resource impacts associated with the individual developments would be specific to each site. As with the proposed Project, related projects would undergo environmental and design review on a project-by-project basis pursuant to CEQA, to evaluate the potential for impacts to TCRs. Related projects would also be subject to compliance with the existing regulatory framework concerning the protection of TCRs on a project-by-project basis, including consultation with tribes, pursuant to AB 52, to identify whether a site may contain TCRs and if so, what mitigation measures may be required. Implementation of site-specific mitigation measures would reduce potential related project impacts to unidentified TCRs to less than significant levels. As demonstrated above, with implementation of Mitigation Measures CUL-1 and CUL-2, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource. Therefore, the Project's less than significant effects with mitigation associated with potential impacts to TCRs would not be cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.12.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts to TCRs would occur with the proposed Project.

5.12.7 REFERENCES

Fernandeño Tataviam Band of Mission Indians, Jairo F. Avila, M.A., RPA, Tribal Historic and Cultural Preservation Officer, telephone communication December 8, 2020.

Gabrieleño Band of Mission Indians - Kizh Nation, Andy Salas, Chairman and Matthew Teutimez, Tribal Biologist, telephone communication, February 24, 2021. Additional written materials were provided that are Confidential and not available for public review.

Rincon Consultants, Inc., *Aloft and Residence Inn Dual Brand Hotel Project Cultural Resources Assessment Report*, February 2020.

5.13 UTILITIES AND SERVICE SYSTEMS

The purpose of this section is to identify the existing environmental and regulatory setting related to utilities and service systems that service the Project site and assess the potential environmental impacts that could result from Project implementation. Utilities and service systems addressed in this section include water, wastewater (sewer), solid waste, electricity, natural gas, and telecommunications facilities; storm drain is discussed in Section 5.7, *Hydrology and Water Quality*. Information in this section is based in part on the *2500 N Hollywood Way – Sewer Capacity Analysis (Addendum No. 1)* (Sewer Capacity Analysis), prepared by Burbank Public Works Sewer Division, dated November 28, 2023, and included as Appendix J, Sewer Capacity Analysis.

5.13.1 ENVIRONMENTAL SETTING

Water[1]

The Project site is served by Burbank Water and Power (BWP), a local water supplier that provides potable water and recycled water to customers within the City. The City's *2020 Urban Water Management Plan* (2020 UWMP) was prepared in accordance with the California Urban Water Management Planning Act, Water Code Sections 10610 through 10657. The UWMP includes an assessment of past and future water supplies and demands, evaluation of the future reliability of Burbank's water supplies, water conservation and water management activities, discussion of water recycling activities, contingency planning for water shortages, and evaluation of distribution system water losses.

Potable water demand is met through a combination of purchased water from the Metropolitan Water District (MWD), groundwater extracted under the terms outlined in the 1979 water rights judgment for the San Fernando Basin, and non-potable recycled water. MWD delivers both treated and untreated water to southern California via two sources. Water from Northern California is imported by way of the State Water Project and water from the Colorado River reaches the region through the Colorado River Aqueduct. In 2020, BWP supplied 6,165 acre-feet (AF) of imported water from MWD, 9,997 AF of groundwater, and 3,149 AF of recycled water from the Burbank Water Reclamation Plant (BWRP). BWP also replenished the groundwater basin with 152 AF of raw imported water from MWD. Raw imported water replenishment was lower than normal due to planned improvements of the spreading grounds by Los Angeles County.[2]

Wastewater generated within the City is treated at the BWRP. This water is treated to "tertiary levels," and therefore can be used for non-potable uses. BWP currently delivers recycled water for landscape irrigation, power plant use, commercial uses, golf course irrigation, and water truck filling. In 2020, approximately 3,105 AF was recycled within the BWP service area, and 45 AF was recycled within the neighboring Los Angeles Department of Water and Power (LADWP) service area.[3]

The 2020 UWMP concludes that BWP supplies are expected to meet demands in normal-, single dry-, and multiple dry-year conditions through 2045.[4] BWP estimates that potable water demand during normal

[1] Burbank Water and Power, *2020 Urban Water Management Plan*, June 2021.
[2] Burbank Water and Power, *2020 Urban Water Management Plan*, June 2021, page ES-2.
[3] Burbank Water and Power, *2020 Urban Water Management Plan*, June 2021, page ES-3.
[4] Burbank Water and Power, *2020 Urban Water Management Plan*, June 2021, page ES-4.

year conditions will increase slightly between 2025 and 2045.[5] Regulatory orders and management agencies ensure the sustainability and reliability of water supplies currently used in the City of Burbank. The City depends heavily on MWD for its water supply. MWD projects 100 percent reliability for full-service demands through the year 2045 based on its 2020 UWMP. As a result, Burbank does not expect critical shortages during the 25-year planning period.[6]

City water utility lines are located adjacent to the Project site. A 10-inch water pipe runs east-west within Thornton Avenue.[7] A recycled water wharf hydrant is accessible on the southeast corner of Hollywood Way and Thornton Avenue.[8]

Wastewater

Wastewater generated in Burbank, including the Project site, is collected and conveyed by approximately 230 miles of pipeline ranging in diameter from six inches to 30 inches, two pump stations, and diversion manholes. The City of Burbank Public Works Department Water Reclamation and Sewer Division is responsible for operating, maintaining, and constructing capital improvements on the City's sewer system, including the BWRP. The BWRP is a tertiary wastewater treatment plan that currently treats nine million gallons per day (mgd) of sewage.[9] The BWRP produces a disinfected tertiary effluent, which meets discharge limitations contained in its National Pollutant Discharge Elimination System (NPDES) permit issued by the Los Angeles Regional Water Quality Control Board (LARWQCB). The BWRP's effluent also meets the most stringent water quality criteria for recycled water, as defined in the California Code of Regulations, Title 22, Division 4, Chapter 3 requirement as Disinfected Tertiary Recycled Water, meaning it is approved for all uses with the exception of human consumption.

The BWRP is also part of the City of Los Angeles' integrated network of facilities known as the North Outfall Sewer (NOS).[10] This network allows biosolids, solids and excess flows from the upstream plants, including the BWRP, to be diverted to the Hyperion Wastewater Treatment Plant (HTP) for treatment and disposal. The 48-inch NOS line runs from west to east through the southern portion of the City. All solids removed from the BWRP are transported out of the City in the NOS for downstream treatment at the HTP. A small number of wastewater flows would also go directly to the NOS.

An existing 8-inch sewer line is located within a 25-foot public utility easement on the western portion of the Project site.[11]

[5] Burbank Water and Power, *2020 Urban Water Management Plan*, June 2021, Table 6-2.

[6] Burbank Water and Power, *2020 Urban Water Management Plan*, June 2021, page 37.

[7] City of Burbank, BWP – Water Division, *Comments For Development Review*, May 2021.

[8] Samantha Miranda, Civil Engineering Assistant, Burbank Water and Power, *Memorandum: Review Comments on ADEIR, 2500 North Hollywood Way*, July 19, 2021.

[9] City of Burbank, *Burbank Water Reclamation Plan (BWRP),* https://www.burbankca.gov/web/public-works/burbank-water-reclamation-plant, accessed May 8, 2024.

[10] AECOM, *Burbank 2035 Environmental Impact Report,* adopted February 19, 2013, page 4.15-22.

[11] Daniel J. Rynn, Chief Assistant Public Works Director–City Engineer, City of Burbank Public Works, *Memorandum: Project No. Aloft/Residence INN Dual Brand Hotel (with IDRC Staff Meeting)*, July 21, 2021.

Solid Waste

The Solid Waste Division within Burbank Public Works Department operates trash and recycling services to the City, including solid waste, green waste, and recyclables. The Solid Waste Division services all single-family residences, 50 percent of multi-family residences, and approximately 10 percent of the City's commercial/industrial refuse customers.[12] Businesses and larger multifamily residences can use City solid waste and recycling services as well or hire a private waste collection and hauling company. The Project site is served by a private company, Waste Harmonics.

The City owns and operates the Burbank Landfill, located in the Verdugo Hills at the eastern edge of Burbank. The facility is located on 86 acres, 48 of which are used for disposal. At this time, Burbank Landfill has an expected closure date of 2053.[13] The City also owns the Burbank Recycle Center, which houses a materials recovery facility and drop off center. The facility also provides a used oil center, composting information, and a learning center. The Burbank Recycle Center has a private/public partnership with Burbank Recycling Inc.

According to CalRecycle, in 2019 (the most current year with available data), the City reported solid waste disposal at 19 facilities with a majority of waste being disposed at Burbank Landfill and Chiquita Canyon Sanitary Landfill.[14] The City generated approximately 90,932 tons of solid waste in 2019, with approximately 36 percent of that waste hauled to the Burbank Landfill and 40 percent to the Chiquita Canyon Sanitary Landfill, located in Castaic, California. According to CalRecycle (2024), the Burbank Landfill has a maximum permitted capacity of 5,933,365 cubic yards and the Chiquita Canyon Sanitary Landfill has a maximum permitted capacity of 110,366,000 cubic yards.[15] The *Countywide Integrated Waste Management Plan 2021 Annual Report* identifies a remaining permitted capacity of 4,309,704 cubic yards as of December 31, 2021 for the Burbank Landfill and a remaining permitted capacity of 52,367,323 cubic yards as of December 31, 2021 for the Chiquita Canyon Landfill.[16]

Electrical Power, Natural Gas, and Telecommunications

Electrical power to the area is provided by BWP, and natural gas is provided by Southern California Gas Company (SoCalGas). Various companies provide telecommunications. BWP, SoCalGas, and local telecommunications companies operate and maintain transmission and distribution infrastructure in the Project area. Existing electrical infrastructure includes underground power lines located west and south of the Project site feeding the existing buildings and northeast of the Project site near the Ontario/Thornton intersection. Existing natural gas infrastructure includes a six-inch gas line north of the Project site, within Thornton Avenue. Existing telecommunications infrastructure includes telecommunication lines north of Project site, within Thornton Avenue.[17]

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[12] City of Burbank, *Trash & Recycling*, https://www.burbankca.gov/web/public-works/trash-recycling, accessed April 11, 2024.

[13] CalRecycle, *SWIS Facility/Site Activity Details*, https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3561?siteID=1025, accessed August 27, 2024.

[14] CalRecycle, *Jurisdictional Disposal and Alternative Daily Cover (ADC) Tons by Facility*, https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility, accessed August 27, 2024.

[15] CalRecycle, *SWIS Facility/Site Activity Details*, https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3561?siteID=1025, accessed August 27, 2024.

[16] Los Angeles County Public Works, *Countywide Integrated Waste Management Plan 2021 Annual Report*, December 2022.

[17] Sven Knauth, Burbank Water and Power, June 25, 2021.

5.13.2 REGULATORY SETTING

Refer to Section 5.7, Hydrology and Water Quality for a discussion of the regulatory setting specific to stormwater.

Federal

Water

Federal Safe Drinking Water Act of 1974

The Safe Drinking Water Act authorizes the U.S. Environmental Protection Agency (USEPA) to set national health-based standards for drinking water to protect against both naturally-occurring and man-made contaminants that may be found in drinking water. The USEPA, states, and public water systems (or agencies) then work together to make sure that these standards are met. Originally, Safe Drinking Water Act focused primarily on treatment as the means of providing safe drinking water at the tap. The 1996 amendments greatly enhanced the existing law by recognizing source water protection, operator training, funding for water system improvements, and public information as important components of safe drinking water. This approach ensures the quality of drinking water by protecting it from source to tap. The Safe Drinking Water Act applies to every public water system in the United States.

Wastewater

Federal Clean Water Act (33 USC Sections 1251, Et Seq.)

The Clean Water Act's (CWA) primary goals are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. The CWA forms the basic national framework for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint-source discharge programs, and wetlands protection. The USEPA has delegated the responsibility for administration of CWA portions to state and regional agencies. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality.

Solid Waste

Resource Conservation and Recovery Act of 1976

The Resource Conservation and Recovery Act (RCRA) of 1976 (Title 40 of the Code of Federal Regulations, Part 258) contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the Federal landfill criteria. The Federal regulations address the location, operation, design (liners, leachate collection, run-off control, etc.), groundwater monitoring, and closure of landfills.

State

Water

State of California Water Recycling Act

Enacted in 1991, the Water Recycling Act established water recycling as a State priority. The Water Recycling Act encourages municipal wastewater treatment districts to implement recycling programs to reduce local water demands.

California Code of Regulations, Title 22, Division 4, Chapter 3 Water Recycling Criteria

California regulates the wastewater treatment process and use of recycled water pursuant to California Code of Regulations (CCR) Title 22, Division 4, Chapter 3, Water Recycling Criteria. According to these regulations, recycled water to be used for irrigation of public areas must be filtered and disinfected to tertiary standards.

California Code of Regulations, Title 22, Chapter 15, Article 20, Consumer Confidence Report

California requires all public water systems to prepare a Consumer Confidence Report for distribution to its customers and to the Department of Health Services. The Consumer Confidence Report provides information regarding the quality of potable water provided by the water system. It includes information on the sources of the water, any detected contaminants in the water, the maximum contaminants levels set by regulation, violations and actions taken to correct them, and opportunities for public participation in decisions that may affect the quality of the water provided.

California Department of Health Services

The Department of Health Services, Division of Drinking Water and Environmental Management, oversees the Drinking Water Program. The Drinking Water Program regulates public water systems and certifies drinking water treatment and distribution operators. It provides support for small water systems and for improving their technical, managerial, and financial capacity. It provides subsidized funding for water system improvements under the State Revolving Fund (SRF) and Proposition 50 programs. The Drinking Water Program also oversees water recycling projects, permits water treatment devices, supports and promotes water system security, and oversees the Drinking Water Treatment and Research Fund for MTBE and other oxygenates.

California Urban Water Management Planning Act

The California Urban Water Management Planning Act (California Water Code [CWC] Division 6, Part 2.6, §§10610-10656) addresses several State policies regarding water conservation and the development of water management plans to ensure the efficient use of available supplies. The California Urban Water Management Planning Act also requires water suppliers to prepare an Urban Water Management Plan (UWMP) every five years to identify short-term and long-term water demand management measures to meet growing water demands during normal, dry, and multiple-dry years. Specifically, municipal water suppliers that serve more than 3,000 customers or provide more than 3,000 acre-feet per year (AFY) of water must adopt an UWMP.

Senate Bill 610

Senate Bill 610 (SB 610) requires that a Water Supply Assessment be prepared for any "project" which would consist of one or more of the following:

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- A proposed hotel or motel, or both, having more than 500 rooms;

- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- A mixed-use project that includes one or more of the projects specified above; or
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project.

The proposed Project does not meet the conditions requiring a Water Supply Assessment pursuant to Senate Bill 610.

Senate Bill 221

Senate Bill 221 (SB 221) amended State law, effective January 1, 2002, to improve the link between information on water supply availability and land use at the tentative map preparation phase of a project. SB 610 and SB 221 are companion measures which seek to:

- Promote more collaborative planning between local water suppliers and cities and counties;
- Require detailed information regarding water availability be provided to city and county decision-makers prior to approval of specific large development projects;
- Require that this detailed information be included in the administrative record that serves as the evidentiary basis for an approval action by the city or county on such projects; and
- Recognize local control and decision making regarding the availability of water for projects and the approval of projects.

SB 221 pertains only to residential projects and establishes the relationship between the Water Supply Assessment prepared for a project and the project approval under the Subdivision Map Act. Accordingly, the proposed Project is not subject to SB 221.

Water Efficiency Standards

The California Plumbing Code (Part 5 of CCR Title 24) promotes water conservation. In addition, a number of California laws listed below require water-efficient plumbing fixtures in structures:

- CCR Title 20 Section 1604(g) establishes efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, sink faucets, and tub spout diverters.
- CCR Title 20 Section 1606 prohibits the sale of fixtures that do not comply with established efficiency regulations.
- CCR Title 24 Sections 25352(i) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. Insulation of water- heating systems is also required.
- Health and Safety Code Section 17921.3 requires low-flush toilets and urinals in virtually all buildings.

California Green Building Standards Code

The 2022 California Green Building Standards (CALGreen) Code sets standards for new buildings and development projects with the purpose of improving public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in several categories, including but not limited to, water efficiency and conservation. The 2022 CALGreen Code includes several amendments to the 2019 CALGreen Code, including new voluntary prerequisites

for builders to choose from, such as battery storage system controls and heat pump space, and water heating, to encourage building electrification. Local jurisdictions also retain the administrative authority to exceed the CALGreen standards. The 2022 CALGreen Code went into effect Statewide on January 1, 2023.

Solid Waste

California Integrated Waste Management Act of 1989 (AB 939)

The Integrated Solid Waste Management Act of 1989 (AB 939) (California Public Resources Code Section 40050 et seq.) established an integrated waste management system that focuses on source reduction, recycling, composting, and land disposal of waste. AB 939 requires every city and county in California to divert 50 percent of its waste from landfills whether through waste reduction, recycling, or other means. Compliance with AB 939 is measured in part by comparing solid waste disposal rates for a jurisdiction with target disposal rates. Actual rates at or below target rates are consistent with AB 939. AB 939 also requires California counties to show 15 years of disposal capacity for all jurisdictions in the county or show a plan to transform or divert its waste.

Assembly Bill 341

Assembly Bill 341 (AB 341), which took effect on July 1, 2012, was designed to help meet California's recycling goal of 75 percent by the year 2020. AB 341 made "…a legislative declaration that it is the policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020…" AB 431 requires a business, defined to include a commercial or public entity that generates more than 4 cubic yards (CY) of commercial solid waste per week or a multifamily residential dwelling of 5 units or more to arrange for recycling services. Such business/residential development must: 1) source separate recyclable materials from the solid waste they are discarding, and either self-haul or arrange for separate collection of the recyclables; and 2) subscribe to a service that includes mixed waste processing that yields diversion results comparable to source separation.

Assembly Bill 1826

Assembly Bill 1826 (AB 1826) (California Public Resources Code Sections 42649.8 et seq.) requires recycling of organic matter by businesses generating such wastes in amounts over certain thresholds. AB 1826 also requires that local jurisdictions implement an organic waste recycling program to divert organic waste generated by businesses and multi-family developments that consist of five or more units.

Senate Bill 1383

Senate Bill 1383 (SB 1383) is a State law that aims to drastically reduce organic waste, conserve landfill space, and address climate change. SB 1383 requires the reduction of organic waste disposed of in landfills and expands on existing commercial recycling mandates of AB 341 and AB 1826. SB 1383 establishes methane emission reduction targets by reducing statewide organic waste disposal 75 percent by 2025 (based on 2014 levels) and recovering at least 20 percent of currently disposed surplus edible food by 2025. Certain food generators, identified by business category as Tier 1 or 2, are required to donate all surplus edible food to a non-profit.

Hotels with on-site food facility and 200 rooms or more are identified under Tier 2 and required to comply by January 1, 2024.

Los Angeles County Countywide Integrated Waste Management Plan

AB 939 mandates each county prepare and administer a Countywide Integrated Waste Management Plan (CIWMP). The CIWMP is comprised of the county's and its cities solid waste reduction planning documents, an Integrated Waste Management Summary Plan (Summary Plan) and a Countywide Siting Element (CSE). The County of Los Angeles Department of Public Works (LA County Public Works) is responsible for preparing the Summary Plan and CSE. The Summary Plan was approved by CalRecycle in June 1999 and describes the steps to be taken by local agencies, acting independently and together, to achieve the state mandated diversion rate by integrating strategies aimed toward reducing, reusing, recycling, diverting, and marketing solid waste generated within the County. The CSE, approved by CalRecycle in June 1998, identifies how the County and its cities would meet their long-term disposal capacity needs for a 15-year planning period to safely handle solid waste generated in the County that cannot be reduced, recycled, or composted.

Electricity, Natural Gas, and Telecommunications

California Electrical Code

The California Electrical Code is codified in Title 24, CCR, Part 3. The Electrical Code contains regulations including, but not limited to, electrical materials, electrical wiring, overcurrent protection, grounding, and installation.

Local

Water

Burbank2035 General Plan

Burbank2035 includes goals and policies to address the City's water needs. The following Land Use Element and Open Space and Conservation Element goals and policies are relevant to the Project:

Land Use Element

GOAL 2 SUSTAINABILITY: 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.

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. Focus incentives in disadvantaged communities.

Open Space and Conservation Element

GOAL 9 WATER RESOURCES: Adequate sources of high-quality water provide for various uses within Burbank.

Policy 9.1: Meet the goal of a 20% reduction in municipal water use by 2020.

Policy 9.2: Provide public information regarding the importance of water conservation and avoiding wasteful water habits.

Policy 9.3: Offer incentives for water conservation and explore other water conservation programs.

Policy 9.4: Pursue infrastructure improvements that would expand communitywide use of recycled water. Such improvements shall be pursued equitably throughout the City.

City of Burbank 2020 Urban Water Management Plan

In compliance with Water Code Sections 10610 through 10656 of the Urban Water Management Planning Act, the City of Burbank adopted its *2020 Urban Water Management Plan* (UWMP) in June 2021. The UWMP outlines the City's existing and future water supplies and assesses the City's forecasted water demands and supply availability through 2045.

Burbank Municipal Code

Burbank Municipal Code (BMC) Title 8, Public Utilities, Chapter 2, Utilities, Article 1, Water, establishes the regulatory requirements for connecting to an existing water main and water main extensions and construction of improvements, including requiring payment for connection to the City's water system. The customer is responsible for installing water pipes required for receiving water from the City at the point of delivery.

Wastewater

Burbank2035 General Plan

Burbank2035 includes goals and policies to address wastewater collection and treatment. The following Land Use Element and Open Space and Conservation Element goals and policies are relevant to the Project:

Land Use Element

GOAL 2 SUSTAINABILITY: 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.

Burbank Municipal Code

BMC Title 8, Public Utilities, Chapter 1, Sewers, establishes the regulatory requirements for discharges to the publicly owned treatment works, sewer system, and storm drain system for the City of Burbank and enables the City to comply with all applicable federal and State laws, including the Clean Water Act and the general pretreatment regulations. Article 3, Connection to Public Sewers, requires a permit to construct new public sewers, portions of building sewer within the street or connect to, repair, or tap an existing public sewer. A condition of approval may include an approved study demonstrating that sufficient capacity exists in the sewer system to handle the new connection. Additionally, no permit to connect to or tap a public sewer shall be issued until the prescribed sewer connection fee has been paid to the City.

Solid Waste

Burbank2035 General Plan

Burbank2035 includes goals and policies to address the City's solid waste needs. The following Safety Element goals and policies are relevant to the Project:

Safety Element

GOAL 8 HAZARDOUS MATERIALS: Hazardous materials threats to public health and safety are reduced.

Policy 8.6: Provide the residents of Burbank with information on the proper storage and disposal of hazardous materials and e-waste and encourage the use of City disposal facilities.

Burbank Municipal Code

BMC Title 4, Health and Sanitation, Chapter 2, Solid Waste, Weeds, and Litter, provides an overview of the City's collection, removal, and disposal requirements for solid waste, green waste, and recyclable materials. BMC Section 4-2-102, Declaration of Policy and Purpose, states that "the person responsible for the day-to-day operation of every premises in the City shall make arrangements for the collection, removal and disposal of garbage, solid waste, green waste and recyclable materials generated or accumulated on those premises in accordance with the requirements of this chapter. Each person required by this chapter to arrange for the collection, removal and disposal of garbage, solid waste, green waste and recyclable materials shall be liable for the fees and charges for such collection."

5.13.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

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 significance criteria in this section. A project would result in a significant impact related to utilities and service systems if it would:

- Require or result in the relocation or construction of new or expanded facilities, the construction or relocation of which could cause significant environmental effects? (refer to Impact Statement UTIL-1):
    - Water facilities (refer to Impact Statement UTIL-1);
    - Wastewater facilities (refer to Impact Statement UTIL-2);
    - Stormwater facilities (refer to Section 5.7, *Hydrology and Water Quality*);
    - Electrical power, natural gas, and telecommunications facilities (refer to Impact Statement UTIL-3);
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (refer to Impact Statement UTIL-1);
- 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? (refer to Impact Statement UTIL-2);
- 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? (refer to Impact Statement UTIL-4);
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (refer to Impact Statement UTIL-4).

Based on these significance thresholds and criteria, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

5.13.4 IMPACTS AND MITIGATION MEASURES

UTIL-1: Would the Project require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects?

Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Impact Analysis:

Water Conveyance Facilities

BWP provides water to existing development within the Project site and would provide water to the proposed Project. Fire water and domestic water would have lateral connection to the existing mains directly across from the Project site on Thornton Avenue (approximately 50 feet from the property line). Recycled water service would connect to the main near the Thornton Avenue and Hollywood Way intersection (approximately 500 feet from the property line). In addition to using recycled water for irrigation of the proposed Project, the irrigation for the landscaping at the existing Marriott Hotel would also be upgraded to connect to recycled water services that the Project would extend to the site.

Construction activities associated with water facilities would be limited to providing new water lines within the site to connect to existing mains adjacent to the site. The Project would also be required to pay a water main replacement fee as determined by the City. New or expanded off-site water conveyance facilities would not be required. The potential environmental effects associated with construction of the proposed Project, including the proposed onsite water lines to serve the proposed development, are analyzed throughout this EIR, and construction impacts have been determined to be less than significant with compliance with regulatory requirements and implementation of mitigation measures except for construction noise, which would be significant and unavoidable; refer to Section 5.9, *Noise*. 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. Therefore, construction noise associated with activities specific to the provision of new water lines are not isolated. Results also assume a clear line-of-sight and no other machinery or equipment noise that would mask Project construction noise. The shielding of buildings and other barriers that interrupt line-of-sight conditions would help further reduce noise levels. However, since construction activities could exceed the significance threshold for noise, impacts would be significant. As discussed in Section 5.9, the Project would be required to implement Mitigation Measure NOI-1, which would incorporate best management practices (BMPs) during construction activities. Implementation of Mitigation Measure NOI-1 would further minimize impacts from construction noise as it requires construction equipment to be equipped with properly operating and maintained mufflers. Nevertheless, even with incorporation of Mitigation Measure NOI-1,

construction-noise impacts would remain significant. Since the proposed Project would result in the construction of new water facilities, which would contribute to significant environmental effects specific to construction noise, impacts would be significant and unavoidable in this regard.

Water Supply

As stated, BWP provides water to the Project site. BWP's 2020 UWMP indicates water supplies would meet the service area's water demands for normal, single-dry, and multiple dry-year conditions through 2045. The 2020 UWMP water demand forecasts are based in part on adopted general plans. Burbank2035 identifies the development capacity associated with implementation of the Burbank2035 land use designations. The Burbank2035 General Plan Land Use Map designates the Project site as Regional Commercial. The Regional Commercial land use designation provides for regional employment and shopping destinations that serve both Burbank residents and residents of surrounding cities at a maximum floor area ratio (FAR) of 1.25. For non-residential designations, including the Regional Commercial land use designation, Burbank2035 development capacities assume development consistent with the maximum FAR. For the Regional Commercial land use designation, a 2035 development capacity of 4,643,665 square feet can be expected from implementation of land use policies established in Burbank2035.

The Project proposes development of a Hotel with 420 rooms, which would increase the potable water demand within the Project site. The Project would also use recycled water for irrigation landscaping within the Project site, including upgrading the existing Marriott Hotel to connect to recycled water services for irrigation. Recycled water would also be used during grading and construction activities.

Development, as proposed, would result in a FAR of 1.13, which is less than the 1.25 maximum FAR allowed by the Regional Commercial land use designation, and, therefore, less than the development capacity assumptions identified in Burbank2035. Thus, the Project's anticipated water demand is accounted for in the 2020 UWMP, and there would be sufficient water supplies available to serve the Project development during normal, dry and multiple dry years. Impacts to water supply would be less than significant.

Mitigation Measures: Refer to Mitigation Measure NOI-1 in Section 5.9, *Noise*.

Level of Significance: Significant and Unavoidable Impact.

UTIL-2: Would the Project require or result in the relocation or construction of new or expanded wastewater facilities, the construction or relocation of which could cause significant environmental effects?

Would the Project 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?

Impact Analysis:

Wastewater Conveyance Facilities

The City provides wastewater (sewer) service to existing development within the Project site and would provide wastewater services to the proposed Project. Sanitary sewer services would connect to the existing onsite main.

A Sewer Capacity Analysis was prepared by the City of Burbank Water Reclamation and Sewer Division to determine if offsite sewer improvement upgrades or additional treatment capacity would be required in order to serve the proposed Project. Offsite sewer improvement upgrades were determined to be needed in order to serve the proposed Project and a separate development (2311 N. Hollywood Way) that would utilize the same downstream portion of the offsite sewer. Therefore, the Project would be conditioned to design and construct approximately 1,580 feet of sewer main infrastructure improvements from the intersection of Wyoming Avenue and North Ontario Street to the intersection of West Burbank Boulevard and North Frederick Street. There are seven reaches of City sewer main, totaling approximately 1,580.5 feet, that the Project would be responsible to upsize from existing 12-inch pipe to upgraded 15-inch pipe. The Project would also be required to pay a Sewer Facilities Charge as determined by the City. With the required improvements and payment of fair share costs for improvements, adequate conveyance infrastructure would be available to serve the proposed development.

The potential environmental effects associated with construction of the proposed Project, including the required offsite sewer improvements are analyzed throughout this EIR, and construction impacts have been determined to be less than significant with compliance with regulatory requirements and implementation of mitigation measures except for construction noise, which would be significant and unavoidable; refer to Section 5.9, *Noise*. Offsite sewer main improvements would occur as close as 45 feet to the neighboring single-family residential units along Wyoming Avenue. Construction noise from the sewer main improvements could expose sensitive receptors to maximum noise levels that would exceed the significance threshold; refer to Section 5.9. Sewer improvements would not be concentrated at a single point but occur over 1,580 linear feet. Noise levels assumes that construction equipment would be used concurrently as a conservative analysis. However, certain construction equipment would only be used during certain periods of construction (i.e., excavators would only be used during the excavation of the old sewer main and backfill) and would be powered down when not in use. As such, the actual noise levels from construction equipment used for the sewer main improvement would be less than the conservative noise levels identified in Section 5.9. As previously stated, the Project would be required to implement Mitigation Measure NOI-1, which would incorporate best management practices (BMPs) during construction activities. Implementation of Mitigation Measure NOI-1 would further minimize impacts from construction noise as it requires construction equipment to be equipped with properly operating and maintained mufflers. Nevertheless, even with incorporation of Mitigation Measure NOI-1, construction-noise impacts associated with the offsite sewer improvements would remain significant. Since the proposed Project would result in construction of new wastewater facilities, which could cause significant environmental effects specific to construction noise, impacts would be significant and unavoidable in this regard.

Wastewater Treatment

Development of the proposed Project would result in increased wastewater flows requiring treatment when compared to existing conditions. Wastewater generated by the proposed Project would be treated at the BWRP. BWRP treats approximately nine mgd and has a design capacity of 12.5 mgd. Based on the Sewer Capacity Analysis prepared by the City, the proposed Project would generate a peak wastewater discharge rate of 117.8 gallons per minute (gpm) or approximately 169,632 gallons per day (gpd). The projected wastewater generated by the Project represents approximately 4.8 percent of BWRP's available capacity of 3.5 mgd. Although the Project would be required to provide improvements to the wastewater conveyance infrastructure, the Water Reclamation and Sewer Division determined adequate capacity would be available at BWRP to treat the wastewater generated from the Project. Further, the Project is

required to pay the applicable sewer fees to connect to and receive sewer service, which funds costs associated with the City's sewer system and BWRP. Thus, impacts to wastewater treatment facilities associated with the Project would be less than significant.

Mitigation Measures: Refer to Mitigation Measure NOI-1 in Section 5.9, *Noise*.

Level of Significance: Significant and Unavoidable Impact.

UTIL-3: Would the Project require or result in the relocation or construction of new or expanded electrical, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Impact Analysis: Electrical power to the area is provided by BWP, and natural gas is provided by SoCalGas. Various companies provide telecommunications. The Project would be constructed to be all-electric, with no use of natural gas in its daily operations and systems. Therefore, natural gas connections would not be required. Local telecommunications companies operate and maintain transmission and distribution infrastructure in the Project area. The Project would not require new or upgraded telecommunication facilities.

BWP conducted a feasibility study to determine the capacity and improvements required to serve the proposed development. Electrical service would connect to existing BWP facilities at the Thornton Avenue and Ontario Street intersection and extend approximately 820 feet from the intersection into the Project site. In order to create a looped electrical service system, as required by BWP, the electrical service would then extend through the Project site from Thornton Avenue south to the Avon Street driveway (approximately 750 feet). From there, the service would extend an additional 595 feet in the public right of way on Avon Street, before connecting to the existing service from Empire Avenue and completing the "loop." As a Condition of Approval, the Project Applicant would be required to enter into a service agreement with BWP to pay the required fees necessary to construct the identified improvements and provide electrical infrastructure and service to the site. Payment of the required fees by the Project Applicant, and construction of the infrastructure improvements by BWP, would ensure adequate electrical service is provided to the Project.

The potential environmental effects associated with construction of the proposed Project, including the proposed electrical infrastructure improvements, are analyzed throughout this EIR, and construction impacts have been determined to be less than significant with compliance with regulatory requirements and implementation of mitigation measures except for construction noise, which would be significant and unavoidable; refer to Section 5.9, *Noise*. Offsite electrical improvements would occur as close as 60 feet to multi-family residential units along Ontario Street. Construction noise from the electrical improvements could expose sensitive receptors to maximum noise levels that would exceed the significance threshold; refer to Section 5.9. Although construction noise from the electrical improvements would be less than noise levels from the sewer main improvements, impacts would also be significant. As previously stated, the Project would be required to implement Mitigation Measure NOI-1, which would incorporate best management practices (BMPs) during construction activities. Implementation of Mitigation Measure NOI-1 would further minimize impacts from construction noise as it requires construction equipment to be equipped with properly operating and maintained mufflers. Nevertheless, even with incorporation of Mitigation Measure NOI-1, construction-noise impacts associated with the offsite electrical improvements would remain significant. Since the proposed Project would result in construction of new

electrical facilities, which could cause significant environmental effects specific to construction noise, impacts would be significant and unavoidable in this regard.

Mitigation Measures: Refer to Mitigation Measure NOI-1 in Section 5.9, *Noise*.

Level of Significance: Significant and Unavoidable Impact.

UTIL-4: Would the Project 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?

Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Impact Analysis: Development of the Project site would result in increased solid waste generation requiring disposal.

Project construction activities would be short-term and are not anticipated to generate significant quantities of solid waste with the potential to affect the capacity of regional landfills. 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 AB 939, which requires that at least 50 percent of waste produced is recycled, reduced, or composted. The Project would also be required to demonstrate compliance with the 2022 CALGreen Code, which includes design and construction measures to reduce construction-related waste through material conservation and other construction-related efficiency measures. Compliance with these regulations would reduce the Project's construction-related solid waste impacts to less than significant.

In 2019, the City disposed of approximately 90,932 tons of solid waste with the majority (76 percent) disposed of at two landfills. Based on a hotel solid waste generation rate of two pounds per room per day, the proposed Project would generate approximately 840 pounds per day of solid waste (approximately 0.42 ton per day and 153.3 tons per year).[18] The two primary landfills currently serving the City have a combined remaining permitted capacity of 56,677,027 cubic yards and a daily throughput of 12,644 tons per day.[19] The Project's daily waste generation of 0.42 ton per day would represent a nominal (less than one percent) contribution to the combined maximum daily permitted throughput capacities of both landfills. Further, in 2019, the City disposed of solid waste at 19 landfills; thus, additional capacity would be available to serve the Project beyond the two primary landfills. The proposed Project would be required to comply with all applicable federal, State, and local statutes and regulations related to solid waste, including AB 939 and AB 341, requiring diversion of 50 percent of a jurisdiction's solid waste stream and 75-percent diversion of commercial waste, respectively. Additionally, the proposed Hotel is within the Tier 2 business category pursuant to SB 1383 and would be required to donate all surplus edible food to a non-profit. Therefore, the Project would not generate solid waste in excess of State or local standard or in excess of the capacity of local infrastructure or impair the attainment of solid waste reduction goals. The Project would be required to comply with all regulations related to solid waste and impacts would be less than significant.

[18] CalRecycle, *Estimated Solid Waste Generation Rates*, https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, accessed April 11, 2024.

[19] Los Angeles County Public Works, *Countywide Integrated Waste Management Plan 2021 Annual Report*, December 2022.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.13.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." Table 4-1, *Related Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The following discussions are included in order of the topical areas discussed above to determine whether a significant cumulative effect would occur.

Would the Project, combined with other related projects, require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects?

Would the Project, combined with other related projects, have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Impact Analysis: As discussed, water service is provided by BWP. In addition to the Project, related projects within the City would receive water service from BWP.

Similar to the proposed Project, individual development projects in the City would be required to assess water demand associated with the proposed development and capacity of water conveyance systems to serve the development being proposed. Individual development projects would be required to provide on-site water infrastructure and improvements necessary to serve the development. Each applicant also must fund the costs of the water-related infrastructure needed to serve a particular site. All new facilities proposed or necessitated by related projects would be subject to applicable CEQA review and would be required to determine the potential for the construction or relocation of new or expanded water facilities to cause a significant environmental effect. Individual related projects would be required to comply with mitigation measures to reduce impacts associated with the improvements.

As discussed above, even with implementation of Mitigation Measure NOI-1, the proposed Project, which includes new onsite water infrastructure to serve the Project, would result in a significant and unavoidable impact regarding short-term construction noise. Construction activities associated with the proposed Project and related projects may overlap, resulting in construction noise in the area. Therefore, the Project's significant effects associated with a temporary increase in ambient noise resulting from construction activities, which include new water facilities would be considered cumulatively considerable, and cumulative impacts would be significant.

The proposed Project would involve an increase in demand for water supplies. Related projects would also result in the need for water supply and incrementally increase the long-term demand for water service. Similar to the proposed Project, individual development projects would be required to assess the water demand and available water supplies to serve the development being proposed. Additionally, under the provisions of SB 610, related projects meeting the statutory requirements would be required to prepare a comprehensive Water Supply Assessment (WSA). The WSA would evaluate the quality and

reliability of existing and projected water supplies, as well as alternative sources of water supply and measures to secure alternative sources if needed, on a project-by-project basis. Any new water facilities would undergo separate environmental review and require compliance with all applicable City water supply ordinances, laws, and regulations.

As stated, BWP's 2020 UWMP indicates water supplies would meet the service area's water demands for normal, single-dry, and multiple dry-year conditions through 2045. The 2020 UWMP water demand forecasts are based in part on adopted general plans. Burbank2035 identifies the development capacity associated with implementation of the Burbank2035 land use designations, including the Project site's Regional Commercial land use designation. Burbank2035 development capacities assume development consistent with the maximum FAR. Since the Project would be consistent with the development capacities assumed for the UWMP, adequate water supplies would be available to serve the Project. Thus, the Project's less than significant effects to water supplies would not be cumulatively considerable and cumulative impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measure NOI-1 in Section 5.9, Noise.

Level of Significance: Significant and Unavoidable Impact.

Would the Project, combined with other related projects, require or result in the relocation or construction of new or expanded wastewater facilities, the construction or relocation of which could cause significant environmental effects?

Would the Project, combined with other related projects, 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?

Impact Analysis: The City provides wastewater conveyance and treatment for the Project site and related projects within the City. The proposed Project would involve an increase in wastewater generation requiring conveyance and treatment. Related projects would also result in increased wastewater generation. Similar to the proposed Project, individual development projects in the City would be required to assess the wastewater generation associated with the proposed development and capacity of conveyance systems and BWRP. Individual development projects would be required to provide on-site sewer infrastructure and improvements necessary to serve the development and pay the required Sewer Facilities Charge prior to issuance of a building permit. If upgrades to the sewer system are required, the related project would be required to provide the upgrades and/or pay its contribution toward the cost of the sewer infrastructure upgrades. All new facilities proposed or necessitated by related projects would be subject to applicable CEQA review, and related projects would be required to determine the potential for the construction or relocation of new or expanded wastewater facilities to cause a significant environmental effect. Individual related projects would be required to comply with mitigation measures to reduce impacts associated with the improvements. The Project would connect to the existing onsite main. However, as determined by the Sewer Capacity Analysis, offsite sewer improvement upgrades would be required, as the proposed Project and a related project (2311 N. Hollywood Way) would utilize the same downstream portion of the offsite sewer that necessitates improvements. Implementation of the improvements and payment of the required Sewer Facilities Charge would ensure adequate capacity is available to serve the increased wastewater resulting from the Project and related project.

As discussed above, even with implementation of Mitigation Measure NOI-1, the proposed Project, which includes offsite sewer main improvements, would result in a significant and unavoidable impact regarding short-term construction noise. Construction activities associated with the proposed Project and related projects may overlap, resulting in construction noise in the area. Therefore, the Project's significant effects associated with a temporary increase in ambient noise resulting from construction activities, which includes offsite sewer main infrastructure improvements would be considered cumulatively considerable, and cumulative impacts would be significant.

The Project and related projects would generate increased wastewater requiring treatment at BWRP. As with the proposed Project, individual development projects are reviewed by to determine that adequate wastewater capacity would be available to serve the development being proposed at that time. Additionally, development projects are required to pay the applicable sewer fees to connect to and receive sewer service. These fees are collected to fund the costs associated with the City's sewer system, and BWRP. Based on the Sewer Capacity Analysis prepared by the City, adequate capacity would be available at BWRP to treat the wastewater generated from the Project. Thus, the Project's less than significant effects associated with the wastewater infrastructure upgrades and wastewater treatment capacity would not be cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measure NOI-1 in Section 5.9, *Noise*.

Level of Significance: Significant and Unavoidable Impact.

Would the Project, combined with other related projects, require or result in the relocation or construction of new or expanded electrical, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Impact Analysis: The Project would not utilize natural gas and therefore would not require natural gas facilities. The Project would not impact natural gas facilities.

The Project and the related projects would result in an increased demand for electricity and telecommunications services. Similar to the Project, the related projects would be required to coordinate their respective projects, sites, and requirements with the service providers to ensure adequate service could be provided or to determine the need for infrastructure improvements. All new facilities proposed or necessitated by related projects would be subject to applicable CEQA review, and projects would be required to determine the potential for the construction or relocation of new or expanded electricity and telecommunications facilities to cause a significant environmental effect. Individual related projects would be required to comply with mitigation measures to reduce impacts associated with the improvements.

The Project would be served by existing telecommunications facilities and would not require the construction of new facilities. The Project would connect to existing BWP facilities at the Thornton Avenue and Ontario Street intersection and extend approximately 820 feet from the intersection into the Project site. Per the requirements of BWP, in order to create a looped system, electrical service would then extend through the Project site from Thornton Avenue south to the Avon Street driveway (approximately 750 feet). From there, the service would extend an additional 595 feet in the public right of way on Avon Street, before connecting to the existing service from Empire Avenue and completing the "loop." The potential environmental effects associated with the proposed Project, including the installation of electrical infrastructure to serve the proposed development, are analyzed throughout this EIR. As

discussed above, even with implementation of Mitigation Measure NOI-1, the proposed Project, which includes offsite electrical improvements, would result in a significant and unavoidable impact regarding short-term construction noise. Construction activities associated with the proposed Project and related projects may overlap, resulting in construction noise in the area. Therefore, the Project's significant effects associated with a temporary increase in ambient noise resulting from construction activities, which includes electrical infrastructure improvements would be considered cumulatively considerable, and cumulative impacts would be significant.

As a Condition of Approval, the Project Applicant would be required to enter into a service agreement with BWP to pay the required fees necessary to construct the identified improvements and provide electrical infrastructure and service to the Project site. Payment of the required fees by the Project Applicant, and construction of the infrastructure improvements by BWP, would ensure adequate electrical service is provided to the Project. Thus, the Project's incremental effects associated with the construction of telecommunication and electrical facilities would not be cumulatively considerable and cumulative impacts would be less than significant. Refer also to Section 5.3, *Energy*.

Mitigation Measures: Refer to Mitigation Measure NOI-1 in Section 5.9, *Noise*.

Level of Significance: Significant and Unavoidable Impact.

Would the Project, combined with other related projects, 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?

Would the Project, combined with other related projects, comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Impact Analysis: Although the Project and related projects would result in an increase in the amount of solid waste sent to landfills, compliance with State and local waste diversion requirements would contribute to the longevity of existing and proposed landfills that would serve the projects and ensure that cumulative impacts to solid waste are less than significant. Similar to the Project, related projects would be required to comply with all applicable federal, State, and local statutes and regulations related to solid waste, including 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, as well as SB 1383 requiring recycling of organics and edible food donation, as applicable. As demonstrated above, through compliance with the required regulations, the proposed Project would not generate solid waste in excess of standards or capacity, or otherwise impair attainment of solid waste reduction goals. Therefore, the Project's less than significant effects associated with solid waste would not be cumulatively considerable and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.13.6 SIGNIFICANT UNAVOIDABLE IMPACTS

A significant and unavoidable impact would result from the Project's contribution to noise as a result of the exceedance of the threshold established by the BMC on a project and cumulative basis. Specifically, the construction of the proposed Project, which includes onsite water infrastructure and offsite sewer main and electrical infrastructure improvements would result in noise levels that exceed the 5 dBA

increase over the existing ambient noise levels pursuant to BMC 9-3-208, resulting in a significant environmental effect.

If the City of Burbank approves the Project, the City will be required to make findings in accordance with CEQA Guidelines Section 15091 and prepare a Statement of Overriding Considerations for consideration by the City's decision makers in accordance with CEQA Guidelines Section 15093.

5.13.7 REFERENCES

Burbank Water and Power, *2020 Urban Water Management Plan*, June 2021.

CalRecycle, *Estimated Solid Waste Generation Rates*, https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, 2024.

CalRecycle, *Jurisdictional Disposal and Alternative Daily Cover (ADC) Tons by Facility*, https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility, 2024.

CalRecycle, *SWIS Facility/Site Activity Details*, https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3561?siteID=1025, 2024.

CalRecycle, *SWIS Facility/Site Activity Details*, https://www2.calrecycle.ca.gov/SolidWaste/Site/Search, 2024.

City of Burbank Public Works, *SB 1383: California's Short-Lived Climate Pollution Reduction Strategy Act*, https://www.burbankca.gov/web/public-works/sb1383, 2024.

City of Burbank, *Trash & Recycling*, https://www.burbankca.gov/web/public-works/trash-recycling, 2024.

City of Burbank Public Works, *Burbank Water Reclamation Plant (BWRP)*, https://www.burbankca.gov/web/public-works/burbank-water-reclamation-plant, 2024.

Los Angeles County Public Works, *Countywide Integrated Waste Management Plan 2021 Annual Report*, December 2022.

6.0 OTHER CEQA CONSIDERATIONS

6.1 SHORT- AND LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

Pursuant to CEQA Guidelines Section 15126.2, the following is a discussion of short-term uses of the environment and the maintenance and enhancement of long-term productivity. If the proposed Project is approved and constructed, a variety of short- and long-term impacts would occur on a local level. During Project grading and construction, portions of the surrounding uses may be temporarily impacted by dust and noise. Short-term soil erosion may also occur during grading. There may also be an increase in air pollutant emissions caused by grading and construction activities. However, these disruptions would be temporary and would be avoided or lessened to a large degree through compliance with regulatory requirements, including, but not limited to, the Burbank Municipal Code (BMC); refer to Section 5.0, *Environmental Analysis*, and Section 8.0, *Effects Found Not To Be Significant*.

The proposed Project would potentially create long-term environmental consequences associated with the conversion of a surface parking lot to a Hotel and Garage within the existing Marriott Hotel site. Project development and the subsequent long-term effects may impact the physical and human environments. Long-term physical consequences of development include increased energy and natural resource consumption. Incremental degradation of local and regional air quality would also occur due to mobile source emissions generated by the proposed development and stationary source emissions generated from the consumption of electricity, and the Project would result in a significant contribution to greenhouse gas emissions.

6.2 IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED WITH THE PROPOSED ACTION SHOULD IT BE 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 proposed Project be implemented. As stated in CEQA Guidelines Section 15126.2(d):

> *"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 of Burbank. Project operations would involve consumption of energy resources, such as electricity provided by Burbank Water and Power (BWP), and 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. Nonetheless, the Project's energy requirements would represent a long-term commitment of essentially non-renewable resources.

Limited use of potentially hazardous materials typical of hotel uses, including minor amounts of cleaning products, chemicals for pool maintenance, paint for maintenance, and fuel for landscape equipment, along with the occasional use of pesticides and herbicides for landscape maintenance, are the extent of hazardous materials anticipated to be used onsite. The use of these materials would be in small quantities and used, handled, stored, and disposed of in accordance with the manufacturer's instructions and 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. However, 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

As required by the CEQA Guidelines, an EIR must include a discussion of the ways in which a project could directly or indirectly foster economic development or population growth, or the construction of additional housing and how that growth would, in turn, affect the surrounding environment (CEQA Guidelines Section 15126.2(d)). Growth can be induced in many ways, including the elimination of obstacles to growth, or through the stimulation of economic activity within the region. The discussion of removal of obstacles to growth relates directly to the removal of infrastructure limitations or regulatory constraints that could result in growth unforeseen at the time of project approval. Under CEQA, induced growth is not considered necessarily beneficial, detrimental, or of little significance to the environment.

In general, a project may 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.

It is noted that while CEQA does 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," CEQA does not require an EIR to predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. Answering such questions would 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

The proposed Project would involve infill development consisting of a Hotel and Garage on a portion of a surface parking lot within a currently developed site. The Project site is served by utilities and service systems located within adjacent rights-of-way. As discussed in Section 5.12, *Utilities and Service Systems*, these facilities can be readily upgraded and/or extended to serve the proposed development. Project demands for utilities would not reduce or impair any existing or future levels of utility services, either locally or regionally, as required improvements to serve the proposed development would be implemented as part of the Project, and funding for addressing and accommodating the increased demand in utility and service systems would be provided through cooperative agreements between the proposed Project and servicing agencies. As infrastructure services and facilities are readily available with improvements to accommodate the proposed Project, the Project would not remove an impediment to growth associated with the establishment of an essential public service and is not considered growth-inducing in this regard. Further, Burbank2035 anticipates increased development within the Regional Commercial land use designation and has identified policies and programs to accommodate the growth.

The Project site is served by existing transportation systems, including transit, bicycle, and pedestrian facilities. The proposed Project would occur as infill development with access to existing transportation systems, as discussed in Section 5.11, *Transportation*. Project implementation would not provide new access to an area. Thus, the proposed Project would not remove an impediment to growth associated with the provision of new access to an area and is not considered growth-inducing in this regard.

Economic Growth

The Project would provide construction-related jobs during Project construction; however, these jobs would be temporary and would not be growth-inducing. Project operations would result in an increase in the City's employment base (approximately 85 employees[1]). The forecast employment growth would slightly increase the City's revenue base resulting from increased employment. The proposed Hotel would provide economic growth due to the long-term revenue associated with visitor operations, spending, and transient occupancy tax. Additional economic growth opportunities within the City are a beneficial impact, and the proposed Project would not conflict with Burbank2035.

Population Growth

A project could induce population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure). The Project would not involve the development of new residential uses. The Project would be served by existing transportation systems 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, development of the proposed 420-room Hotel would facilitate employment growth in the short-term during construction activities and in the long-term associated with on-going Hotel operations. The City's population estimate as of January 1, 2024 is 105,603 persons.[2] While the Project does not involve residential development, the Project would generate approximately 85 full time equivalent jobs. Although unlikely, potential employment opportunities could directly increase the City's population as employees (and their families) may choose to relocate to the City. It should be noted that estimating the number of future employees, who would choose to relocate to the City, would be highly speculative since many factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area). Further, hotels do not typically provide employment opportunities that involve substantial numbers of people needing to permanently relocate to fill the positions but, rather, would provide employment opportunities to people within the local community and surrounding areas. While it is likely that future employees already live in the City or would commute in from neighboring jurisdictions, this analysis conservatively assumes all 85 future employees would move into the City for employment. Based on an average household size of 2.36,[3] the Project could result in an indirect population increase of approximately 201 persons, a 0.2-percent increase over existing conditions.

Potential growth-inducing impacts are assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. Table 6-1, *Proposed Project Compared to Burbank2035 Growth Forecasts*, compares the proposed Project's population and housing growth to Burbank2035's population and housing forecasts for the City at the projected 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 6-1. The Project does not involve the development of new residential uses, and, therefore, the City's housing stock would remain

[1] Provided by the Project Applicant.

[2] State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark*, May 2024.

[3] State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark*, May 2024.

unchanged. The proposed Project would not cause the City's buildout population forecast to be exceeded. Therefore, Project implementation would not be considered growth-inducing since it would be within the population growth anticipated by Burbank2035 population forecasts.

Table 6-1
Proposed Project Compared to Burbank2035 Growth Forecasts

Description	Dwelling Units	Population
Existing 2024[1]	46,457	105,603
Proposed Project[2]	0	201
Total City (including Project)	46,457	105,804
Burbank2035[3]		
Burbank2035 Buildout Forecasts[3]	50,219	116,516
Burbank2035 Buildout Compared to City (including Project)	3,762	10,712

Notes:
1. State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark*, May 2024.
2. Project-related population is based on the Project generating 85 new jobs and Burbank's estimated 2.36 persons per household (State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark*, May 2024).
3. City of Burbank, *Burbank2035 General Plan*, Table LU-2, Burbank2035 Development Capacity, February 19, 2013.

Table 6-2, *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 6-2, SCAG projects the City's housing stock would total 51,613 dwelling units, with a resultant population of approximately 115,400 persons by 2045. The City's housing stock is currently 46,457 dwelling units and would not change as a result of the proposed Project. As previously discussed, there is potential for the proposed Hotel use to generate new jobs that may result in future employees choosing to relocate to the City. If all 85 new employees associated with the Project relocate to the City, it could result in an additional 201 people with a resultant population of approximately 105,804 persons. SCAG forecasts a population of 115,400 persons by 2045; as such, the proposed Project would not cause SCAG's population forecasts to be exceeded. Therefore, Project implementation would not be considered growth-inducing since it would be within the population growth anticipated by SCAG's population forecasts.

Table 6-2
Proposed Project Compared to SCAG Growth Forecasts

Description	Dwelling Units	Population
Existing 2024[1]	46,457	105,603
Proposed Project[2]	0	201
Total City (including Project)	46,457	105,804
SCAG 2020-2040 RTP/SCS 2040 Forecasts[3,4]	51,613	115,400
Connect SoCal 2040 Compared to City (including Project)	5,156	9,596

Notes:
1. State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-20243, with 2020 Benchmark*, May 2024.
2. Project-related population is based on the Project generating 85 new jobs and Burbank's estimated 2.36 persons per household (State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark*, May 2024).
3. Southern California Association of Governments, *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579.
4. Dwelling unit forecasts are based on Burbank's 2020 vacancy rate of 6.2 percent.

Precedent Setting Action

The Burbank2035 General Plan Land Use Map designates the Project site as Regional Commercial with a maximum FAR of 1.25. The Regional Commercial land use designation provides for regional employment and shopping destinations that play an important role in the City's economy by serving both Burbank residents and residents of surrounding cities. These regional centers provide a variety of employment opportunities and services that address regional needs for retail, service, dining, entertainment, and conventions. The regional centers also play a key role in supporting the media industry and other sectors of the local economy. The large size and scale of buildings in regional commercial areas make them important, character-defining features in Burbank's landscape. The Regional Commercial land use designation is found in several large commercial centers throughout Burbank, including the Empire Center regional shopping and office center, Media Studios North office campus, and Marriott Hotel. The Regional Commercial land use designation supports large-scale projects that would otherwise be challenging to build at other locations in the City.

The Project proposes a Hotel with a FAR of 1.13, which is consistent with the Regional Commercial land use designation for the site; thus, the proposed Project would not be considered growth-inducing with respect to a precedent setting action.

Development or Encroachment of Open Space

The Project site is situated within a highly urbanized area of Burbank and is currently developed with an existing Marriott Hotel and a surface parking lot. There are no open space areas within the vicinity of the Project site. Thus, the proposed 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 could foster economic expansion and population growth. However, it would not be growth inducing since it would not remove an impediment to growth, would not establish a precedent setting action, and would not develop or encroach into an isolated or adjacent area of open space. The proposed Project would not foster significant unanticipated growth in the Project area or region and would be consistent with Burbank2035. Development within the Project would not require substantial development of unplanned and unforeseen support uses and services. Therefore, direct and indirect growth-inducing impacts would be less than significant.

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7.0 ALTERNATIVES TO THE PROPOSED PROJECT

7.1 Introduction

Under CEQA, the identification and analysis of alternatives to a project is a fundamental part of the environmental review process. CEQA Public Resources Code Section 21002.1(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."

CEQA Guidelines Section 15126.6 provides further direction regarding the definition of project alternatives:

> *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.*

The CEQA Guidelines emphasize that the selection of project alternatives is to 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." The range of alternatives is to be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are addressed.

Project alternatives selected for analysis must be considered for their feasibility. Specifically, 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…*

CEQA Guidelines Section 15126.6(e) also requires the analysis of a "no project" alternative and, where the project approvals seek an amendment to the local general plan, an evaluation of alternative location(s) for the project, if feasible. Based on the alternatives analysis, an environmentally superior alternative is to be designated. 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. 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 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).

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

Factors Guiding Selection of Alternatives

An EIR must only discuss in detail an alternative that is capable of feasibly attaining most of the basic objectives associated with an action, while at the same time avoiding or substantially lessening any of the significant effects associated with the proposed project. As described in Section 3.0, *Project Description*, the following objectives have been identified for the proposed Project:

- Enhance the continued economic revitalization and urbanization of the Hollywood Burbank Airport area with premium lifestyle and extended stay hotel brands catering to the modern business and leisure traveler.
- Construct and operate a Marriott-branded, business- and leisure-oriented urban hotel reflecting the character of Burbank and integrated into the overall site design of the existing onsite hotel facilities, immediately adjacent to and complementing the airport, existing and planned transit stations, and the convention center to attract and enhance customer travel for those visiting Burbank.
- Construct and operate additional conference/meeting/entertainment/dining space, fitness facilities for hotel guests and other patrons, and a ground-floor central open courtyard with pool and deck space amenity area to provide additional outdoor space.
- Contribute to the economic health and well-being of Burbank through the development of a Project that would generate new construction and long-term jobs and provide additional long-term revenue for the City through visitor operations, enhanced property values, new visitor spending, and transient occupancy tax.
- Redevelop a portion of the surface parking lot area that is underutilized into a more economically productive use that complements the existing development on the property and is consistent with the City's ongoing re-envisioning efforts within the Golden State Specific Plan.
- Support environmentally conscious alternative modes of travel by constructing two new hotels within a half mile of two existing Metrolink stations, a planned high speed rail station, and the Hollywood Burbank Airport, and by promoting ride-sharing services and transportation demand management strategies in efforts to reduce local vehicle trips into and out of the City.
- Support and enhance statewide decarbonization efforts through the development of an all-electric Project free from fossil-fuel reliance; on-site generation and use of power through solar panels and battery storage; reducing vehicle emissions through an efficient guest drop-off and pick-up porte cochere design and by operating a valet-only parking garage for more efficient parking of guest's vehicles; and encouraging the replacement of gas-fueled cars with electric vehicles by providing hundreds of EV charging stations and EV ready plug-ins.

Significant and Unavoidable 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. Through the analysis provided within this Draft EIR, it has been determined that the proposed Project would result in significant and unavoidable impacts associated with the following environmental issue area(s):

Greenhouse Gas Emissions

- A significant and unavoidable impact would result from the Project's contribution to greenhouse gas (GHG) emissions as a result of the exceedance of the threshold developed by the City's *Greenhouse Gas Reduction Plan* (GGRP) on a project and cumulative basis.

Noise

- A significant and unavoidable impact would result from the Project's contribution to noise as a result of the exceedance of the threshold established by the Burbank Municipal Code (BMC) on a project and cumulative basis. Specifically, the construction of the proposed Project and sewer main and electrical infrastructure improvements would result in noise levels that exceed the 5 dBA increase over the existing ambient noise levels pursuant to BMC 9-3-208.

Utilities

- A significant and unavoidable impact would result from the Project's contribution to noise as a result of the exceedance of the threshold established by the BMC on a project and cumulative basis. Specifically, the construction of the proposed Project, which includes onsite water infrastructure and offsite sewer main and electrical infrastructure improvements would result in noise levels that exceed the 5 dBA increase over the existing ambient noise levels pursuant to BMC 9-3-208, resulting in a significant environmental effect.

All other impacts are less than significant or can be reduced to a less than significant level with adherence to the regulatory requirements and implementation of identified mitigation measures.

7.2 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 the CEQA Guidelines, among the factors that may be used to eliminate alternatives from detailed consideration are the failure to meet most of the basic Project objectives, infeasibility, or 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.

"Alternative Site" Alternative

The Alternative Site Alternative would involve developing the Project on 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. In order to achieve the Project's objectives, the site would need to be located within proximity to the Hollywood Burbank Airport, Metrolink station, and planned high speed rail station. With the exception of the existing site, no other sites in the area are under the Project Applicant's control; thus, no other sites were considered. Development of the proposed Hotel and Garage on another site would not reduce the Project's significant and unavoidable impact associated with GHG emissions. There is the potential that the significant and unavoidable impacts relative to construction noise, including construction noise associated with the offsite sewer and electrical improvements, may be reduced or eliminated. However, this would be dependent upon the location of the alternative site and ambient noise conditions, and whether offsite infrastructure improvements would be required. In addition, development of the proposed Project on another site would not substantially lessen any of the Project's less than significant impacts, including those requiring mitigation. For example, an alternative site within the area would also likely require a vapor intrusion mitigation system and soils management plan (Mitigation Measures HAZ-1 and HAZ-2) due to regional groundwater conditions and historic industrial uses that have occurred within the area and require archaeological, paleontological, and/or tribal monitoring or worker environmental awareness training given the cultural sensitivity of the area (Mitigation Measures CUL-1 through CUL-3, and GEO-1). As the Project Applicant does not own another appropriately sized parcel with existing convention, hotel and restaurant that are supportive amenities and uses and similarly accessible and underutilized within proximity to the Hollywood Burbank Airport, Metrolink station, and planned high speed rail station that could be developed to meet most of the Project objectives, the Alternative Site Alternative was rejected from further analysis within this EIR.

"Office" Alternative

The Office Alternative would involve development of an office building on the existing surface parking lot within the Project site. This alternative would not achieve a majority of the Project's objectives as an office use would not provide for a hotel catering to the business and leisure traveler in proximity to the Hollywood Burbank Airport, which continues to be in high demand and will only increase with the completion of the new airport terminal project; provide for a Marriott-branded urban hotel that complements the airport, existing and planned transit stations, and the convention center to attract and enhance customer travel visiting Burbank; provide additional meeting/entertainment/dining spaces; or provide for transit occupancy tax. Additionally, the Applicant is a hotel developer and operator and is not an office developer. Moreover, the current economic outlook and viability of successful development of additional office space and the ability to attract close to 100% occupancy post-Covid with the push for remote work is not favorable.

Development of an office is not anticipated to significantly reduce or eliminate the Project's significant and unavoidable impacts relative to construction noise, since construction activities and equipment would be similar and offsite sewer and electrical improvements would still be required to serve the use. Additionally, new employees and associated vehicle trips would result in mobile source emissions, similar to the Project. It is not anticipated that the Project's significant and unavoidable impact relative to greenhouse gas emissions would be significantly reduced or eliminated. Development of an office would continue to require implementation of mitigation measures specific to the Project site and existing environmental conditions. For example, development of an office use on the site would also require a vapor intrusion mitigation system and soils management plan (Mitigation Measures HAZ-1 and HAZ-2) due to regional groundwater conditions and historic industrial uses that have occurred within the area

and require archaeological, paleontological, and/or tribal monitoring or worker environmental awareness training given the cultural sensitivity of the area (Mitigation Measures CUL-1 through CUL-3, and GEO-1). As the Project Applicant is not an office developer and development of the site with an office use would not meet most of the Project objectives, the Office Alternative was rejected from further analysis within this EIR.

"Residential Mixed-Use" Alternative

A Residential Mixed-Use Alternative would involve development of residential uses with ground-floor residential amenities and retail/commercial tenant spaces on the Project site. The Residential Mixed-Use Alternative would maintain the same scale and height as the proposed Hotel with the potential for 192 dwelling units and approximately 30,000 square feet of residential amenities and ground floor retail space. This alternative would not achieve a majority of the Project's objectives as a residential mixed-use development would not provide for a hotel catering to the business and leisure traveler in proximity to the Hollywood Burbank Airport; provide for a Marriott-branded urban hotel that complements the airport, existing and planned transit stations, and the convention center to attract and enhance customer travel visiting Burbank; provide additional meeting/entertainment/dining spaces; or provide for transit occupancy tax. Additionally, the Applicant is a hotel developer and operator and is not a residential developer. Moreover, uncertainty in the lending industry for multifamily market, rising labor and construction costs, and the decrease in rents for multifamily create a high level of uncertainty even for the most seasoned multifamily developer, let alone the uncertainty that it would bring to a hotel developer seeking to make a housing project pencil out at the Project site.

Development of a residential mixed-use alternative would not significantly reduce or eliminate the Project's significant and unavoidable impacts relative to construction noise, since construction activities and equipment would be similar and offsite sewer and electrical improvements would still be required to serve the use. It is not anticipated that the Project's significant and unavoidable impact relative to greenhouse gas emissions would be significantly reduced or eliminated. Development of residential mixed-use would continue to require implementation of mitigation measures specific to the Project site and existing environmental conditions. For example, development of residential mixed-use on the site would also require archaeological, paleontological, and/or tribal monitoring or worker environmental awareness training given the cultural sensitivity of the area (Mitigation Measures CUL-1 through CUL-3, and GEO-1). Due to the site's recognized environmental conditions associated with elevated VOCs in soil-gas (specifically PCE and TCE) beneath the Project site that may present a vapor intrusion risk, more extensive mitigation would be required to provide for residential development to occur. As previously noted, the Project Applicant is not a residential developer and development of the site with residential mixed-use would not meet the Project objectives, the Residential Mixed-Use Alternative was rejected from further analysis within this EIR.

"Reduced Parking" Alternative

A Reduced Parking Alternative would be the same as the proposed Project with regard to the Hotel but would reduce the parking garage in scale. A smaller/reduced garage would result in less construction and materials used, reducing construction impacts. This alternative would not reduce the Project's significant and unavoidable impact associated with GHG emissions. The Project's significant and unavoidable impact relative to onsite construction noise would be reduced in terms of the duration of construction but the

noise levels would be similar, and therefore, the impact would not be eliminated. Further, the Project's offsite construction noise impact associated with the sewer and electrical infrastructure improvements would not be reduced. Development of this alternative would continue to require implementation of mitigation measures specific to the Project site and existing environmental conditions. For example, development of a smaller/reduced garage on the site would still require a vapor intrusion mitigation system and soils management plan (Mitigation Measures HAZ-1 and HAZ-2) due to regional groundwater conditions and historic industrial uses that have occurred within the area and require archaeological, paleontological, and/or tribal monitoring or worker environmental awareness training given the cultural sensitivity of the area (Mitigation Measures CUL-1 through CUL-3, and GEO-1). Further, this alternative would not be consistent with the Parking Study or the Parking Management Plan for the proposed Hotel and, therefore, would not be consistent with the BMC. Thus, this alternative was rejected from further analysis within this EIR.

7.3 Alternatives Considered for Further Analysis

Potential environmental impacts associated with the following alternatives, as described further below, are compared to the Project's impacts:

- Alternative 1 – "No Project" Alternative
- Alternative 2 – "Reduced Intensity" 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. Table 7-1, *Comparison of Alternatives*, which is provided at the end of this section, provides an overview of the alternatives analyzed and a comparison of each alternative's impact in relation to the proposed action. Section 7.4, "Environmentally Superior" Alternative, references the "environmentally superior" alternative, as required by the CEQA Guidelines.

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." The CEQA Guidelines continue to state that "in certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained." In essence, the No Project Alternative is described and analyzed to enable the decision-makers to compare the impacts of approving the Project with the impacts of not approving the Project.

Description of the Alternative

The Project site is currently developed with the Marriott Hotel and 763 surface parking spaces. The existing Marriott Hotel is comprised of 488 hotel rooms, 5,200 square feet of restaurant space, and 46,500 square feet of meeting/banquet and convention space. The Marriott Hotel consists of one eight-story building (East Tower) and one nine-story building (West Tower), connected by a single-story structure on the ground level, totaling 277,600 square feet. The convention center portion of the Marriott Hotel consists of one single-story building with a mezzanine level totaling 39,000 square feet. Access to the site occurs from three driveways, one at Thornton Avenue, one at Hollywood Way, and one at Avon Street.

The No Project Alternative would retain the site in its current condition. The proposed Hotel and Garage, including all onsite and offsite improvements, would not be developed.

Impact Comparison to the Proposed Project

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

Air Quality

The No Project Alternative would not result in any construction activities; thus, the Project's short-term construction emissions would not occur. Additionally, Project operational emissions of reactive organic gases (ROG), nitrogen oxides (NO_X), carbon monoxide (CO), sulfur oxides (SO_X), and particulate matter (PM_{10} and $PM_{2.5}$) generated by mobile, area, and energy sources and localized emissions would not occur under the No Project Alternative. This alternative would not expose people to health risk impacts associated with toxic air contaminants (TACs), including diesel particulate matter (DPM) emissions, as this alternative would not place new employees near the Hollywood Burbank Airport. Therefore, impacts on air quality under this alternative would be less when compared to the proposed Project.

Cultural Resources

The proposed Project would result in less than significant impacts to cultural resources with implementation of mitigation measures. Under the No Project Alternative, no new development with potential to impact cultural resources would occur. Therefore, impacts to cultural resources under this alternative would be less when compared to the proposed Project.

Energy

Although the Project would increase energy demand, impacts related to energy use would be less than significant. However, given that no development would occur under the No Project Alternative, the Project's energy demand associated with construction and operation would not occur. Therefore, impacts relative to energy use under this alternative would be less when compared to the proposed Project.

Geology and Soils

The proposed Project would result in less than significant impacts to geology and soils with implementation of mitigation specific to potential undiscovered paleontological resources. As no development would occur with the No Project Alternative new structures and people would not be introduced to a seismically active region. Additionally, this alternative would not involve onsite or offsite construction or ground disturbing activities with the potential to impact paleontological resources. Therefore, impacts to geology and soils under this Alternative would be less when compared to the proposed Project.

Greenhouse Gas Emissions

The primary source of Project-related emissions would be from mobile-source emissions generated by the Project-related vehicle trips, followed by energy sector emissions and solid waste sector emissions. GHG impacts associated with the Project would be significant and unavoidable even with the implementation of mitigation measures. Given that no development would occur under the No Project Alternative, all Project-generated GHG emissions from direct sources (i.e., construction emissions and area and mobile sources) and indirect sources (i.e., energy consumption, solid waste, and water demand) would not occur, and the Project's significant and unavoidable GHG emissions impact would be

eliminated. Thus, impacts relative to GHG emissions under this Alternative would be less when compared to the proposed Project.

Hazards and Hazardous Materials

Compliance with applicable laws and regulations would ensure the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or interfere with an adopted emergency response plan or emergency evacuation plan. The Project site contains soils with potential volatile organic compounds (VOCs), which could result in potentially significant impacts related to releases of hazardous substances during the construction phase. Impacts would be less than significant with implementation of mitigation measures. The Project site is not located within the 65 dB CNEL noise contour of the Hollywood Burbank Airport and noise from the airport would not exceed the City's normally acceptable exterior noise standard (65 dBA CNEL) for transient lodging.

Under the No Project Alternative, no new development would occur on the Project site. Given that construction activities would not occur, there would be no potential for the routine transport, use, or disposal of hazardous materials associated with construction activities or the exposure of soils with potential VOCs requiring mitigation, that would occur with proposed Project. Additionally, temporary closure of lanes associated with Project improvements would not occur and therefore would not impair or physically interfere with an evacuation route or an adopted emergency response or evacuation plan. Thus, impacts regarding hazards and hazardous materials under this Alternative would be less when compared to the proposed Project.

Hydrology and Water Quality

Project construction and operation would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface water or ground water quality and impacts would be less than significant. Additionally, the Project would not obstruct implementation of either a water quality control plan or sustainable groundwater management plan. Development of the Project would increase pervious areas due to increased planter/landscaping area, allowing for increased infiltration of groundwater when compared to existing conditions. The proposed Project would provide Low Impact Development (LID) design features for drainage and water quality, reducing peak flows for the 10- and 25-year design storm events and providing for improved water quality conditions when compared to existing conditions.

Under the No Project Alternative, the Project would not be implemented, and no new development would occur. Drainage and water quality conditions would remain unchanged. When compared to the proposed Project, this alternative would not provide for an increase in pervious surfaces, allowing for increased infiltration, or provide LID design features to improve water quality within the site. Thus, impacts regarding hydrology and water quality under this alternative would be greater when compared to the proposed Project.

Land Use and Planning

The proposed Project would not conflict with plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, including the goals and policies of the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), Burbank2035, the

provisions of the BMC, or the Airport Land Use Plan (ALUP). Additionally, given its nature and scope, the Project would not physically divide an established community.

Under the No Project Alternative, the Project would not be implemented, and no new development would occur. Given no changes or development would occur, the proposed entitlement request associated with the Project, including the Planned Development (PD), would not be required. As with the Project, this alternative would also be consistent with the 2020-2045 RTP/SCS, Burbank2035 goals and policies, the BMC, and the ALUP. However, as the Project would also be consistent with the applicable plans and policies, the impacts relative to land use and planning under the No Project Alternative would be similar when compared to the proposed Project.

Noise

The proposed Project would result in a significant and unavoidable construction impact even with the implementation of mitigation. Construction vibration impacts would be reduced to a less than significant impact with implementation of mitigation. Project-related operational noise impacts would be less than significant. Additionally, the Project site is not located within the 65 dB CNEL noise contour of the Hollywood Burbank Airport and noise from the airport would not exceed the City's normally acceptable exterior noise standard (65 dBA CNEL) for transient lodging.

Given that no construction would occur under the No Project Alternative, the Project's significant and unavoidable noise impact associated with onsite and offsite construction activities would be eliminated. Additionally, construction vibration noise would not occur. The No Project Alternative would not generate new trips to the site resulting in mobile noise on local roadways. Further, the No Project Alternative would not change the ambient noise environment due to onsite sources related to the proposed Project (e.g., Garage, mechanical equipment, outdoor gathering spaces). Therefore, noise impacts associated with this alternative would be less when compared to the proposed Project.

Public Services

New development would place increased demands on police and fire protection services. However, to the extent that the Project would have an incremental increase in demand on police and fire protection services, the Project would be required to pay the community facility fee in accordance with BMC Title 10, Article 22 and would not result in the need for new or physically altered fire or police facilities with the potential for significant environmental impacts.

Under the No Project Alternative, the Project would not be implemented, and no new development would occur. Demand for fire and police services would remain the same and are not anticipated to increase beyond existing conditions. Therefore, impacts to public services associated with this alternative would be less when compared to the proposed Project.

Transportation

The Project would have a less than significant VMT impact and, therefore, would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b). The Project's construction-related impacts would be reduced upon compliance with local standard conditions of approval to minimize the impact on other users of the transportation system. Additionally, the Project would not conflict with plans, guidelines, policies, or standards related to roadways, transit, or the bicycle or pedestrian network and would result in less than significant impacts related to an increase in hazards due to a geometric design feature or incompatible uses.

Given that no development would occur under this alternative, Project-generated VMT would not occur. Further, onsite and offsite construction activities would not require any lane closures in proximity to the Project and improvement areas. However, when compared to the proposed Project, this alternative would not result in the Thornton Avenue improvements, including the new protected bike lanes and narrower traffic lanes to help encourage multi-modal transportation by making it easier to travel to the Project site and within the surrounding area via bicycle, or the Avon Street improvements that would provide Americans with Disabilities Act (ADA) sidewalk on the north side of the northbound to westbound "curve" of Avon Street that would connect to a new pedestrian paseo with planter area onsite. When compared to the Project, this alternative would not support the City's multi-modal transportation goals to the same extent. Thus, impacts to transportation under this alternative would be greater when compared to the Project.

Tribal Cultural Resources

The proposed Project would result in less than significant impacts to tribal cultural resources with implementation of mitigation measures. Under the No Project Alternative, no new development with the potential to impact tribal cultural resources would occur. Thus, impacts to tribal cultural resources under this Alternative would be less when compared to the proposed Project.

Utilities and Service Systems

The Project would result in less than significant impacts relating to utilities and service systems except for construction noise associated with onsite water infrastructure and offsite sewer main and electrical infrastructure improvements which would result in a significant and unavoidable construction noise impact, resulting in a significant environmental effect. Under the No Project Alternative, construction of onsite utilities and connections to offsite utilities, including offsite sewer and electrical improvements, and new demand for services associated with the proposed Hotel would not occur. However, the offsite sewer improvements would be implemented as part of the 2311 N Hollywood Way project in order to serve that development. Therefore, impacts to utilities and service systems under this alternative would be less when compared to the proposed Project.

Ability To Meet The Project Objectives

Given that no development would occur, the No Project Alternative would not meet any of the Project objectives identified above and in Section 3.0, *Project Description*.

Alternative 2 – Reduced Intensity Alternative

The Reduced Intensity Alternative would include the same uses (i.e., hotel, hotel-related amenities, and garage structure) as the proposed Project; however, the number of guestrooms, parking spaces in the garage, and electric vehicle (EV) parking spaces (chargers and EV ready) would be reduced by 25 percent. Ground floor and sixth floor guest amenities would remain the same as proposed under the Project. All additional onsite and offsite improvements would continue to occur under this alternative.

The Reduced Intensity Alternative would provide 315 total guestrooms (164 Residence Inn, 151 Aloft), 661 parking spaces in the garage structure and 337 total EV spaces (121 chargers, 216 EV ready). The Reduced Intensity Alternative would result in 61 employees. The Hotel building would be six stories, but the sixth level floor area would be approximately half of the area of the floors below it, resulting in a total hotel floor area of 206,083 square feet. The Garage would remain the same size as the proposed Project. Overall, Alternative 2 would provide 25 percent reduced development when compared to the Project.

Air Quality

The Reduced Intensity Alternative would result in reduced construction activities when compared to the Project. Although daily construction air quality emissions would be similar to the Project, the number of construction days and associated construction air quality emissions would be reduced. Compared to the Project, this alternative would also result in reduced operational emissions associated with ROG, NO_X, CO, SO_X, and particulate matter generated by mobile, area, and energy sources and localized emissions. In addition, although the Project would result in less than significant impacts related to health risk impacts associated with TACs, including DPM emissions, this alternative would place fewer new employees near the Hollywood Burbank Airport. As overall construction and operational air quality emissions would be reduced, impacts on air quality impacts under this alternative would be less when compared to the proposed Project.

Cultural Resources

The proposed Project would result in less than significant impacts to cultural resources with implementation of mitigation measures. The Reduced Intensity Alternative would require similar construction activities as the Project, including ground disturbing activities with the potential to encounter archaeological resources and/or human remains. Thus, the Reduced Intensity Alternative would also be required to implement mitigation measures to reduce potential impacts to less than significant. Impacts to cultural resources under this alternative would be similar when compared to the proposed Project.

Energy

The Reduced Intensity Alternative would result in increased energy demand, although at a reduced amount when compared to the Project. Similar to the Project, this alternative would be required to adhere to all federal, State, and local requirements for energy efficiency, including the most current 2022 Title 24 standards. Given energy demand and use associated with construction and operation of this alternative would be reduced when compared to the Project, impacts relative to energy use under this alternative would be less when compared to the proposed Project.

Geology and Soils

The proposed Project would result in less than significant impacts to geology and soils with implementation of mitigation specific to potential undiscovered paleontological resources. The Reduced Intensity Alternative would require similar construction activities as the Project, including ground disturbing activities with the potential to encounter undiscovered paleontological resources. Thus, the Reduced Intensity Alternative would also be required to implement mitigation measures to reduce potential impacts to less than significant. This alternative would place new structures and people within a seismically active region although fewer hotel rooms and associated employees would result in slightly fewer people added to the site under this alternative. Similar to the Project, this alternative would be required to adhere to applicable laws, standards, and guidelines, (including the CBC and the BMC) to ensure that new development would not cause potential substantial adverse effects related to geologic and soil conditions at the site. Impacts to geology and soils under this alternative would be similar when compared to the proposed Project.

Greenhouse Gas Emissions

The Reduced Intensity Alternative would develop a smaller Hotel with fewer rooms (315 rooms) when compared to the proposed Project (420 rooms). Construction-related GHG emissions would be slightly reduced under this alternative. Similar to the Project, the primary source of emissions associated with the

Reduced Intensity Alternative would be from mobile-source emissions generated by vehicle trips, followed by energy sector emissions and solid waste sector emissions. Operation of the Project without Project Design Features includes GHG emissions from mobile sources, amortized construction emissions, direct sources, and indirect sources. Specifically, the Project would generate approximately 4,751.66 $MTCO_2e$ per year and a service population 7.06 MTCO2e, which exceeds the 3.12 $MTCO_2e$ per service population threshold. Even with implementation of mitigation, the Project would result in a significant and unavoidable GHG impact.

The 25 percent reduction in guestrooms under the Reduced Intensity alternative would result in a lower service population. Specifically, 315 guestrooms and 61 employees under the Reduced Intensity Alternative would result in a service population of 502 individuals (315 guestrooms times 1.4 plus 61 employees).[1] Operational GHG emissions from the Reduced Intensity Alternative can be assumed to be approximately 75 percent of the proposed Project's operational GHG emissions. As a conservative analysis, amortized construction GHG emissions from this alternative were assumed to be the same as the Project. The Reduced Intensity Alternative would generate approximately 3,578.89 $MTCO_2e$ per year. The GHG per service population would be approximately 7.13 $MTCO_2e$ (3,578.89 $MTCO_2e$ divided by 502 service population). Although the GHG emissions per service population would be 0.07 $MTCO_2e$ higher than the Project, the overall amount of GHG emissions would be reduced by 1,172.77 $MTCO_2e$. Similar to the Project, the Reduced Intensity alternative would exceed the 3.12 $MTCO_2e$ per service population threshold, resulting in a significant and unavoidable impact even with the implementation of mitigation.

As with the proposed Project, this alternative would be consistent with strategies outlined in the GGRP, 2020-2045 RTP/SCS, and 2022 Scoping Plan. Although the significant and unavoidable GHG impact would also occur under the Reduced Intensity Alternative, the overall GHG emissions, including mobile-source emissions would be reduced associated with the reduction in development and associated operations when compared to the Project. However, because the $MTCO_2e$ per service population would be greater with this Alternative (7.13 $MTCO_2e$ v 7.06 $MTCO_2e$), impacts relative to GHG emissions under this alternative would be greater when compared to the proposed Project.

Hazards and Hazardous Materials

The Reduced Intensity Alternative would have similar construction and operational activities as the proposed Project. Similar to the Project, compliance with applicable laws and regulations would ensure the Reduced Intensity Alternative would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or interfere with an adopted emergency response plan or emergency evacuation plan. The Project site contains soils with potential VOCs, which could result in potentially significant impacts related to releases of hazardous substances during the construction phase of this alternative. As with the Project, the Reduced Intensity Alternative would involve construction activities and be required to implement mitigation measures to reduce potential impacts to less than significant. As the site is not located within the 65 dB CNEL noise contour of the Hollywood Burbank Airport and noise from the airport would not exceed the City's normally acceptable exterior noise standard (65 dBA CNEL) for transient lodging, this alternative would not expose people to excessive noise, similar to the Project. Construction activities associated with this alternative would similarly involve temporary lane closures requiring compliance with local standard conditions of

[1] Based on occupancy data for the period of June 2023 to June 2024 provided by Marriott Hotel, the average occupancy rate is 1.4 persons per reservation. This data is specific to the Los Angeles Marriott Burbank Airport Hotel.

approval to minimize the impact on other users of the transportation system. Impacts associated with hazards and hazardous materials under this alternative would be similar when compared to the proposed Project.

Hydrology and Water Quality

The Reduced Intensity Alternative would involve the same building footprints and resulting hydrology and drainage conditions as the Project. Similar to the Project, construction and operation would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface water or ground water quality, and impacts would be less than significant under the Reduced Intensity Alternative. Similarly, this alternative would not obstruct implementation of either a water quality control plan or sustainable groundwater management plan. As with the proposed Project, development of the Reduced Intensity Alternative would increase pervious areas due to increased planter/landscaping area, allowing for increased infiltration of groundwater when compared to existing conditions. This alternative would also provide LID design features for drainage and water quality, reducing peak flows for the 10- and 25-year design storm events and providing for improved water quality conditions when compared to existing conditions resulting in less than significant impacts. Thus, impacts regarding hydrology and water quality under this alternative would be similar when compared to the proposed Project.

Land Use and Planning

As with the proposed Project, the Reduced Intensity Alternative would not conflict with plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, including the 2020-2045 RTP/SCS, goals and policies of Burbank2035, the provisions of the BMC, or the ALUP. Additionally, given its nature and scope, this alternative would not physically divide an established community. This alternative would require the same entitlements as the Project. Similar to the Project, land use and planning impacts under this Alternative would be less than significant. Thus, land use and planning impacts under this alternative would be similar when compared to the proposed Project.

Noise

The Reduced Intensity Alternative would result in reduced construction activities when compared to the Project. Similar to the proposed Project, this alternative would result in significant and unavoidable short-term construction noise impacts even with the implementation of mitigation. Although daily construction noise levels would be similar to the Project under this alternative, the number of construction days would be reduced when compared to the proposed Project. As a result, the number of days that sensitive receptors would be exposed to significant noise impacts would be less under this alternative when compared to the proposed Project. Vibration impacts under this alternative would be less than significant with implementation of mitigation. Similar to the Project, operational noise impacts would also be less than significant. As the number of days sensitive receptors would potentially be exposed to significant construction noise impacts would be reduced, noise impacts under the Reduced Intensity Alternative, would be less when compared to the proposed Project.

Public Services

Similar to the Project, new development associated with the Reduced Intensity Alternative would place increased demands on police and fire protection services. However, to the extent that the alternative would have an incremental increase in demand on police and fire protection services, the alternative would similarly be required to pay the community facility fee in accordance with BMC Title 10, Article 22 and would not result in the need for new or physically altered fire or police facilities with the potential for

significant environmental impacts. The Reduced Intensity alternative would involve a smaller Hotel with fewer rooms, resulting in reduced demand for fire and police services when compared to the Project. Neither this alternative nor the Project would result in the need for new or physically altered fire or police facilities with the potential for significant environmental impacts. Impacts on public services under this alternative would be less when compared to the proposed Project.

Transportation

As with the Project, the Reduced Intensity Alternative would have a less than significant VMT impact and, therefore, would not conflict or be inconsistent with CEQA Guidelines Section 15064.3 (b). Similarly, construction-related impacts would be reduced upon compliance with local standard conditions of approval to minimize the impact on other users of the transportation system. Additionally, as with the Project, this alternative would not conflict with plans, guidelines, policies, or standards related to roadways, transit, or the bicycle or pedestrian network and would result in less than significant impacts related to an increase in hazards due to a geometric design feature or incompatible uses. Similar to the Project, onsite and offsite construction activities would require lane closures in proximity to the site and improvement areas. This alternative would also result in the Thornton Avenue improvements, including the new protected bike lanes and narrower traffic lanes to help encourage multi-modal transportation by making it easier to travel to the site and within the surrounding area via bicycle. In addition, the Avon Street improvements would provide an ADA sidewalk on the north side of the northbound to westbound "curve" of Avon Street that would connect to a new pedestrian paseo with planter area onsite. Thus, transportation impacts under this this alternative would be similar when compared to the Project.

Tribal Cultural Resources

The proposed Project would result in less than significant impacts to tribal cultural resources with implementation of mitigation measures. The Reduced Intensity Alternative would require similar construction activities as the Project, including ground disturbing activities with the potential to encounter tribal cultural resources. Thus, the Reduced Intensity Alternative would also be required to implement mitigation measures to reduce potential impacts to less than significant. Potential impacts to tribal cultural resources under this alternative would be similar when compared to the proposed Project.

Utilities and Service Systems

Similar to the Project, the Reduced Intensity Alternative would result in less significant impacts relating to utilities and service systems. Construction of onsite utilities and connections to offsite utilities, offsite sewer and electrical improvements, and new demand for services associated with this alternative would occur, similar to the Project. This alternative would result in a reduction in demand on utilities associated with the reduced Hotel structure and rooms. However, construction of offsite utilities would be required to serve this alternative. It is anticipated that the extent and duration of the offsite construction activities near sensitive receptors that would occur with the Project would be similar under this alternative. The significant and unavoidable impact associated with the contribution to noise as a result of the offsite infrastructure improvements would also occur under this alternative. Thus, utilities and service system impacts under this this alternative would be similar when compared to the Project.

Ability To Meet The Project Objectives

Given that the Reduced Intensity Alternative would develop the same uses as the proposed Project but at a reduced scale, this alternative would meet all the Project objectives identified above and in Section 3.0, *Project Description*. This alternative would enhance the continued economic revitalization and

urbanization of the Hollywood Burbank Airport area with premium lifestyle and extended stay hotel brands catering to the modern business and leisure traveler; construct and operate a Marriott-branded, business- and leisure-oriented urban hotel reflecting the character of Burbank, immediately adjacent to and complementing the airport, existing and planned transit stations, and the convention center to attract and enhance customer travel visiting Burbank; construct and operate additional meeting/entertainment/dining space, fitness facilities for hotel guests and other patrons, and a ground-floor central open courtyard with pool and deck space amenity area to provide additional outdoor space; contribute to the economic health and well-being of Burbank through the development of a Project that would generate new construction and long-term jobs and provide additional long-term revenue for the City through visitor operations, enhanced property values, new visitor spending, and transient occupancy tax; redevelop a portion of the surface parking lot area that is underutilized into a more economically productive use that complements the existing development on the property and is consistent with the City's ongoing re-envisioning efforts being undertaken as part of the Golden State Specific Plan; or support environmentally conscious alternative modes of travel by constructing two new hotels within a half-mile of two existing Metrolink stations, a planned high speed rail station, and the Hollywood Burbank Airport, and by promoting ride-sharing services and transportation demand management strategies in efforts to reduce local vehicle trips into and out of the City; and support and enhance statewide decarbonization efforts through the development of an all-electric Project free from fossil-fuel reliance; on-site generation and use of power through solar panels and battery storage; reducing vehicle emissions through an efficient guest drop-off and pick-up porte cochere design and by operating a valet-only parking garage for more efficient parking of guest's vehicles; and encouraging the replacement of gas-fueled cars with electric vehicles by providing hundreds of EV charging stations and EV ready plug-ins.. However, while this alternative would achieve the Project objectives, it would not do so to the same extent as the proposed Project. Specifically, a smaller hotel would not contribute to the economic health and well-being of Burbank through the generation of long-term jobs and additional long-term revenue for the City through visitor operations, enhanced property values, new visitor spending, and transient occupancy tax to the extent of the proposed Project. Furthermore, since the reduced alternative would result in half of a sixth floor, there would be a reduction in continuous roof-top space for solar collectors, which would also be less impactful for clean-energy generation than the full Project. The reduction in required parking spaces would also result in a reduction of EV charging stations/plug-ins, which would be counter-productive to replacing gas vehicles with EVs and further reduce the sustainability advantages of the proposed Project While the Reduced Intensity alternative would involve redevelopment of a portion of the surface parking lot area that is underutilized into a more economically productive use, it would result in lower utilization of the site than can feasibly be accommodated.

7.4 "Environmentally Superior" Alternative

CEQA requires that an environmentally superior alternative be identified among the alternatives that are analyzed in the EIR. If the No Project Alternative is the environmentally superior alternative, an EIR must also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6(e)(2)). The environmentally superior alternative is that alternative with the least adverse environmental impacts when compared to the proposed Project.

A comparative analysis of the proposed Project and each of the Project alternatives is provided in Table 7-1, *Comparison of Alternatives*. Based on the analysis provided above, the No Project Alternative is the

environmentally superior alternative because it would avoid or lessen most of the impacts associated with development of the proposed Project.

Table 7-1
Comparison of Alternatives

Environmental Issue	Alternative 1 No Project	Alternative 2 Reduced Intensity Alternative
Air Quality	⮟	⮟
Cultural Resources	⮟	=
Energy	⮟	⮟
Geology and Soils	⮟	=
Greenhouse Gas Emissions	⮟*	⮝*
Hazards and Hazardous Materials	⮟	=
Hydrology and Water Quality	⮝	=
Land Use and Planning	=	=
Noise	⮟*	⮟*
Public Services	⮟	⮟
Transportation	⮝	=
Tribal Cultural Resources	⮟	=
Utilities and Services Systems	⮟*	=*

Notes:
⮝ Indicates an impact that is greater than the Project.
⮟ Indicates an impact that is less than the Project.
= Indicates an impact that is the same as or similar to the Project.
* Indicates a significant and unavoidable impact.

As discussed above, if the "No Project" Alternative is identified as the environmentally superior alternative, an environmentally superior alternative must also be selected amongst the other alternatives. Accordingly, the Reduced Intensity Alternative is identified as the environmentally superior alternative among the other alternatives and is discussed below.

In comparison to the proposed Project, the Reduced Intensity Alternative would have similar impacts in all environmental topic areas except for air quality, energy, GHG emissions, noise, and public services. Although noise impacts would be reduced when compared to the proposed Project, the significant and unavoidable project and cumulative construction noise impacts, which include onsite and offsite infrastructure improvements, would not be eliminated. Additionally, the GHG impact would be slightly greater due to the increased $MTCO_2e$ per service population associated with the alternative. As with the proposed Project, the Reduced Intensity Alternative would meet all the Project objectives; however, the objectives under this alternative would not be met to the same extent as the proposed Project.

8.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

An analysis of the proposed Project's effect on specific environmental topic areas, included as part of the Environmental Checklist form presented in the California Environmental Quality Act (CEQA) Guidelines Appendix G, was conducted as part of the preparation of this EIR. During this evaluation, the Project was found to have no impact or less than significant impact related to certain environment topics/issues due to the inability of a project of this scope to create such impacts or the absence of Project characteristics producing effects of this type. The effects found not to be significant are not required to be included in primary analysis sections of the Draft EIR. In accordance with CEQA Guidelines Section 15128, the following section provides a brief description of potential impacts found to be no impact or less than significant.

Aesthetics

Pursuant to SB 743 (Public Resources Code Section 21099(d)), "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." PRC Section 21099 defines a "transit priority area" as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan." PRC Section 21064.3 defines "major transit stop" 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. PRC Section 21099 defines an infill site as a lot located within an "urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses." The Project site is located within a SCAG-designated Transit Priority Area (TPA), is located approximately 0.29 mile from the Metrolink Airport South Station and is surrounded by urban uses. Thus, the Project's aesthetic impacts would not be considered a significant impact on the environment. However, the aesthetics analysis has been provided for informational purposes only.

a) Would the Project have a substantial adverse effect on a scenic vista?

No Impact. The *Burbank2035 General Plan* (Burbank2035) Open Space and Conservation Element identifies scenic vistas in the City as those including views of the Verdugo Mountains to the northeast or of the eastern Santa Monica Mountains to the south. Downslope views from hillside development in the Verdugo Mountains toward the City and the Santa Monica Mountains beyond are also considered to be a valued resource. The Project site is not located within an area identified as having a Scenic Vista Orientation by the Burbank2035 Open Space and Conservation Element. The Project site and surrounding area are predominantly flat and developed with the Marriott Hotel, commercial, office, and airport uses. Publicly accessible long-range views toward the Verdugo Mountains are available from Thornton Avenue in the Project area and would remain with development of the Project. There are no scenic vistas from public parks or plazas. Overall, development of the site with a hotel use would be consistent with the land uses currently on the site and would not have a substantial adverse effect on a scenic vista, and no impact would occur in this regard.

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

No Impact. There are no officially designated State scenic highways within proximity to the Project site.[1] The closest State scenic highway is Interstate 210 (designated as eligible for listing), which is located approximately four miles north of the Project site near the Verdugo Mountains foothills, outside the Project's viewshed. Therefore, development of the Project would not substantially damage scenic resources within a State scenic highway, and no impact would occur in this regard.

c) 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?

No Impact. The Project is located in an urbanized area of Burbank, and the Project site is currently developed with the Marriott Hotel and surface parking. The offsite improvement areas primarily occur adjacent to the development site and within the public rights-of-way.

Construction

Short-term construction activities associated with development of the Project, including offsite improvements, would temporarily influence the visual character of the construction area. Graded surfaces, construction debris, construction equipment, and truck traffic would be visible. Soil would also be stockpiled, and equipment for grading activities would be staged on the Project site and temporarily offsite associated with the offsite improvement areas. The Project would be required to use screening to buffer views of construction equipment and material pursuant to Burbank Municipal Code (BMC) Section 9-1-2-3302.4 that would, in addition to preventing unauthorized access, reduce potential impacts to sensitive viewers in the area (e.g., public street users). Thus, Project construction activities would not conflict with applicable zoning and other regulations governing scenic quality, and no impact would occur in this regard.

Operation

The City does not have objective standards or policies governing scenic quality outside of the City's hillside areas. The proposed Hotel use would be consistent with the Regional Commercial General Plan land use designation and floor area ratio (FAR) for the site; refer to Section 5.8, Land Use and Planning. The Project requests a Planned Development (PD) that would rezone the Project site into a property and Project-specific zoning designation. According to BMC Section 10-1-19119, the PD Zone allows for an alternate process to accommodate unique developments for residential, commercial, professional, or other similar activities, including combinations of uses and modified development standards that would create a desirable, functional, and community environment under controlled conditions of a development plan. The allowable permitted/conditionally permitted uses and the development standards applicable to the property would be outlined in the PD.

[1] California Department of Transportation, *List of Eligible and Officially Designated State Scenic Highways*, updated August 2019.

Development of the Project would be subject to the City's Development Review process, as detailed in BMC Division 10. As part of the Development Review process, the proposed Project would be reviewed to ensure surrounding properties are protected from adverse effects associated with setbacks, building height, walls, landscaping, and lighting. Compatibility of architectural design and appearance, including signage, would be reviewed to ensure harmony with the surrounding neighborhoods, in accordance with BMC Section 10-1-19124.

The Project site is currently surrounded by multi-story office and commercial buildings. The existing Marriot Hotel, within the Project site, consists of one eight-story building and one nine-story building; the office buildings within the Media Studios North Campus to the east and south of the Project site are two to five stories; the office building to the west of the northern portion of the Project site is six stories. Development of the site, as proposed, would be consistent with the uses and scale of development immediately adjacent to and within the surrounding area.

Additionally, the Project proposes to retain landscaping adjacent to the access driveway from Hollywood Way, adjacent to the Marriott Hotel, and between the Marriott Hotel and convention center. New landscaping would be provided throughout the Project site. New landscaping would contribute to the aesthetics of the Project site, as well as provide shading for approximately 52 percent of the surface parking lot at the southeast portion of the Project site (SE Lot), in accordance with City requirements (BMC Section 10-1-1418). The shrub palette would include native and drought resistant varieties. For the total existing lot area of 512,265 square feet, 40,408 square feet of new landscape area and new irrigation would be included as part of the Project. When added to the existing landscape area that would be retained, the total landscape area would be 67,683 square feet, or approximately 13 percent of the total area of the Project site. Thus, upon compliance with City standards and regulations, Project implementation would not conflict with applicable zoning and other regulations governing scenic quality, and no impact would occur in this regard.

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

No Impact.

Construction

Short-term light and glare impacts are anticipated to be minimal since no nighttime construction would be required for Project implementation. Construction of the Project would comply with BMC Section 9-1-1-105.10 that limits construction hours to 7:00 a.m. and 7:00 p.m. on weekdays and 8:00 a.m. and 5:00 p.m. on Saturdays. Construction is not allowed on Sundays and City holidays. Therefore, the Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and no impact would occur in this regard.

Operation

Nighttime views of the Project site and surrounding area are comprised of lighting consistent with urban, built out environments. The Project site is currently developed with the Marriott Hotel and surface parking. Lighting within the Project site occurs from the interior of onsite buildings and security lighting around the buildings, within walkways, and within the surface parking areas. The site does not experience substantial glare. Existing light sources within the Project area include lighting from office buildings within

the Media Studios North Campus and immediately adjacent to the Project site; commercial and surface parking uses to the north and west; the airport to the northwest; and street lighting along Hollywood Way, Thornton Avenue, and Avon Street. Vehicular traffic along surrounding roadways also generate sources of light.

Light impacts are typically associated with the use of artificial light during the evening and nighttime hours and when light spillover, typically defined as unwanted illumination from light fixtures on adjacent properties, occurs. Glare is generally a daytime occurrence caused by reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials that may interfere with the safe operation of motor vehicles on adjacent streets. Daytime glare is more common in urban areas, typically emanating from mid- to high-rise buildings with exterior facades 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. Sensitive uses (i.e., residential uses) could be impacted by light and glare; however, the closest residential uses are located across Ontario Street, and views from the residential uses are blocked by existing development within the Media Studios North Campus to the east of the Project site.

Project lighting would be installed throughout the Project site to illuminate the exterior of the proposed structures for safety and security, including pathways, landscaping, entrances and exits, and the Garage stairwells. Exterior light standards would consist of energy-efficient light-emitting diode (LED) pole-mounted light fixtures, bollards, flood lights, and wall lights. Project-related lighting would be seen from uses within the Project site and adjacent uses. Drivers along Hollywood Way, Thornton Avenue, and Avon Street would continue to have views into the Project site. Lit building and parking signage, security lighting, and landscape lighting onsite would be visible. As stated, development of the Project is subject to the City's Development Review process, as detailed in BMC Division 10. Development of the Project site would be required to ensure that all lighting is directed and/or shielded to illuminate only the intended area of illumination and is prohibited from spilling onto adjacent lots or creating offsite glare. As part of the Development Review process, the proposed Project is reviewed to ensure surrounding properties are protected from adverse effects, including lighting. Compatibility of architectural design and appearance would be reviewed to ensure harmony with the surrounding neighborhoods, in accordance with BMC Section 10-1-19124.

Interior lighting associated with the proposed Hotel and Garage may be visible from surrounding uses. However, these lighting conditions would appear similar in character to the existing Marriott Hotel within the Project site and office, commercial, and airport uses in the surrounding area and would not create a substantial source of light adversely affecting views in the area. Further, the intervening office building within the Media Studios North Campus would limit views of the Hotel and Garage from residential uses located east of Ontario Street. No other sensitive uses are located within the immediate area.

Vehicular access to the Project site would continue to occur from the existing driveways on Hollywood Way and Avon Street. Thus, no new light intrusion associated with vehicle headlights on uses in proximity to these driveways would occur.

The primary entrance to the new Hotel would occur from Thornton Avenue, with curb cuts at both the east and west sides of the frontage connecting to the porte cochere in between them. The east curb cut from Thornton Avenue would also serve the main north-south driveway for the Project (the Driveway).

The west curb cut would serve as the primary ingress to the porte-cochere drop-off and valet area and would connect to the Driveway for north-south circulation on the site and exiting onto Thornton Avenue from the east curb cut. The proposed location of the porte-cochere drop-off and valet area, along the northern property boundary with Thornton Avenue, would generally direct vehicle headlights from vehicles toward the existing surface parking west of the Hotel, the Hotel entrance, and the Garage. The driveways would be located across from surface parking located north of Thornton Avenue. Thus, headlights from vehicles entering and exiting the driveways would not intrude onto sensitive uses.

The proposed Garage would be located within the eastern portion of the Project site with direct access from the driveway on Thornton Avenue. The driveway and primary entrance/exit to the Garage would be located within the interior of the Project site between the proposed Hotel and Garage. Thus, vehicle headlights entering and exiting the parking structure would not intrude onto neighboring uses. An additional entrance/exit from the Garage to access the SE Lot would occur at the Garage's southeast corner. An office building and surface parking within the Media Studios North Campus are located to the east of the Project site. Although headlights from vehicles within the SE Lot could intermittently shine onto the Media Studios Campus, they would not intrude onto sensitive uses and would be consistent with exiting conditions.

The parking structure would consist of four levels. There is the potential for vehicle headlights accessing the upper levels of the parking structure to be visible from surrounding uses. However, the intervening office building within the Media Studios North Campus and landscaping would prohibit vehicle headlights from intruding into residential uses located east of Ontario Street. No other sensitive uses are located within the immediate area.

Given the Project area's urban environment, reflective materials and surfaces are present throughout. The Project's potential for glare would primarily be associated with windows and would be similar in character to the existing glare sources from surrounding structures in the area. The Project does not propose the use of highly reflective materials, including large expanses of glass, and, as a result, potential reflective daytime glare, as viewed from motorists traveling along Thornton Avenue, would be minimal. Further, as part of the Development Review process, the Project's building materials would be reviewed to ensure neighboring uses are not exposed to substantial daytime glare. Thus, upon compliance with City standards and regulations, the Project would not create a new source of substantial glare that would adversely affect day or nighttime views in the area, and no impact would occur in this regard.

Agriculture and Forestry Resources

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

b) ***Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

c) ***Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?***

d) Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

e) Would the Project 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. The Project site and surrounding area are completely developed with urbanized uses. No farmland, agricultural uses, forest land, or timberland exists within the Project site vicinity. Based on the *Los Angeles County Important Farmland 2016 Map* prepared by the California Department of Conservation, the Project site is not located on land designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[2] The Project site is not under any Williamson Act contract. The Project site is zoned PD 89-1, *Planned Development.* Thus, development of the Project site as proposed would not affect any land zoned for agricultural use, forest land, or timberland, and there would be no potential for the conversion of these resources. No impacts would occur in this regard.

Biological Resources

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

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

c) Would the Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The Project site is currently developed with a Marriott Hotel and surface parking spaces. The entire site and offsite improvement areas are highly disturbed and located in a fully developed and urbanized area of the City. Ornamental landscaping occurs along the site perimeter and within the parking area. The Project site and offsite improvement areas do not contain habitat supportive of special status plant or wildlife species or support riparian habitat or sensitive natural communities; the Project site is void of sensitive plants, wildlife, and habitats (including wetlands). The *Burbank2035 Environmental Impact Report* (Burbank2035 EIR) identifies special-status wildlife species and plant species concentrated within open space areas of the Verdugo Mountains, located more than one mile at the nearest point of the foothills to the Project site. The U.S. Fish and Wildlife Services National Wetlands Inventory Mapper does not identify any wetlands within the Project site or surrounding area.[3] Project implementation would not result in a substantial adverse effect, either directly or through habitat modifications, on any sensitive

[2] California Department of Conservation, *California Important Farmland Mapper*, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed May 25, 2021.

[3] U.S. Fish and Wildlife Service, *National Wetlands Inventory*, https://www.fws.gov/wetlands/Data/Mapper.html, accessed April 12, 2024.

species, riparian habitat or other sensitive natural community, or federally protected wetlands, and no impact would occur in this regard.

d) Would the Project 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. The Project site and offsite improvement areas are currently developed and located within an urbanized portion of the City. Due to the lack of quality biological habitat within and immediately surrounding the Project site, development of the proposed Project would not interfere with the movement of fish or wildlife or impact wildlife corridors. The Project site and surrounding properties contain minimal ornamental landscaping and do not provide opportunities for the movement of wildlife.

Mature trees within the Project site could provide habitat for migratory birds during nesting seasons. Development of the Project would require the removal of ornamental vegetation onsite, including trees along the Project site's perimeter and distributed within the surface parking area. 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. Project construction activities have the potential to impact nesting birds if construction activities occur during the nesting season. However, As a condition of approval, the Project would be required to comply with the MBTA to avoid disturbance of nesting birds and to protect nesting birds if they are present onsite during construction. Specifically, in conformance with the MBTA, tree removal activities would take place outside of the nesting season (February 15 to September 15) to the greatest extent practicable. To the extent that vegetation removal activities must occur during the nesting season, a biological monitor would be present during the removal activities to ensure that no active nests would be impacted, or a pre-construction nesting bird survey is to be completed within three days prior to construction to document all active bird nests. If active nests are found, a 300- foot buffer (500 feet for raptors) would be established until the fledglings have left the nest. Therefore, with regulatory compliance, impacts to native resident or migratory avian species would be less than significant.

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

Less Than Significant Impact. Development of the Project would occur on a portion of the Project site currently used for surface parking or within public rights-of-way (for the offsite improvements); refer to Section 3.0, Project Description. As part of the Project, trees and landscaping would be removed. Offsite improvements on Thornton Avenue would be required in order to provide upgrades to existing pedestrian, bicycle, and vehicle facilities. BMC Chapter 4 of Title 7 regulates the planting, care, and removal of trees, shrubs, and plants in the streets and on other property under the control of the City. Specifically, BMC Section 7-4-108 provides for the protection of landmark trees, trees of outstanding size and beauty, and dedicated trees. The Project does not propose removing any trees having special protection in accordance with BMC Section 7-4-108. Compliance with BMC Chapter 4 would ensure any removal of trees, shrubs, and plants within City property would not conflict with any local policies or ordinances protecting biological resources. Impacts would be less than significant in this regard.

f) Would the Project 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 area that has an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan.[4] Thus, no impacts would occur in this regard.

Geology and Soils

a)(i) Would the Project 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. According to the California Geologic Survey (CGS) Geologic Hazards mapping, there are no known active faults that cross the Project site, and the Project site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone.[5] Therefore, the potential for surface rupture onsite is considered very low. No impact would occur in this regard.

a)(iv) Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

No Impact. According to CGS Geologic Hazards mapping, [6] the Project site is not located within a landslide zone. Further, the Project site is relatively flat and does not contain any landforms onsite or within the immediate area with the potential to experience landslides. Further, the *Preliminary Geotechnical Assessment* (Geotechnical Assessment) prepared for the Project site (refer to Appendix I) concluded that the probability of seismically induced landslides occurring on the Project site is considered to be negligible due to the general lack of substantive elevation difference across or adjacent to the Project site. No impact would occur in this regard.

e) Would the Project 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 exist or are proposed to be constructed as part of the Project. Thus, no impacts would occur in this regard.

[4] California Department of Fish and Wildlife, *California Natural Community Conservation Plans*, August 2023, https://wildlife.ca.gov/Conservation/Planning/NCCP, accessed April 12, 2024.
[5] California Geologic Survey, *Geologic Hazards*, https://maps.conservation.ca.gov/geologichazards/, accessed April 12, 2024.
[6] California Geologic Survey, *Geologic Hazards*, https://maps.conservation.ca.gov/geologichazards/, accessed April 12, 2024.

Hazards and Hazardous Materials

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. The Project site is located approximately 0.32-mile northwest of Providencia Elementary School, at 1919 North Ontario Street, which is the nearest school to the Project site. Therefore, there would be no impacts related to the emission or handling of hazardous materials within 0.25-mile of an existing school.

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

No Impact. The Project site and surrounding area are not located within a Very High Fire Hazard Severity Zone as mapped by the California Department of Forestry and Fire Protection (CAL FIRE).[7] Burbank2035 Safety Element Exhibit S-1, *Fire Zones*, identifies two Mountain Fire Zones designated by the Burbank Fire Department as areas susceptible to wildfire hazards. One zone is located near the Verdugo Mountains foothills, and the other zone is in the City's southwestern portion near the Warner Brothers Studios. Thus, the Project site and surrounding areas are not located within an area identified as having the potential for wildland fires. No impacts would occur in this regard.

Hydrology and Water Quality

b) Would the Project 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 site is completely improved with approximately 91 percent of the site containing impervious surfaces. The Project site does not currently allow for significant groundwater recharge, and the Project area is not utilized for groundwater recharge or pumping. The geotechnical investigation conducted within the Project area indicated groundwater occurs at approximately 110 feet beneath the Project site, and soil conditions may be favorable to infiltration. The Project proposes to develop a portion of the Project site, currently used as surface parking, with a Hotel and Garage. Development, as proposed, would increase pervious areas due to increased planter/landscaping area, allowing for increased infiltration of groundwater when compared to existing conditions. Thus, the Project would not interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, and impacts would be less than significant in this regard.

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

No Impact. According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) No. 06037C1328F, dated September 26, 2008, the Project Site is located within Zone X, which

[7] California Department of Forestry and Fire Protection (CAL FIRE), *Fire Hazard Severity Zones Map*, https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps, accessed April 12, 2024.

depicts areas determined to be outside the 0.2% (500-year) annual chance floodplain. Thus, the Project site is not located within a flood hazard area.

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance, such as tectonic displacement of a sea floor associated with large, shallow earthquakes. The Project site is not located within proximity to any enclosed or semi-enclosed bodies of water. Additionally, the Project site is not located within proximity to the ocean and, therefore, would not be subject to tsunami impacts. Therefore, the Project would not risk the release of pollutants due to site inundation. No impacts would occur in this regard.

Land Use and Planning

a) Would the Project physically divide an established community?

No Impact. Examples of projects that could physically divide an established community include a new freeway or highway that traverses an established neighborhood. The Project proposes a Hotel and Garage on a site currently used for surface parking. The Project is consistent with development and land uses around the Project site and does not propose any new streets or other physical barriers, which could physically divide an established community. Given its nature and scope, the Project would not physically divide an established community. Therefore, no impact would occur in this regard.

Mineral Resources

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

b) Would the Project 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*.** The State Mining and Geology Board establishes Mineral Resources Zones (MRZs) to designate lands that contain mineral deposits. The classifications used by the State to define MRZs are as follows:

- MRZ-1: Areas where the available geologic information indicates no significant likelihood of significant mineral deposits.
- MRZ-2: Areas where the available geologic information indicates that there are significant mineral deposits or that there is a likelihood of significant mineral deposits.
- MRZ-3: Areas where the available geologic information indicates that mineral deposits exist or are likely to exist; however, the significance of the deposit is undetermined.
- MRZ-4: Areas where there is not enough information available to determine the presence or absence of mineral deposits.

Burbank2035 Exhibit OSC-2, Mineral Resource Zones, identifies the Project site as located within an area mapped as MRZ-2. Although MRZ-2 areas could contain significant mineral deposits, the Burbank2035 EIR concluded that future mining activities would not occur in these areas since mining activities could not occur without destroying large built-out areas of the City. Given the Project site is situated in an urban area, Project implementation would not result in the loss of availability of a known mineral resource that

would be of value to the region and residents of the State or a locally-important mineral resource recovery site, and no impact would occur in this regard.

Population and Housing

a) Would the Project 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. The proposed Project is not anticipated to induce substantial population growth in the area, either directly or indirectly. The Project site is located within an urbanized area of the City served by existing roadways and infrastructure. The proposed Project does not involve a residential component and, thus, would not directly result in population growth in the City. The proposed Project would not indirectly induce population growth through the extension of roads or other infrastructure. Development of the proposed 420-room Hotel would facilitate employment growth in the short-term during construction activities and in the long-term associated with on-going Hotel operations. The City's population estimate as of January 1, 2024 is 105,603 persons.[8] While the Project does not involve residential development, the Project would generate approximately 85 full time equivalent jobs.

Although unlikely, potential employment opportunities could directly increase the City's population as employees (and their families) may choose to relocate to the City. It should be noted that estimating the number of future employees, who would choose to relocate to the City, would be highly speculative since many factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area). Further, hotels do not typically provide employment opportunities that involve substantial numbers of people needing to permanently relocate to fill the positions but, rather, would provide employment opportunities to people within the local community and surrounding areas. While it is likely that future employees already live in the City or would commute from neighboring jurisdictions, this analysis conservatively assumes all 85 future employees would move into the City for employment. Based on an average household size of 2.37,[9] the Project could result in an indirect population increase of approximately 202 persons, a 0.2-percent increase over existing conditions. Burbank2035 Land Use Element Table LU-2 identifies an anticipated population of 116,516 by 2035 based upon the realistic expected number of parcels that would be developed or redeveloped. Thus, the potential increase in population of 202 persons would be within the growth projections anticipated by Burbank2035, and impacts would be less than significant in this regard.

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

No Impact. The Project site is developed with the Marriott Hotel. The Project proposes to develop a Hotel and Garage on a portion of the site currently used for surface parking. The Project would not displace

[8] State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark*, May 2024.

[9] State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark*, May 2024.

people or housing, necessitating the construction of replacement housing elsewhere. No impact would occur in this regard.

Public Services

a)(3) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?

No Impact. The Project site is located within the service area of the Burbank Unified School District (BUSD). BUSD provides educational services for 14,432 students in grades Kindergarten through 12, as well as one adult program.[10] Currently, BUSD operates 11 elementary schools, three middle schools, three high schools, and five alternative schools. The Project site is located closest to Providencia Elementary School at 1919 North Ontario Street, Luther Burbank Middle School at 3700 West Jeffries Avenue, and Burbank High School at 902 North Third Street. The Project site is currently developed with a Marriott Hotel and Convention Center and does not include any residential uses resulting in students attending schools within BUSD.

The Project does not propose new or physically altered school facilities. Furthermore, the Project does not include any residential land uses that would directly increase demand for school services. However, California Government Code Section 65995 authorizes school districts to collect impact fees from developers of new residential and commercial/industrial building space. Section 65995 was established under the School Facilities Act of 1986 and refined and amended by the Leroy F. Greene School Facilities Act of 1998 (SB 50) to provide further guidance and restrictions on fee limits and fee types. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. The payment of school impact fees by developers is deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other State or local laws. The State Allocation Review Board (SAB) reviews and may adjust the maximum authorized School Fees every January in even-numbered years. Based on the Burbank Unified School District School Justification Study (March 4, 2020), BUSD is able to collect the amount equal to the maximum authorized Level 1 school fees for residential and commercial/industrial development.[11] These fees are collected by school districts at the time of issuance of building permits. Therefore, although the Project would not directly increase demand for school services, the Project Applicant would be required to pay school impact fees under SB 50 in place at the time, which would fully mitigate school facilities impacts. As such, no impact would occur in this regard.

[10] Ed Data, *Student Demographics,* http://www.ed-data.org/district/Los-Angeles/Burbank-Unified, accessed April 12, 2024.
[11] Koppel & Gruber Public Finance, *Burbank Unified School District School Justification Fee Study*, March 4, 2020.

a)(4) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?

Less Than Significant Impact. According to Burbank2035, the City of Burbank currently operates and maintains more than 700 acres of park space. A total of 42 parks and facilities are located within the City, including two public pools, a BMX/skate park, Sough Canyon Nature Center, and the Starlight Bowl.[12] The closest public parks to the Project site are the Robert E. Gross Park, located approximately 0.42 mile southeast of the Project site at 2800 W. Empire Avenue; the Robert E. Lundigan Park, located approximately 0.43 mile northeast the Project site at 2701 Thornton Avenue; and the Larry L. Maxam Memorial Park, located approximately 0.43 mile southwest of the Project site at 3715 Pacific Avenue.

The Project proposes a Hotel and does not include any residential land uses. Although Hotel visitors would potentially use nearby regional parks or recreational facilities, implementation of the Project would not require new or physically altered park facilities, the construction of which could cause significant environmental impacts.

In addition, the Quimby Act (Government Code Section 66477) states that the legislative body of a city or county may, by ordinance, require the dedication of land or impose a requirement of the payment of fees in lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative map or parcel map, provided certain requirements are met. This section further states that "the dedication of land, or the payment of fees, or both, shall not exceed the proportionate amount necessary to provide three acres of park area per 1,000 persons residing within a subdivision subject to this section." Pursuant to this section, BMC Title 10, Article 22 establishes development fees, also known as Community Facility Fees, imposed by the City in order to finance capital improvements, including but not limited to park and recreation fees (except fees charged in lieu of park land dedication pursuant to Government Code Section 66477. More specifically, BMC Section 10-1-2206 states that development fees shall be imposed on all Development Projects which require a building permit, subject to certain exceptions. In addition, BMC Section 10-1-2225 states that a Community Facilities Non-Transportation Related Fee is imposed on new non-residential development in the City of Burbank for the purpose of assuring that current level of service goals are met with respect to the additional demands placed on the City's community facilities, including parks and recreation space, generated from such development. In accordance with Burbank2035 and BMC Article 22, the Project Applicant would be required to pay development impact fees to offset impacts to park and recreation facilities and services. Impacts would be less than significant in this regard.

[12] City of Burbank, *Parks and Recreation*, https://www.burbankca.gov/web/parks-recreation, accessed April 12, 2024.

a)(5) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?

Less Than Significant Impact. The Burbank Public Library provides services at three locations, including the Burbank Central Library, located at 110 N. Glenoaks Boulevard; the Buena Vista Branch Library, located at 300 N. Buena Vista Street; and the Northwest Branch Library at 3323 W. Victory Boulevard. The Burbank Public Library provides the community with books, computers, free public internet access, research assistance, print and copy services, meeting room rentals, Metro TAP cards, access to workforce development resources, online public access catalogs, and children and teen services. The closest library to the Project site is the Northwest Branch Library, located approximately 0.62 mile south of the Project site.

Although Hotel visitors may potentially use governmental facilities, such as libraries, the Project would not require new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. As stated, BMC Title 10, Article 22 establishes development fees imposed by the City in order to finance capital improvements, which include the construction of new or expansion of existing library facilities. The fee is imposed on new non-residential development in the City of Burbank for the purpose of ensuring that current level of service goals are met with respect to the additional demands placed on the City's community facilities, including library space, generated from such development. In accordance with Burbank2035 and BMC Article 22, the Project Applicant would be required to pay development impact fees to offset impacts to library facilities. Impacts would be less than significant in this regard.

Recreation

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

b) Would 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. Refer to Public Services Response (a)(4).

Transportation

d) Would the project result in inadequate emergency access?

Less Than Significant Impact. The Project site would continue to be accessible from Hollywood Way, Avon Street, and Thornton Avenue. As discussed above, the primary entrance to the new Hotel would occur from Thornton Avenue. The proposed driveway and driveway modifications, as well as interior driveways and access to the Hotel and Garage would be constructed and designed to meet the City and BFD design and fire safety standards, including those related to fire truck turn radii and fire lane width requirements. Project implementation would not result in inadequate emergency access, and impacts would be less than significant in this regard.

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?

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

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

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

No Impact. According to CAL FIRE Fire Hazard Severity Zone Maps, the Project site is not located within or near a State Responsibility Area or within lands classified as very high fire hazard severity zones.[13] No impact associated with wildfires would occur in this regard.

REFERENCES

California Department of Conservation, *California Important Farmland Mapper*, https://maps.conservation.ca.gov/DLRP/CIFF/, 2021.

California Department of Fish and Wildlife, *California Natural Community Conservation Plans*, August 2023, https://wildlife.ca.gov/Conservation/Planning/NCCP, 2024.

California Department of Forestry and Fire Protection (CAL FIRE), Fire Hazard Severity Zones Map, https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps, 2024.

California Department of Transportation, *List of Eligible and Officially Designated State Scenic Highways*, updated August 2019.

California Geologic Survey, *Geologic Hazards*, https://maps.conservation.ca.gov/geologichazards/, 2024.

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Koppel & Gruber Public Finance, *Burbank Unified School District School Justification Fee Study*, March 4, 2020.

[13] California Department of Forestry and Fire Protection (CAL FIRE), *Fire Hazard Severity Zones Map*, https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps, accessed April 12, 2024.

State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark*, May 2024.

U.S. Fish and Wildlife Service, *National Wetlands Inventory*, https://www.fws.gov/wetlands/Data/Mapper.html, 2024.

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Please Note: If Additional Documents/Correspondences are submitted for this item, they will be periodically posted to the City website for public viewing.

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November 16, 2026

VIA ELECTRONIC MAIL

Honorable Mayor and Members of the City Council
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Re: Public Hearing Item 1, City Council Meeting of November 17, 2026: 2500 North Hollywood Way Dual Brand Hotel Project, Project No. 16-0003953; Final Environmental Impact Report (SCH No. 2019110032)

Dear Honorable Mayor and Members of the City Council:

This Firm represents UNITE HERE Local 11 ("Local 11"), a labor union that represents more than 25,000 workers employed in hotels, restaurants, airports, sports arenas, and convention centers throughout Southern California and Phoenix, Arizona, including many who live and work in Burbank, and has standing to raise these comments.[1] Local 11 submits these comments under the California Environmental Quality Act ("CEQA") on the proposed certification of the Final Environmental Impact Report ("FEIR") and approval of the 420-room dual brand hotel at 2500 North Hollywood Way (the "Project"). This letter supplements Local 11's comments on the Draft Environmental Impact Report ("DEIR") dated January 29, 2025, and this Firm's letter to the Planning Commission dated October 12, 2026, both of which are incorporated by reference.[2]

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[1] *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1198.

[2] For purposes of Pub. Res. Code §21167.6(e)(7), the court in *Consolidated Irrig. Dist. v. Superior Court* (2012) 205 Cal.App.4th 697, 723, held that such evidence has been submitted to the agency "when the commenter has made the document readily available for use or study by

Local 11 commissioned an expert report from Steve Rogers of Steve Rogers Acoustics, LLC to assess the Project's noise impacts (Exhibit A), and an expert report from Ray Kapahi of Environmental Permitting Specialists to assess the Project's impacts on air quality and public health (Exhibit B). Both experts reviewed the City's November 2026 revised FEIR. Although CEQA allows objections to be raised orally or in writing at any time before the close of the public hearing on the Project (Pub. Resources Code § 21177(a)), Local 11 is submitting these comments ahead of the upcoming hearing so that Staff and the City's consultants have the opportunity to review and respond to them.

Briefly, the FEIR should not be certified, and the CEQA findings and Statement of Overriding Considerations should not be adopted, because the EIR understates the Project's impacts and the City has not considered feasible mitigation that would substantially lessen them. Local 11 respectfully requests that the City Council decline to certify the FEIR, direct Staff to revise and recirculate the EIR pursuant to CEQA Guidelines § 15088.5, and decline to approve the Planned Development, Development Agreement, and Development Review at this time.

First, the EIR never analyzes construction noise at the homes closest to the Project's offsite electrical work, approximately 60 feet away, where noise would reach approximately 85 dBA, more than 20 dBA above the EIR's own threshold. The only construction noise mitigation measure, NOI-1, provides no measurable reduction, and feasible measures such as noise barriers, enforceable noise limits, limits on work duration, and temporary relocation were never evaluated. The EIR also understates nighttime noise from the hotel's mechanical equipment and outdoor gathering areas. (Section I.)

Second, the EIR's localized air quality analysis relies on screening tables that place the nearest homes 360 feet away, even though construction would occur within about 45 to 60 feet of homes. Dispersion modeling shows that construction emissions would exceed the federal 1-hour nitrogen dioxide ("NO2") standard at offsite locations, including in the residential neighborhood along the Wyoming Avenue sewer alignment. The EIR contains no construction health risk assessment, in a census tract among the most pollution-burdened in California, and it requires no measure to reduce construction emissions. (Section II.)

Third, the air quality appendix posted on the State's CEQAnet database is a different document from the one posted on the City's website, and the DEIR describes one version while reporting the numbers of the other. The public could not meaningfully review the technical basis for the DEIR's air quality conclusions. (Section III.)

Fourth, the November 2026 errata confirms that Mitigation Measure GHG-1 provides no quantified reduction, contrary to the City's own Greenhouse Gas Reduction Plan ("GGRP"), and

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lead agency personnel." The court concluded that citing the URL of a specific webpage amounts to submission of the document found on that page to the agency. (*Id.* at pp. 724-725.) Accordingly, the documents cited in this letter by URL have been submitted to the City, and Local 11 requests that they be included in the administrative record and made available to the decisionmakers.

the GGRP shows that counting 588 hotel guests in the Project's service population counts visitors twice. (Section IV.)

Fifth, the proposed findings reject the environmentally superior alternative without finding it infeasible, and the Statement of Overriding Considerations rests on benefits the record does not quantify. (Section V.) The new and more severe impacts, and the feasible mitigation, identified in this letter are significant new information that requires the EIR to be revised and recirculated before certification. (Section VI.)

I. THE EIR UNDERSTATES NOISE IMPACTS AND IGNORES FEASIBLE MITIGATION

A. The Homes Closest to the Offsite Electrical Work Were Never Analyzed

The DEIR acknowledges that the Project's electrical connection at Thornton Avenue and Ontario Street would occur approximately 60 feet from multi-family residences on Ontario Street, but it provides no analysis of construction noise at those homes. Instead, it relies on Table 5.9-5, which models onsite construction at receivers 360 and 640 feet away. (DEIR, pp. 5.9-13 to 5.9-14; Exhibit A, § 4(a).) The November 2026 errata revised this paragraph, but only to delete an incomplete sentence. As revised, the paragraph acknowledges multi-family residences approximately 60 feet from the electrical connection work at Thornton Avenue and Ontario Street, then states that the closest residences to the other offsite improvements along Thornton Avenue and North Avon Street are approximately 1,000 feet away, and treats the onsite modeling at 360 and 640 feet as a "conservative" representation of all of the offsite work, as shown in the screenshot below (FEIR, pp. 3-3 to 3-4):

> Thornton Avenue and Ontario Street intersection. The closest residential uses are multi-family residential units located on Ontario Street, approximately 60 feet south of the Thornton Avenue and Ontario Street intersection. These off-site improvements would occur nearer to the Project site boundary and would be in areas where residences are not located nearby. Specifically, the closest residences to the proposed off-site improvements along Thornton Avenue and North Avon Street are approximately 1,000 feet to the east. As such, construction noise from off-site improvements would be less than noise levels from sewer main improvements due to the farther distance from sensitive receptors. While the off-site improvements are located 1,000 feet from sensitive receptors, as a conservative analysis, construction noise levels as shown in Table 5.9-5 would be representative of off-site improvements within the vicinity of the Project site. Additionally, off-site improvements would occur concurrently with the construction of the proposed Project. ~~As such, off-site improvements along Thornton Avenue and North Avon Street.~~ Thus, noise impacts from off-site improvements would also be significant.

Neither distance is conservative for a home 60 feet away.

Mr. Rogers extrapolated the DEIR's own model of the comparable sewer work and estimates construction noise of approximately 84.9 dBA at the Ontario Street homes, more than 20 dBA above the EIR's 63.7 dBA significance threshold. (Exhibit A, § 4(a), Table 1.) An EIR must disclose the severity of a significant impact, not merely label it significant. (*Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 514; *Berkeley Keep Jets Over the Bay Com. v. Board of*

Port Cmrs. (2001) 91 Cal.App.4th 1344, 1371.) The EIR does not do so for the residents most exposed to the Project's construction.

B. The Noise Baseline Is Unreliable

The EIR's baseline rests on two short daytime readings. The DEIR's Table 5.9-1 and the detailed data in Appendix H report the two readings at opposite locations, so it is unclear which threshold applies where. (Exhibit A, § 2(a).) No measurement was taken anywhere on the Wyoming Avenue sewer alignment; the EIR borrows the reading at Lundigan Park instead. Mr. Rogers measured ambient noise on the alignment itself and found a lower level, which supports a threshold of approximately 62.1 dBA for those homes rather than 63.7 dBA. (*Id.*, § 2(b).) No nighttime or 24-hour data were collected at all, even though the EIR's operational thresholds depend on them: the City's stationary source limits include separate nighttime limits, and the federal criteria the DEIR cites compare 24-hour Community Noise Equivalent Levels, which cannot be calculated from daytime readings alone. (*Id.*, § 2(d).) An EIR must describe the existing physical conditions against which impacts are measured. (CEQA Guidelines § 15125(a).)

C. Mitigation Measure NOI-1 Provides No Measurable Reduction

NOI-1, which the errata left substantively unchanged (FEIR, p. 3-2), is a list of practices any responsible contractor would follow: mufflers, signs, a complaint coordinator, and barriers "where feasible." The DEIR suggests that mufflers can reduce noise by 15 to 25 dBA. But construction equipment is already equipped with factory mufflers, and the Federal Highway Administration's Roadway Construction Noise Model that the EIR uses is based on measurements of equipment that already has factory mufflers, so the muffler requirement adds no reduction at all. (Exhibit A, § 4(c).) The EIR quantifies no reduction from any part of NOI-1.

D. Feasible Measures Would Substantially Reduce Construction Noise

An EIR "shall describe feasible measures which could minimize significant adverse impacts." (CEQA Guidelines § 15126.4(a)(1).) Even where a project's benefits outweigh its unmitigated effects, the agency must still adopt all feasible mitigation measures unless they are truly infeasible. (*City of Marina v. Board of Trustees of California State University* (2006) 39 Cal.4th 341, 368-369; *City of San Diego v. Board of Trustees of California State University* (2015) 61 Cal.4th 945; Pub. Resources Code § 21002.) Mr. Rogers identifies six more stringent measures that the EIR did not evaluate. NOI-1 mentions temporary acoustic barriers only "where feasible," with no design, performance standard, or quantified reduction, and the EIR does not evaluate barriers of the kind Mr. Rogers recommends or any of the other measures. (Exhibit A, §§ 4(c), 4(d).)

Measure	What it would do
RNMM-1: Perimeter construction noise barriers	Reduce onsite construction noise at Ontario Street homes by an estimated 8 to 10 dBA, bringing every onsite phase below the EIR's threshold (Exhibit A, Table 2)

Measure	What it would do
RNMM-2: Barriers along the sewer and electrical alignments	Reduce noise at the closest homes and the number of homes significantly affected at any time
RNMM-3: Enforceable noise limit with monitoring	Give NOI-1 a measurable performance standard
RNMM-4: Limit on days of work in front of each home	Reduce the number of days each home is exposed, which the FEIR itself identifies as a way to lessen construction noise exposure (FEIR, p. 2-67)
RNMM-5: Quieter equipment and methods	Reduce source noise
RNMM-6: Temporary relocation above set exposure levels	Avoid the most severe exposures; hotel rooms are available on the Project site

The EIR's significant and unavoidable utilities impact is itself the construction noise from the Project's onsite and offsite infrastructure work. (FEIR, p. 2-35; PC Hearing.)[3] Because the offsite construction noise drives both the noise impact and the utilities impact, these measures would lessen two of the EIR's three significant and unavoidable impacts. The City cannot find these impacts unavoidable without explaining why each measure is infeasible. (Pub. Resources Code § 21081(a)(3); CEQA Guidelines § 15091(a)-(b).)

E. The EIR Understates Nighttime Operational Noise

The DEIR models the hotel's heating, ventilation, and air conditioning ("HVAC") noise as a single small residential air conditioner and concludes that it would reach only about 33 dBA at the Ontario Street homes. (DEIR, p. 5.9-17.) A 420-room hotel will likely require many large rooftop units. Mr. Rogers estimates that HVAC noise at those homes would be 55 dBA or more, which would exceed the 50 dBA nighttime limit for mechanical equipment at residential property (a 45 dBA nighttime base level plus 5 dBA). (Burbank Mun. Code § 9-3-208; Exhibit A, §§ 3, 5.) The DEIR's analysis of the outdoor event terrace and patio likewise assumes the sound of a single person talking; a crowd of 100 or more would produce approximately 50 dBA at the same homes, with no limit on evening or nighttime use. (*Id.*, § 6.) In Mr. Rogers's opinion, these are potentially significant impacts that the DEIR does not identify. Limits on the hours of the outdoor areas and on amplified sound would be feasible measures. (*Ibid.*)

[3] Citations to "PC Hearing" refer to the Planning Commission's October 12, 2026 public hearing on the Project (Item 1).

II. THE EIR UNDERSTATES THE AIR POLLUTION NEARBY RESIDENTS WOULD BREATHE

A. Construction Emissions Would Exceed the Federal 1-Hour NO2 Standard

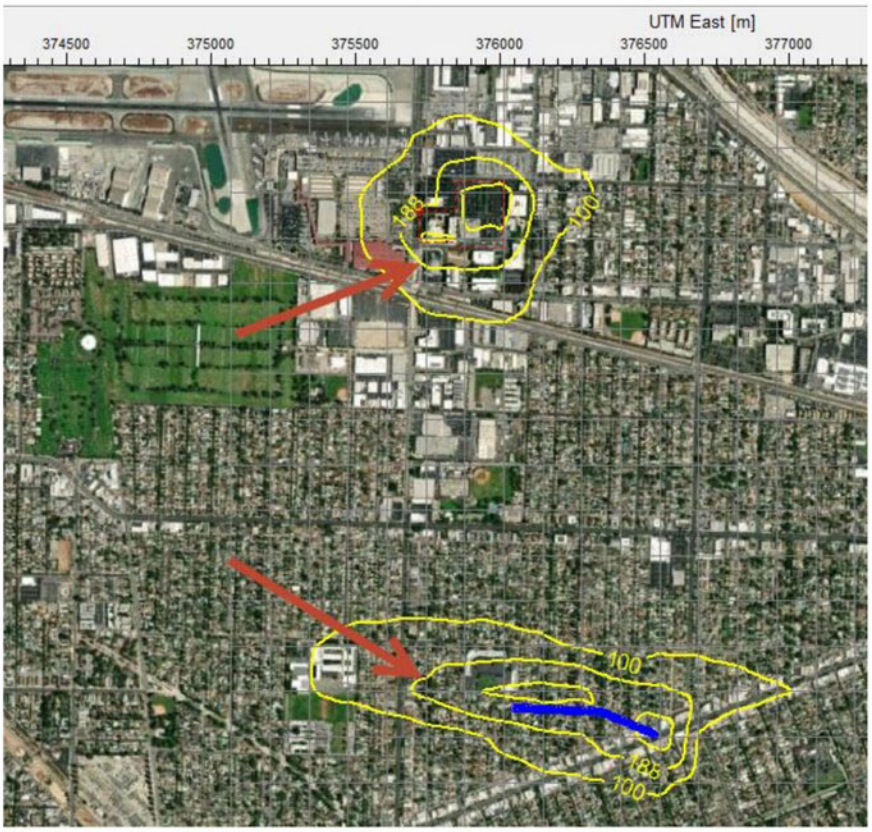
The DEIR finds localized air quality impacts less than significant by comparing onsite construction emissions to the South Coast Air Quality Management District's ("SCAQMD") Localized Significance Threshold ("LST") screening tables. (DEIR, pp. 5.1-26 to 5.1-27, Table 5.1-6.) Those tables are not a substitute for analyzing the concentrations residents would actually breathe. The DEIR applied the LST values for receptors 100 meters away, based on homes approximately 360 feet from the site boundary (*ibid.*), even though Table 5.1-6 itself includes the sewer main work, which would occur as close as about 45 feet from homes on Wyoming Avenue, and the offsite electrical work occurs about 60 feet from homes on Ontario Street. In addition, SCAQMD's localized thresholds are based on the state 1-hour NO2 standard of 0.18 parts per million (339 micrograms per cubic meter). (Exhibit B, Attachment 1.) They do not address the federal 1-hour NO2 standard of 100 parts per billion (188 micrograms per cubic meter), which is about 45 percent lower and, like the state standard, is set to protect public health. (*Id.*, Attachment 2.) The question under CEQA is whether the Project would expose sensitive receptors to substantial pollutant concentrations (DEIR, p. 5.1-25 [Impact AQ-3]), and the DEIR offers no reason for not evaluating the Project's construction emissions against the federal standard. SCAQMD itself recommended that the City perform a localized analysis using either its localized significance thresholds or dispersion modeling, and asked the City to provide all air quality modeling files. (SCAQMD NOP Comments, Dec. 3, 2019.)[4] An EIR must make a reasonable effort to connect a project's emissions to their likely health consequences. (*Sierra Club v. County of Fresno*, *supra*, 6 Cal.5th 502.)

Mr. Kapahi performed dispersion modeling. Using the DEIR's own construction emissions, he found that 1-hour NO2 concentrations would exceed the federal ambient air quality standard of 100 parts per billion (188 micrograms per cubic meter) at offsite locations, both around the Project site and along the Wyoming Avenue sewer alignment, where the area exceeding the standard extends into the residential neighborhood on either side of the work, as shown in Mr. Kapahi's Figure 1 below. (Exhibit B, AQ-3 discussion and Figure 1.)

[4] SCAQMD, Comments on the Notice of Preparation for the 2500 N. Hollywood Way Project (Dec. 3, 2019), https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2019/december/LAC191106-03.pdf; also reproduced in DEIR Appendix B.

Figure 1

Spatial Distribution of 1-hour NOx Concentration
In Micrograms per cubic meter



Note: Area enclosed by the contour labeled 188 would exceed the 1-hour NOx ambient air quality standard. The red arrow points to this contour

The South Coast Air Basin is in attainment for NO2, and SCAQMD treats a project as significant if it causes or contributes to an exceedance of an ambient standard. (*Id.*, Attachment 1.) A project that would cause new exceedances also conflicts with the region's Air Quality Management Plan. (*Id.*, AQ-1 discussion.) Neither impact is disclosed in the EIR.

B. The EIR Contains No Health Risk Assessment for Construction Diesel Emissions

Construction would involve diesel equipment operating over the more than 400 working days of building construction modeled in the DEIR, including the sewer work as close as about 45 feet from homes on Wyoming Avenue. Yet the EIR contains no assessment of cancer or non-cancer risk from diesel particulate matter. (Exhibit B, toxic air contaminants discussion.) SCAQMD recommended a health risk assessment of the Project's mobile sources and an analysis of toxic air contaminants from equipment. (SCAQMD NOP Comments, Dec. 3, 2019.) The omission matters here in particular. According to the DEIR's own modeling output, the

Project's census tract has a CalEnviroScreen 4.0 score of 92 out of 100, is designated a disadvantaged community under Senate Bill 535 and a low-income community under Assembly Bill 1550, and ranks at the 89th percentile statewide for diesel particulate matter exposure. (DEIR Appendix C, CalEEMod Health and Equity Details.) The DEIR's own output states:

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	92.0
Healthy Places Index Score for Project Location (b)	29.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

The relevant question is not the relative size of the Project's contribution, but whether any additional amount should be considered significant in light of the existing conditions. (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 718; *Los Angeles Unified School Dist. v. City of Los Angeles* (1997) 58 Cal.App.4th 1019, 1025.)

C. The EIR Requires No Measure to Reduce Construction Emissions

The DEIR's construction modeling assumes that all equipment would have "Average" engine tiers, and its mitigated and unmitigated construction emissions of nitrogen oxides ("NOx") are identical. (DEIR Appendix C, § 2.1.) The unmitigated equipment list is excerpted below; the mitigated list in Appendix C assigns the same "Average" tier to every piece of equipment. (*Id.*, §§ 5.2.1, 5.2.2.)

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45

No measure to reduce construction NOx or diesel particulate emissions was assumed or required. Mr. Kapahi identifies feasible measures commonly used in the South Coast Air Basin: Tier 4 Final off-road equipment; zero-emission and renewable-diesel equipment; phasing to avoid overlap of the most intensive phases and keeping equipment away from homes, including on Wyoming Avenue; and idling and haul truck controls. (Exhibit B, mitigation discussion.) The

City must consider these measures before it can approve the Project. (Pub. Resources Code § 21002.)

III. THE AIR QUALITY APPENDIX THE PUBLIC REVIEWED ON CEQANET IS A DIFFERENT DOCUMENT FROM THE ONE ON THE CITY'S WEBSITE

A. The Two Versions of Appendix C Do Not Match

The City posted the DEIR and its appendices on its project webpage, and the State Clearinghouse posted them on CEQAnet, the State's CEQA database, through which state agencies and the public review environmental documents.[5] The two versions of Appendix C describe the same Project, a 420-room, 262,338-square-foot hotel at 2500 North Hollywood Way with 673 garage spaces and 250 surface spaces, but they are different documents containing different modeling:

	City website version	**CEQAnet version**
Title	Air Quality, Energy, and Greenhouse Gas Emissions Data	Air Quality/Health Risk Assessment, Energy, and Greenhouse Gas Emissions Data
Length	172 pages	344 pages
CalEEMod model run	Two runs dated September 23, 2024, with and without project design features	One run dated March 7, 2024
Operational year modeled	2030	2027
Hotel electricity use	2,988 megawatt-hours per year	3,357 megawatt-hours per year
Daily vehicle trips (energy calculations)	4,315	4,099
Dispersion modeling and health risk	None	2021 AERMOD modeling and HARP health risk calculations for airport aircraft emissions

[5] Compare DEIR Appendix C as posted on the City's project webpage (https://www.burbankca.gov/web/community-development/2500NHW, archived at https://web.archive.org/web/20261112200044/https://www.burbankca.gov/web/community-development/2500NHW) with DEIR Appendix C as posted on CEQAnet (https://ceqanet.lci.ca.gov/2019110032/4, archived at https://web.archive.org/web/20261112200202/https://ceqanet.lci.ca.gov/2019110032/4).

Neither version contains the other's model runs. The differences are visible on the face of the documents, as shown in the screenshots below:

City website version (cover):



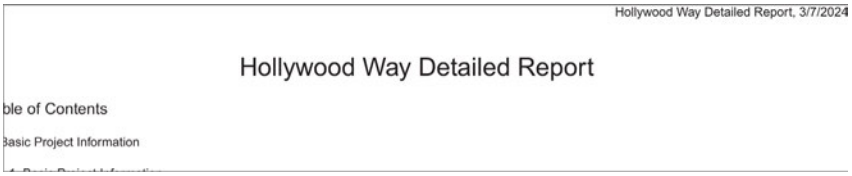
CEQAnet version (cover):



City website version (first page of model run):



CEQAnet version (first page of model run):



City website version (energy calculations):

Hollywood Way Project
Energy Calculations

Land Use	Natural Gas Use		Electricity Use	
	(kBTU/yr)	(Therms)	(kWh/yr)	(MWh/yr)
Hotel	0	0	2,988,151	2988.151
Enclosed Parking Structure	0	0	728,438	728.438
Parking Lot	0	0	85,857	85.857
Totals	**0**	**0**	**3,802,446**	**3,802**

CEQAnet version (energy calculations):

Hollywood Way Project
Energy Calculations

Land Use	Natural Gas Use		Electricity Use	
	(kBTU/yr)	(Therms)	(kWh/yr)	(MWh/yr)
Hotel	0	0	3,357,063	3357.063
Enclosed Parking Structure	0	0	728,438	728.438
Parking Lot	0	0	85,857	85.857
Totals	**0**	**0**	**4,171,358**	**4,171**

1 kBTU = 0.01 therms

Los Angeles County Annual Energy

Energy Type

The CEQAnet version also contains modeling the City's version does not: air dispersion modeling dated March 12, 2021 and health risk calculations dated March 16, 2021, prepared for airport aircraft emissions at a "Worker" receptor, as shown below:

CEQAnet version, p. 88:

```
**
****************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.9.0
** Lakes Environmental Software Inc.
** Date: 3/12/2021
** File: C:\Lakes\AERMOD View\2500 N Hollywood\2500 N Hollywood.ADI
**
```

CEQAnet version, p. 285:

```
HARP2 - HRACalc (dated 19044) 3/16/2021 2:42:00 PM - Output Log

GLCs loaded successfully
Pollutants loaded successfully
Pathway receptors set to 0
*********************************
RISK SCENARIO SETTINGS

Receptor Type: Worker
Scenario: All
Calculation Method: Derived
```

B. <u>The DEIR Describes One Version but Reports the Numbers of the Other</u>

The DEIR states that its air quality section is based on the "Hollywood Way Detailed Report prepared by Denovo Planning Group dated March 7th, 2024 included as Appendix C," as shown below (DEIR, p. 5.1-1):

5.1 AIR QUALITY

The purpose of this section is to describe the existing air quality characteristics and to identify the air pollutant emissions generated by the construction and operation of the proposed Project and address their potential impacts to air quality, including toxic air contaminants. This section is based in part upon *South Coast Air Quality Management District 2022 Air Quality Management Plan* (SCAQMD 2022 AQMP) adopted December 2, 2022 and *Hollywood Way Detailed Report* prepared by Denovo Planning Group dated March 7th, 2024 included as Appendix C, Air Quality, Energy, and Greenhouse Gas Emissions Data.

That March 7, 2024 report is the one posted on CEQAnet. It does not appear in the City's version. Yet the construction emissions the DEIR reports, including 45.0 pounds per day of NOx in 2026 (DEIR, p. 5.1-21, Table 5.1-3), match the September 23, 2024 model run in the City's version, not the March 7, 2024 run, which reports a maximum of 45.3 pounds per day. The CEQAnet version is also titled as containing a "Health Risk Assessment," but its only health risk calculations concern airport aircraft emissions at a worker receptor, and the DEIR's analysis of sensitive receptor exposure does not mention any health risk assessment at all. (DEIR, pp. 5.1-25 to 5.1-29.)

C. The Public Could Not Meaningfully Review the Air Quality Analysis

An EIR's technical data must be available to the public and reviewing agencies so that they can evaluate its conclusions. (CEQA Guidelines §§ 15087, 15147.) Here, anyone who reviewed Appendix C on CEQAnet, including any state agency, reviewed modeling that does not produce the emissions reported in the DEIR. Anyone who reviewed Appendix C on the City's website could not find the March 7, 2024 report on which the DEIR says it is based. Either way, the public was not given the technical basis for the DEIR's air quality conclusions. The City should identify which document is the DEIR's Appendix C, explain the discrepancy, and recirculate the correct appendix with the revised air quality analysis. (CEQA Guidelines § 15088.5(a)(4).)

IV. THE GREENHOUSE GAS ANALYSIS REMAINS UNSUPPORTED

A. The Errata Confirms That GHG-1 Provides No Quantified Reduction

Local 11's October 12 letter pointed out that the DEIR and the draft findings described GHG-1 as requiring CALGreen Tier 2 and carbon offsets, while the measure itself required neither. The City has now resolved that inconsistency by deleting the descriptions, not by adding the requirements. The November 2026 errata strikes the DEIR's statement that GHG-1 "would require the incorporation of Tier 2 requirements of the 2022 CALGreen Code," and strikes "purchasing carbon offsets" from the DEIR's description of GHG-1, because neither is part of GHG-1 or was included in the emission calculations. (FEIR, p. 3-3 [revising DEIR pp. 5.5-16, 5.5-23].) The revised text concedes that GHG-1's remaining features "are not quantifiable in CalEEMod." (*Ibid.*) Staff describes the errata as "non-substantive." (City Council Staff Report, p. 6, fn. 1.) Removing the only building efficiency and offset requirements the DEIR attributed to GHG-1 is not a non-substantive change. The errata reads as follows:

Section 5.5, Greenhouse Gas Emissions

Draft EIR Page 5.5-16 has been revised to remove references to CalGreen Code Tier 2 requirements as they are not identified in Mitigation Measure GHG-1 (Draft EIR page 5.5-24) and were not included within the GHG emission calculations. The Draft EIR text will be revised in the Final EIR , as follows:

> As the proposed Project would exceed the GGRP efficiency threshold of 3.12 $MTCO_2e$ per service population even with incorporation of Project design features, the Project would be required to implement Mitigation Measure GHG-1; refer to Table 5.5-3. ~~Mitigation Measure GHG-1 would require the incorporation of Tier 2 requirements of the 2022 CALGreen Code. Per the CALGreen Code, Tier 2 requirements are typically voluntary tiers that add additional requirements beyond the mandatory measures.~~ Mitigation Measure GHG-1 includes the following features: preparation of a Transportation Management Plan, joining the Burbank Transportation Management Organization, owning a clean-fuel vehicle fleet, and no wood-burning or gas-powered fireplaces. However, it should be noted that these features are not quantifiable in CalEEMod.

Draft EIR Page 5.5-23 inadvertently references purchasing carbon offsets as being included within Mitigation Measure GHG-1. Carbon offsets are not included in Mitigation Measure GHG-1 (Draft EIR page 5.5-24) and were not considered in potential reductions to GHG emissions. The Draft EIR text will be revised in the Final EIR, as follows:

> Based on Table 5.5-4, the Project would incorporate a majority of the GHG reduction measures as a part of the Project's description. However, the Project would be required to implement Mitigation Measure GHG-1, which requires the Project applicant to implement additional features in the Project that would reduce GHG emissions, including preparing a Transportation Management Plan, which includes voluntary and mandatory trip reduction measures, such as discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation, including, but not limited to, carpooling, taking transit, walking, and biking, and implementing employee parking cash-outs ~~and purchasing carbon offsets~~, thereby reducing VMT and GHG emissions to the maximum extent feasible.

The EIR therefore credits GHG-1 with no quantified reduction at all. The only quantified reductions come from project design features, which lower annual emissions by about 80 metric tons of carbon dioxide equivalent ("MTCO2e"), from 4,751.66 to 4,671.49 MTCO2e. Mobile sources account for 4,044 MTCO2e per year and are not reduced by any quantified measure. (DEIR Appendix C; City Council Staff Report, Att. 1, p. 40.) This does not comply with the City's own GGRP, which provides that when a project exceeds the threshold, "mitigation measures must be identified and respective GHG emissions reduction calculations included" to reduce emissions to or below the threshold. (GGRP, CEQA GHG Emissions Thresholds and Guidance, § 5.2 [GGRP PDF p. 407].)[6] The errata also confirms that the City considered offsets and excluded them without explaining why they are infeasible, although the CEQA Guidelines expressly recognize them as mitigation. (CEQA Guidelines § 15126.4(c)(3); see Exhibit B, GHG discussion.) The errata corrected the DEIR, but the CEQA findings are a separate document, and the draft findings now before the Council were not corrected. The staff report states that the

[6] City of Burbank, Greenhouse Gas Reduction Plan Update (adopted May 3, 2022), with appendices, https://www.burbankca.gov/documents/173607/0/GGRP+Update+Final_w.App.pdf/5c876fb6-fed4-49e5-d7b6-dbcf058491a1. Page citations to "GGRP PDF" refer to the page of that PDF file.

findings "were also updated to reflect these clarifications" (City Council Staff Report, p. 6), but they were not. They still state that "Mitigation Measure GHG-1 would require the incorporation of Tier 2 requirements of the 2022 CALGreen Code," and still describe GHG-1 as including "purchasing carbon offsets." (City Council Staff Report, Att. 1, pp. 38, 41.) The findings therefore contradict the EIR the Council is asked to certify, and they must be corrected before the Council can adopt them.

B. The GGRP Threshold Already Counts Visitor Trips

At the Planning Commission's October 12, 2026 hearing, Staff confirmed that the GGRP defines service population as residents and employees, and explained that the City added hotel guests as a matter of "city policy" because guests generate emissions that are counted in the Project's numerator. (PC Hearing.) The Applicant's counsel made the same "balanced equation" argument. (*Ibid.*; see FEIR, p. 2-57.) The GGRP itself shows why that reasoning fails.

The 3.12 MTCO2e threshold is 767,692 MTCO2e divided by 245,961 people, consisting of 109,686 residents and 136,275 employees. (GGRP, Tables 6-7 [GGRP PDF pp. 407-408].) The transportation emissions in that numerator come from a citywide vehicle miles traveled inventory that counts every trip produced by or attracted to Burbank in the regional travel model, allocating 50 percent of each trip with one end in the City. (GGRP, Iteris VMT Memorandum, Sept. 3, 2020 [GGRP PDF pp. 173-175].) Trips by visitors, including hotel guests and airport travelers, are therefore already in the threshold's numerator, and they are not in its denominator. Adding 588 guests to the Project's denominator compares the Project to the threshold on different terms than the threshold was built on. (*Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal.4th 204, 225-227.)

The GGRP also specifies how a hotel is measured. It classifies hotels as non-residential uses and explains that non-residential thresholds were derived by dividing emissions by employees. (GGRP PDF pp. 407, 410.) On those terms, the Project's efficiency ratio is about 55 MTCO2e per employee (4,671.49 divided by 85), roughly 17 times the threshold, not 6.94 per service person.

C. The Service Population Assumes a Hotel That Is Full Every Night

The Applicant's counsel described the EIR's guest estimate as "very conservative." (PC Hearing.) It is not. The 588 guests equal 1.4 guests per room in all 420 rooms every night of the year. For an efficiency ratio, a larger denominator produces a smaller result, so assuming 100 percent occupancy makes the Project look better, not worse. The record shows actual occupancy well below that level: the Applicant's representative testified that the existing Marriott runs at approximately 81 percent, and Staff reported citywide hotel occupancy of 74.3 percent. (*Ibid.*) Even on the EIR's own method, using 81 percent occupancy would raise the Project's ratio from 6.94 to approximately 8.3 MTCO2e per service person.

D. The Guest-Based Ratio Still Drives the Rejection of the Environmentally Superior Alternative

The Reduced Intensity Alternative would cut emissions by 1,172.77 MTCO2e per year, yet the DEIR rates its GHG impact as greater than the Project's because its per-person ratio is 0.07 higher. (DEIR, p. 7-12.) That result exists only because guests are counted in the denominator. An alternative that removes more than 1,100 tons of emissions a year is not the worse alternative for greenhouse gases.

V. THE FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS ARE NOT SUPPORTED

The proposed findings identify the Reduced Intensity Alternative as environmentally superior and as meeting all Project objectives, but reject it without finding it infeasible. (City Council Staff Report, Att. 1, pp. 77-78.) Nothing in the record shows that a 315-room hotel is impractical. At the hearing, the Applicant's representative stated that lenders would not finance a hotel with a residential component and that a preliminary analysis had been done. (PC Hearing.) No such analysis is in the record, and unsupported statements are not substantial evidence of infeasibility. (CEQA Guidelines § 15384(a); *Preservation Action Council v. City of San Jose* (2006) 141 Cal.App.4th 1336, 1352, 1356-1357.) One Commissioner noted that he would have liked to see an alternative "demonstrating that it's infeasible." (PC Hearing.)

The Statement of Overriding Considerations relies on transient occupancy tax and other fiscal benefits. The Council staff report now estimates $2 million to $2.5 million in transient occupancy tax annually (City Council Staff Report, p. 7), and the Applicant's representative cited $2.6 million in the first year and $123 million over 30 years (PC Hearing). But no fiscal analysis supporting any of these figures is in the record, and none accounts for the 217 extended-stay Residence Inn rooms, whose longer stays may not be subject to the tax.[7] A Statement of Overriding Considerations must be supported by substantial evidence in the record. (Pub. Resources Code § 21081(b); CEQA Guidelines § 15093(b).) Local 11 incorporates by reference Sections III and IV of its October 12 letter, which explain why the findings, the Statement of Overriding Considerations, and the Planned Development and Development Agreement findings are not supported.

[7] Burbank Municipal Code § 2-4-602 provides that "transient" does not include a natural person who, by advance monthly payment, occupies a hotel accommodation for a calendar month or 30 consecutive calendar days, or who, having occupied it for that period and paid the tax, continues to occupy it. (See https://www.burbankca.gov/documents/107269/1482865/20201210.TOTArticle6Ordinance.pdf/5a3ca7da-83ac-418a-8723-32fd1524ec22.) Staff described the 217 Residence Inn rooms as serving extended-stay guests (PC Hearing), and the record contains no analysis of how much of their occupancy would fall outside the tax.

VI. THE EIR MUST BE REVISED AND RECIRCULATED

An EIR must be recirculated when significant new information is added after public review, including a new significant environmental impact, a substantial increase in the severity of an impact, or a feasible mitigation measure or alternative that would clearly lessen significant impacts but that the project proponent declines to adopt. (CEQA Guidelines § 15088.5(a)(1)-(3); *Laurel Heights Improvement Assn. v. Regents of University of California* (1993) 6 Cal.4th 1112, 1129-1130.) The record now contains substantial evidence of each:

- New significant impacts: construction NO2 concentrations exceeding the federal ambient standard, and nighttime operational noise exceeding the City's limit (Exhibit A, §§ 5-6; Exhibit B);
- A substantial increase in severity: construction noise of approximately 85 dBA at homes 60 feet from the electrical work, which the EIR never analyzed (Exhibit A, § 4(a)); and
- Feasible mitigation that would clearly lessen significant impacts: the noise and air quality measures described above, and quantified, enforceable GHG measures.

Certifying the FEIR in its current form would not comply with CEQA.

VII. CONCLUSION

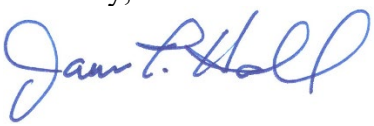
For these reasons, Local 11 respectfully requests that the Council decline to certify the FEIR and decline to approve the Planned Development, Development Agreement, and Development Review at this time, and instead direct Staff to:

1. Analyze construction noise at the homes nearest the offsite electrical and sewer work, correct the noise baseline, and analyze nighttime HVAC and outdoor gathering noise;
2. Analyze localized pollutant concentrations and construction health risk, and recirculate the version of Appendix C on which the DEIR relies;
3. Evaluate and adopt the noise and air quality measures described above, or explain with substantial evidence why each is infeasible;
4. Revise GHG-1 to include quantified, enforceable measures with a performance standard that brings the Project to the GGRP threshold, including measures directed at guest trips and carbon offsets, and recalculate the Project's efficiency on the GGRP's own terms;
5. Fully analyze a hotel and residential mixed-use alternative and either adopt the Reduced Intensity Alternative or support a finding of infeasibility with evidence; and
6. Recirculate the revised EIR for public review.

Local 11 adopts and incorporates by reference all Project comments and objections raised by all others during the environmental review and land use entitlement processes for the Project. Pursuant to Public Resources Code section 21167.6(e) and *Consolidated Irrig. Dist. v. Superior Court* (2012) 205 Cal.App.4th 697, please include all of the hyperlinked references cited in each of the comment letters submitted during the administrative process in the administrative record. Local 11 reserves the right to supplement these comments at future hearings on the Project. Please add my firm to the official notice list for the Project, including notice of any Notice of Determination. (Pub. Resources Code §§ 21092.2, 21167(f); Gov. Code § 65092.)

Thank you for your consideration of this matter. I may be contacted at jamie.hall@channellawgroup.com if you have any questions, comments or concerns.

Sincerely,



Jamie T. Hall

Encls.:

Exhibit A: Expert Report from Steve Rogers Acoustics dated November 7, 2026 and curriculum vitae

Exhibit B: Air Quality / Greenhouse Gas Expert Report from Ray Kapahi, Environmental Permitting Specialists, dated November 16, 2026 and curriculum vitae

EXHIBIT A

Expert Report from Steve Rogers Acoustics dated November 7, 2026 and curriculum vitae

Steve Rogers Acoustics

November 7, 2026

Jamie Hall
Channel Law Group, LLP
8383 Wilshire Boulevard, Suite 750
Beverly Hills, CA 90211
jamie.hall@channellawgroup.com

Subject: **2500 N. Hollywood Way – Dual Brand Hotel**
Review of Noise Impact Analysis in the Draft & Final EIR

Dear Jamie:

We have reviewed the noise impact analysis presented in Section 5.9 and Appendix H of the Public Review Draft Environmental Impact Report for the Dual Brand Hotel project (the Project) proposed for the site at 2500 N. Hollywood Way in Burbank, as well as the Final Environmental Impact Report (Revised November 2026), including the responses to comments and Section 3.0, Errata to the Draft EIR and have the following comments:

1. BACKGROUND

The Project is a new, 262,338 ft^2, seven-story hotel and a separate four-story parking garage providing 766 parking spaces with an additional 285 parking spaces at grade. The Project would be constructed on the same parcel as an existing Marriott Hotel, which would remain in operation during construction of the project and upon project completion.

Offsite construction would include various improvements along Thornton Avenue, to the north of the Project site and extending approximately 300-feet east to the intersection of Thornton Avenue and Ontario Street – where an electrical service connection would be made to existing BWP facilities. Additional offsite construction would come in the form of 1,580-foot-long sewer main infrastructure improvements along Wyoming Avenue to the south of the Project site.

The noise impact analysis in the DEIR was prepared on behalf of the Applicant by Michael Baker International (MBI). This work is presented in Section 5.9 of the DEIR, which establishes thresholds of significance, presents an evaluation of temporary noise impacts from the construction phase, and addresses potential permanent (operational) noise impacts once the Project is complete. Further detail (ambient noise measurements and construction noise impact calculations) are provided in Appendix H of the DEIR. The Final EIR does not revise he noise analysis, except for minor errata changes to Mitigation Measure NOI-1 and to the discussion of offsite construction noise, which are addressed below.

2. BASELINE CONDITIONS

The analysis in Section 5.9 of the DEIR relies on daytime ambient noise level measurements made at two locations near the project site: at 2298 N. Ontario Street; on the edge of Robert E. Lundigan Park, at the northwestern corner of Thornton Avenue and Naomi Street. We find use of these two ambient noise level readings to establish baseline noise conditions for the project to be problematic, for the following reasons:

a) <u>There is an Inconsistency in the Reported Ambient Noise Levels</u>

Table 5.9-1 of the DEIR presents daytime ambient noise levels of 58.7 and 61.2 (dBA, Leq) at

Robert E. Lundigan Park and on Ontario Street, respectively. However, the more detailed reporting in Appendix H, has these values reversed – 61.2 dBA Leq at Robert E. Lundigan Park and 58.7 dBA Leq on Ontario Street.

b) No Noise Baseline Measured for Wyoming Avenue

MBI's ambient noise survey did not include any measurements on Wyoming Avenue. Instead, the analysis of noise impact from offsite sewer improvement work along Wyoming Avenue is based on noise levels measured on the edge of Robert E. Lundigan Park, at the northwestern corner of Thornton Avenue and Naomi Street.

MBI argues that the noise data from Robert E. Lundigan Park is applicable because Wyoming Avenue, Thornton Avenue and Naomi Street are all classified as "local streets" in the Mobility Element of the Burbank General Plan. In other words, the analysis in the DEIR assumes that noise levels on all local streets are the same. We disagree with this approach because of the dissimilarity of the streets in question (particularly Wyoming and Thornton Avenues) and the influence of noise from sources other than street traffic, such as aircraft movements.

We also believe that the use of baseline data measured at one location as a stand-in for the baseline at a second, distant location (Lundigan Park and Wyoming Avenue are more than a mile apart) falls short of the standard required by CEQA.

For a more realistic baseline, we measured ambient noise in front of 2911 Wyoming Avenue (the approximate mid-point of the proposed sewer alignment – as shown in Figure 1) between 2:42 and 2:52 PM on November 2, 2026. The measurement was made with a Bruel and Kjaer Type 2250 sound level meter. The calibration of the instrument was checked immediately prior to the reading using a Bruel and Kjaer Type 4231 acoustical calibrator.

The result was a 10-minute Leq of 57.1 dBA – i.e.: 1.6 dBA lower than the ambient noise level at Lundigan Park, as reported in the DEIR Table 5.9-1. Applying the DEIR's own approach (ambient plus 5 dBA), this measurement indicates a construction noise significance threshold of 62.1 dBA for the residences on Wyoming Avenue, which is lower than the 63.7 dBA threshold applied in the DEIR. This holds true regardless of which if the two conflicting DEIR ambient noise values for Lundigan Park is correct. This discrepancy shows that the DIER slightly understates the magnitude of the temporary noise impact of the Project on Wyoming Avenue during sewer improvement work. While our measurement is a single short-term sample, it was taken on the sewer alignment itself, whereas the DEIR's baseline for this alignment was measured at different location. The DEIR's approach is therefore less representative of conditions at the affected residences than our own measurement.

d) No Nighttime or CNEL Baseline Data is Provided

Table 5.9-4 in the DEIR includes noise limits for stationary sources taken from the Noise Element of the City of Burbank General Plan. These limits include maximum daytime (7AM – 10PM) and nighttime (10PM – 7AM) noise limits.

In addition, the discussion about significance thresholds for operational noise impacts on page 5.9-10 of the DEIR cites criteria established by the Federal Interagency Committee on Noise (FICON), which compare existing and future Community Noise Equivalent Level (CNEL) values to predict the annoyance caused by a new noise source (the Project in this case). Determination of CNEL requires measurement and/or prediction of noise levels over a 24-hour period and cannot be reliably calculated from daytime noise levels alone. However, the baseline data provided in the DEIR does not include 24-hour or nighttime noise levels.

Figure 1: Noise Measurement Location on Wyoming Avenue



3. SIGNIFICANCE CRITERIA & THRESHOLDS

a) Interpretation of BMC Noise Limits for Project HVAC Sources is Faulty

In its analysis of operational noise impacts, the DEIR cites the provisions in the City of Burbank Municipal Code, which read as follows:

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

A. Decibel Limit: No person shall operate any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device in such a manner as to cause the ambient noise level to be exceeded by more than five (5) decibels. In the case of leaf blowers, as defined by Section 9-3-214 of this article, the ambient noise level may not be exceeded by more than twenty (20) decibels.

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

Base Levels	*Time*	*Zone*
45 dBA	*Nighttime*	*Residential*
55 dBA	*Daytime*	*Residential*
65 dBA	*Anytime*	*Commercial*
70 dBA	*Anytime*	*All other zones*

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

the ambient noise base level for the adjacent property shall apply. Properties separated by a street shall be deemed to be adjacent to one another.

As the Project is located in a commercial zone, and its immediate neighbors are also commercial properties, the DEIR argues that the BMC noise limit for operational HVAC noise should be 70 dBA (65 + 5 = 70). This in spite of the fact that the base noise levels for the nearby residential properties on Ontario Street are as much as 20 dBA lower than the commercial property base level.

We believe that the DEIR interpretation of BMC 9-3-208 is faulty because the word "adjacent" does not necessarily mean *immediately* adjacent (i.e.: sharing a common property line, or being located directly across the street). According to Merriam-Webster, "adjacent" means close or neighboring, and may or may not imply contact. The word "adjoining", on the other hand, definitely implies contact between two uses or properties, and is used elsewhere in the noise ordinance (BMC 9-3-213 B. and BMC 9-3-214 E.) to denote residential units or properties that share a common boundary.

Use of "adjacent" instead of "adjoining" in BMC 9-3-208 therefore appears to be deliberate, intended to include sensitive properties that are in the vicinity of, but not necessarily adjoining, the source property in the determination of appropriate noise limits. In other words, the correct HVAC noise limit for receivers on Ontario Street should be the baseline (measured or minimum value in the BMC) at those receivers plus 5 dBA, as follows:

Time of Day	Baseline	BMC Noise Limit
DAYTIME	58.7 or 61.2 dBA *Depending on which of the two ambient noise levels reported in the DEIR for Ontario Street is correct.*	63.7 or 66.2 dBA
NIGHTTIME	45 dBA	50 dBA

These HVAC noise limits are significantly more stringent than the blanket 70 dBA value quoted in the DEIR, which is applied day and night.

4. CONSTRUCTION NOISE IMPACTS & MITIGATION MEASURES

a) <u>Noise of Offsite Construction on Thornton Avenue Not Properly Addressed</u>

At the top of page 5.9-14, the DEIR notes that proposed offsite improvements along Thornton Avenue (specifically the electrical connections to existing BWP facilities) will occur approximately 60 feet from the nearest residential use on Ontario Street. However, no analysis is provided to show the noise impact of this scenario.

Instead, the paragraph at the top of page 5.9-14 of the DEIR refers to the impact of noise from onsite construction work (per Table 5.9-5) which relates to construction noise predictions for receivers at 360 or 640 feet from the construction equipment.

The Final EIR revises this paragraph through its errata (Final EIR, Revised November 2026, pp. 3-3 to 3-4), but only to remove an incomplete sentence. As revised, the paragraph still acknowledges that the nearest residences are approximately 60 feet from the electrical connection work, then states two sentences later that the offsite improvements are approximately 1,000 feet from sensitive receptors, and relies on Table 5.9-5 (onsite construction at 360 and 640 feet) as a "conservative" representation. Neither distance is

conservative for a receiver at 60 feet and the Final EIR still provides no analysis of that receiver.

We expect that the construction activity for the electrical connection along Thornton Avenue will be very similar to that for the sewer line improvements on Wyoming Avenue, because the work will include similar steps – saw-cutting, excavation and shoring, backfilling/compaction and pavement restoration – and equipment. And we can model the likely impact of the construction on Thornton Avenue by extrapolating the output of the DEIR noise model for the Wyoming Avenue offsite construction, as shown in Table 1.

Table 1: Offsite Construction Noise Level Predictions (dBA, Leq)		
DEIR Model of Wyoming Avenue Construction noise for receiver at a distance of 45-feet	Additional distance loss to 60-feet	Model of Thornton Avenue Construction noise for receiver at a distance of 60-feet
87.4	2.5	84.9

As Table 1 shows, our model of Thornton Avenue offsite construction noise levels received at the residential uses on Ontario Street exceeds the DEIR significance threshold (63.7 dBA) by more than 20 dBA.

b) Construction Noise Impact on Wyoming Avenue is Slightly Understated

Construction noise analysis in the DEIR is based on the Federal Highway Administration Roadway Construction Noise Model (FHWA RCNM), which is standard practice for CEQA studies and we take no exception to this approach. However, the construction noise impacts for Wyoming Avenue are slightly understated, because they are based on a baseline noise level measured in a different (and slightly noisier) location over a mile away

Correcting this anomaly would not affect the overarching finding of significant impact during onsite and offsite construction but it would better convey the scale of the noise impact of the sewer alignment work along Wyoming Avenue.

c) NOI-1 is a BMP List Rather than an Effective Noise Mitigation Measure

Mitigation measure NOI-1 in the DEIR is a list of best management practices (BMPs), summarized as follows:

- Equipping all construction equipment with mufflers.
- Signs posted with schedule dates and contact information registering complaints.
- Making available a "Noise Disturbance Coordinator".
- Use of construction noise reduction methods to be used "where feasible", including maximizing distances between noisy equipment and residential uses and use of temporary "acoustic barriers".
- Haul routes designed to avoid noise sensitive uses "to the extent feasible".
- Orientation of equipment to direct noise away from sensitive noise receivers.

While these common-sense BMPs are welcome, they are nothing more than we would expect to see implemented on any responsibly-run construction site with sensitive uses nearby. NOI-1 offers no reliable, measurable reduction in construction noise exposure at the nearby residences and the DEIR appears to acknowledge this by providing no quantitative analysis of attenuation attributable to this measure.

For example, the first item – the requirement for mufflers – is not an actual mitigation at all. This is because any piece of construction equipment powered by a combustion engine leaves the factory with a muffler installed. Therefore, the source noise levels for construction equipment in the FHWA RCNM (which are based on real-world measurements on active construction sites) already include the benefits of typical factory-furnished mufflers. The requirement for mufflers in NOI-1 does not provide any additional attenuation beyond what is already baked into the FHWA RCNM model.

Nonetheless, on page 5.9-14, the DEIR claims that mufflers "can reduce noise by up to 15 to 25 dBA", citing information published by Donaldson Filtration Solutions (a manufacturer of engine mufflers). While there are caveats in the language of this part of the DEIR, the implication is that the muffler requirement in NOI-1 will reduce construction noise below the levels predicted using the FHWA RCNM model and therefore reduce the severity of the impact. This is not true. According to Donaldson's literature, the attenuation performance claimed for their muffler products is the difference between the noise levels of "an engine without a muffler and the same engine with a muffler". In other words, replacing the factory muffler (FHWA RCNM scenario) with a Donaldson muffler does not result in any net reduction in noise level.

Another example: Temporary noise barriers, which are mentioned as a BMP item in NOI-1, can be an effective means of construction noise control – provided that the barriers are properly designed and installed. However, the reference to noise barriers in NOI-1 is so vague and unenforceable that no net reduction in construction noise can be expected from this item.

NOI-1 is unchanged in the Final EIR, apart from corrections to the names of the City divisions responsible for review (Final EIR, Revised November 2026, pp. 3-1 to 3-2).

d) <u>DEIR Overlooks Effective, Enforceable Mitigation Measures</u>

NOI-1 is the only construction noise mitigation measure put forward by the DEIR, even though it offers no real reduction in noise exposure at sensitive uses and the DEIR provides no alternative or additional measures that *would* provide meaningful mitigation. In this way, the DEIR does not adequately support the finding that construction noise impacts are "unavoidable".

This matters for two impacts, not one: the Final EIR errata (p. 3-1) corrects the Utilities and Service Systems impact (UTIL-1) to significant and unavoidable, and the Final EIR responses to comments (p. 2-35) explain that this impact is the construction noise from the onsite and offsite infrastructure work. The offsite construction noise discussed in this letter therefore drives both the noise and utilities impacts.

CEQA Guidelines Section 15126.4(a)(1) provides that an EIR "shall describe feasible measures which could minimize significant adverse impacts." The DEIR does not quantitatively show that NOI-1 would reduce construction noise at the affected residences. In our opinion, additional noise control measures are available that would substantially reduce construction noise at these residences, even where they would not reduce it below the significance threshold. The DEIR analysis for this Project should therefore be supplemented by a much more robust evaluation of mitigation options – complete with a quantitative analysis to show the noise reduction and net received noise level at sensitive receivers for each one.

We recommend that the following measures be evaluated and adopted. Each is commonly used on urban construction projects near residences. For ease of reference, we refer to them as Recommended Noise Mitigation Measures (RNMM-1 through RNMM-6).

RNMM-1 – Perimeter Construction Noise Barriers

This measure would consist of a continuous noise barrier along the east and south sides of the Project perimeter, which would remain in-place for the duration of construction. This type of measure is a common feature of urban construction sites and is often proposed as mitigation in CEQA environmental noise studies. A construction noise barrier typically comprises overlapping, acoustically-rated sound-blocking "blankets" attached to a chain link fence of sufficient height to block sightlines and achieve effective reduction in noise levels received at nearby sensitive uses.

For the phases of the Project that are projected to be the noisiest – demolition and grading – as well as the paving phase, a perimeter noise barrier has great potential because the noise sources are close to the ground. As the hotel building and parking structure rise, the perimeter barrier would still be beneficial in reducing noise from construction vehicles and staging, but would need to be supplemented by barriers supported off the new structures to mitigate noise from elevated sources.

We would expect a system of properly designed and deployed noise barriers to attenuate construction noise levels received on Ontario Street by between 8 and 10 dBA, which would be enough take noise levels predicted during construction of the Project down below the 63.7 dBA significance threshold, as illustrated in Table 2.

Table 2: Projected Effect of Noise Barriers on Onsite Construction Noise Impacts

Onsite Construction Phase	Predicted Construction Noise Level with NOI-1 Only (dBA, Leq) [1]	Attenuation of Noise Barriers in Place for Duration of Construction (dBA)	Net Noise Level Received at Residential Uses on Ontario Street	Net Noise Level Below 63.7 dBA Significance Threshold?
Demolition	69.3	8 – 10	59.3 – 61.3	YES
Grading	71.1	8 – 10	61.1 – 63.1	YES
Building Constr.	69.1	8 – 10	59.1 – 61.1	YES
Paving	64.1	8 – 10	54.1 – 56.1	YES
Arch. Coating	56.5	8 – 10	46.5 – 48.5	YES

1. Worst-case construction noise level predictions for receivers on Ontario Street, DEIR Table 5.9-5

RNMM-2 – Noise Barriers Along the Offsite Construction Alignments

Carefully-designed noise barriers deployed along the routes of the offsite construction on Thornton Avenue (electrical connection) and Wyoming Avenue (sewer improvement) could reduce noise exposures at the nearby residential uses considerably. In these cases, all noise sources are low to the ground (or even below ground level) and would be close to the noise barriers – which makes for very favorable barrier geometry and a good chance of achieving a 10 dBA reduction.

Because of the very short distances involved, a 10 dBA noise barrier would not be enough to

reduce offsite construction noise levels at the closest homes to below the significance threshold. However, a 10 dBA reduction would bring some much-needed relief to the most impacted homes and would reduce the number of homes experiencing significant noise impact at any given time.

RNMM-3 – Construction Noise Limit and Monitoring at the Nearest Residences

Establish an enforceable construction noise limit (dBA, Leq 1-hour) at the nearest residences to the onsite work and the offsite alignments, verified by noise monitoring during construction, with work modified or paused when the limit is exceeded. A numeric limit with monitoring gives NOI-1's general practices a measurable performance standard.

RNMM-4 – Limit on the Duration of Offsite Work at Each Residence

Limit the number of working days during which noisy sewer and electrical construction may occur in front of any one residence, supported by a disclosed construction schedule for each segment of the alignment.

We note that the DEIR does not disclose how long sewer or electrical construction would last at any given residence. The Final EIR acknowledges that the number of days receptors are exposed is relevant to the severity of the construction noise impact (Final EIR responses to comments, citing DEIR p. 7-13), yet provides no such information for the offsite work.

RNMM-5 – Quieter Equipment and Construction Methods

Require low-noise equipment models and quieter construction methods where available, such as electrically or hydraulically powered equipment in place of diesel or pneumatic equipment, and acoustic enclosures for stationary equipment such as generators and compressors.

RNMM-6 – Temporary Relocation

Offer temporary relocation to residents of homes exposed to construction noise above a specified level for more than a specified number of days. The availability of hotel rooms on the Project site makes this measure particularly practical.

5. OPERATIONAL NOISE IMPACT – HVAC SYSTEMS

HVAC noise from the completed Project is addressed on page 5.9-17 of the DEIR. The basis of the noise projections is an assumption that:

"mechanical equipment (i.e., HVAC) would generate noise that is 55 dBA at 50-feet from the source."

Additional distance losses are then applied to calculate the noise level at 380-feet, which is reported as approximately 33 dBA. As 33 dBA is below the (daytime) ambient noise level on Ontario Street, the discussion in the DEIR concludes that the impact of HVAC equipment on the roof of the future hotel is less than significant.

This analysis has various errors in it. A trivial one – likely a typo – is that the quoted distance of 380-feet between the hotel and the residential uses on Ontario Street is misstated. The actual distance is around 600-feet, which matches the 22 dBA distance loss between the hotel and Ontario Street implied by the DEIR.

Other errors and omissions are more problematic, because they serve to greatly underestimate the potential noise impact of the HVAC systems that will be required for the hotel portion of the project, as follows:

a) DEIR Analysis Assumes that the Entire Hotel will be Served by a Single, Small HVAC Unit

55 dBA at a distance of 50-feet is a reasonable assumption for the noise produced by a single, small (4-ton), household air-conditioning unit of the type typically be used to condition smaller single-family homes.

However, the Project is a large hotel with hundreds of guestrooms and thousands of square feet of additional common space – support, food and beverage service, offices, etc. – that will require either a commercial grade central air conditioning system or (more likely) a combination of central air conditioning and VRF fan-coil units. In either scenario, a rule-of-thumb estimate of the total cooling demand from the hotel would be around 600-tons, or 150 times the cooling capacity of the single small air-conditioning unit that has been assumed in the DEIR calculations.

Toilets, bathrooms and kitchens will require additional exhaust air, provided by a number of fans on the roof.

While the Project description in the DEIR provides very little detail about the anticipated HVAC systems, the conceptual rooftop plan shows four large packaged AC units on the roof, together with what appear to be makeup air handling units and exhaust fans. Of course, this roof layout is illustrative, but it does reinforce the point that a hotel project of this size will require many pieces of HVAC equipment – some very large – as opposed to a single, small AC unit.

An estimate (likely conservative) of the total noise impact of the HVAC systems for the project, based on the assumption that total sound power would scale with cooling capacity/demand, would be 33 + 22 = 55 dBA on Ontario Street, where 33 dBA is the prediction in the DEIR and 22 dBA comes from $10*\log_{10}(150)$, where 150 is the ratio of the estimated cooling demand of the hotel to the cooling demand of a small single-family home.

b) Nighttime HVAC Operation is Not Considered

Large, busy hotels operate 24/7 and, while cooling demand in the middle of the night will naturally be much lower than during the hottest part of the day, there will be times when there is significant load after 10 PM or before 7 AM – i.e.: during nighttime hours, when ambient noise levels on Ontario Street will be lower than those reported in the DEIR for the daytime and the City's nighttime noise limit (of 50 dBA) would apply. Nighttime HVAC operation is not studied in the DEIR and no nighttime ambient noise measurements have been made on Ontario Street. However, a 55 dBA estimate of HVAC noise received at the residences on Ontario Street (see previous paragraph) exceeds the BMC nighttime noise limit.

6. OPERATIONAL NOISE IMPACT – OUTDOOR GATHERINGS

The hotel portion of the Project has three outdoor areas on the ground floor where crowds might gather: an event terrace at the southeast corner, a covered patio off the restaurant at the northeast corner and an event space patio at the southwest corner. The potential noise impact of these outdoor gathering areas is addressed on page 5.9-19 of the DEIR, but this analysis is flawed and underestimates the potential noise impact, as follows:

a) DEIR Analysis Incorrectly Assumes Only One Person Talking

The DEIR analysis is based on an assumed crowd noise level of 62 dBA at a distance of one meter (3.28 feet), citing a 2006 research paper by M. J. Hayne et al. However, according to the methodology in the 2006 Hayne paper, 62 dBA at a distance of one meter would be the sound level for a single talker – in other words, a crowd of one. It follows that the DEIR prediction of 21 dBA for the crowd noise level received at the homes on Ontario Street greatly

underestimates the true likely noise level produced by an outdoor gathering at the hotel.

A more realistic analysis would assume that the outdoor gathering spaces will accommodate dozens of people. In fact, the event terrace appears to be sized for a crowd of over 100 people, in which case we would expect a noise level at a distance of 600-feet (the distance between the event terrace and the residential uses on Ontario Street) to be approximately 50 dBA, based on the sound power level data provided in a follow-up paper by M. J. Hayne et al ("Prediction of Noise from Small to Medium Sized Crowds", 2011).

b) Nighttime Use of the Outdoor Gathering Spaces is Not Considered

We are not aware of any provision in the DEIR that would limit the hours of operation of the outdoor gathering spaces. It is therefore quite possible that guests, patrons or event attendees will make use of the outdoor gathering areas into the evening (when ambient noise levels on Ontario Street will be lower than the daytime baseline that is established in the DEIR) or even into the night (after 10PM).

So, while an outdoor gathering noise level of 50 dBA on Ontario Street may not exceed the existing daytime ambient noise level by 3 dBA, it could exceed the threshold in the context of much lower ambient noise levels late in the evening or into the night. For reference, the BMC ambient base noise level for residential streets between the hours of 10PM and 7AM is 45 dBA. Limiting use of the outdoor gathering areas to hours before 10 PM, and prohibiting amplified sound in those areas, would be feasible measures to address this potential impact.

7. CONCLUSION

In summary, based on our review of the Draft and Final EIR, it is our opinion that:

- The DEIR understates construction noise impacts on the residences along Wyoming Avenue. Neither the Draft nor the Final EIR analyzes the residences approximately 60 feet from the offsite electrical work, where we estimate construction noise of approximately 85 dBA, more than 20 dBA above the DEIR's significance threshold.
- Mitigation Measure NOI-1 would not measurably reduce construction noise at the nearby residences.
- Nighttime HVAC noise and noise from the outdoor gathering areas could exceed the applicable nighttime limits at the Ontario Street residences. These would be potentially significant impacts that the DEIR does not identify.
- Feasible measures (RNMM-1 through RNMM-6) are available that would substantially reduce construction noise at the affected residences.

The noise analysis should be revised to address these issues, and the recommended measures should be evaluated, with the noise reduction each would achieve, before the City acts on the Final EIR.

Yours sincerely,
Steve Rogers Acoustics, LLC

Steve Rogers
Principal

d:\channel law group\burbank dual brand hotel\letter 11-7-26

Steve Rogers Acoustics

Steve Rogers, Principal

Curriculum Vitae

Experience

Steve Rogers Acoustics, LLC
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Principal

SRA was formed to offer attorneys, developers, environmental consultants and planners a source of high-quality acoustical consulting and expert services. Current and recent projects include:

- Acoustical Expert Services for various noise nuisance cases throughout California, including in: Carlsbad, Cathedral City, Encinitas, Hermosa Beach, La Jolla, Laguna Niguel, Los Angeles, Pasadena, Oakland, San Diego, Temecula and Westlake Village.
- CEQA Appeal noise evaluations for various proposed developments in California, including: Heliotrope/Berendo Apartments (Los Angeles), Oakdale Estates (Tarzana), Riverside Alive (Riverside), Starbucks (West Hills), Harvard-Westlake and 1000 Seward Street (Los Angeles), Cabrillo Town Center (Santa Ana) and Victoria Boulevard Apartments (Dana Point).
- Environmental Impact Reports for the Hermosa Beach Oil Project, Baldwin Hills Oilfield CSD, Port of Long Beach Middle Harbor Redevelopment and Indiana Street Redevelopment (San Francisco).

Veneklasen Associates, Inc.
Santa Monica, California 1995 – 2005
Associate Principal

Over the course of a decade with the acoustics group at VA, Steve served as project manager and main point of client contact for the firm's largest and highest-profile projects, including the Getty Center in Los Angeles, the Aquarium of the Pacific in Long Beach, Lloyd D. George Federal Courthouse in Las Vegas and numerous landmark office headquarters buildings.

Hann Tucker Associates
Woking, Surrey, UK 1988 – 1995
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During his seven years with HTA (at the time, Europe's largest independent acoustical consulting firm) Steve gained broad experience in all aspects of acoustical consulting and exposure to a wide range of project types.

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University of Surrey, Guildford, Surrey, United Kingdom
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- Institute of Noise Control Engineering

EXHIBIT B

Air Quality / Greenhouse Gas Expert Report from Ray Kapahi, Environmental Permitting Specialists, dated November 16, 2026 and curriculum vitae

ENVIRONMENTAL PERMITTING SPECIALISTS
Air Quality • Permitting • OHSA • RMP/PSM

TECHNICAL MEMORANDUM

To: Veronica LeBron
Jamie Hall
Channel Law Group, LLP

Date: November 16, 2026

From: Ray Kapahi RK
Tel: 916.806.8333
E-Mail: ray.kapahi@gmail.com

Subject: Review of Draft and Final Environmental Impact Reports
2500 N. Hollywood Way – Dual Brand Hotel Project, Burbank, CA

INTRODUCTION AND SUMMARY

I have completed my review of the Draft Environmental Impact Report (DEIR)[1] and Final Environmental Impact Report (FEIR)[2] for the 2500 N. Hollywood Way – Dual Brand Hotel Project to be located in Burbank, CA. My review focused on impacts to air quality, public health, and greenhouse gas (GHG) emissions.

The DEIR identified and quantified various criteria air pollutants and their impacts to public health. The analysis compared daily emission rates with thresholds of significance set forth by South Coast Air Quality Management District (SCAQMD)[3] . Based on this comparison, the DEIR concluded that since project emissions were below the thresholds of significance, impacts to air quality and public health were less than significant.

[1] 2500 N. Hollywood Way – Dual Brand Hotel Project. "Public Review Draft Environmental Impact Report" December 16, 2024. Available at: https://ceqanet.lci.ca.gov/2019110032/4

[2] Final Environmental Impact Report October 2026, as revised November 2026. Available at: https://www.burbankca.gov/web/community-development/2500nhw

[3] SCAQMD (2023): "South Coast AQMD Air Quality Significance Thresholds", Available at: https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25

The logic of inferring air quality impacts based solely on daily emission rates is flawed because impacts to air quality and public health depend on exposure to the concentration of a pollutant.

Pollutant concentration (e.g., in parts per million or micrograms per cubic meter) is related not only to emission rate but also to other factors, such as proximity to receptors, source geometry, local weather conditions, etc. Neither the DEIR nor the FEIR translated the emission rates (e.g., in pounds per hour or pounds per day) of a pollutant into its site-specific concentration. Instead, the documents rely on generic lookup tables based on Localized Significance Thresholds (LST)[4].

The DEIR incorrectly asserts that the project would not cause any violation of air quality standards. Analysis that appears later in this Memorandum demonstrates that NOx emissions during the construction phase, including the sewer main improvements, would violate the 1-hour federal NO2 standard by a wide margin. NOx emissions were converted to NO2 as described below.

The FEIR, including the November 2026 revision, provided no additional air quality impact analysis or analysis of impacts to public health.

The November 2026 revised FEIR errata (FEIR Section 3.0) likewise makes no changes to the air quality analysis. Its only revisions relevant to this Memorandum concern greenhouse gas emissions: the errata removes the DEIR's references to CALGreen Tier 2 requirements and to the purchase of carbon offsets, because neither is part of Mitigation Measure GHG-1 or was included in the GHG emission calculations (FEIR p. 3-3).

DETAILED COMMENTS

Air Quality Impact Analysis is Incomplete

The DEIR correctly identified the thresholds of significance listed in the checklist in Appendix G of the CEQA Guidelines. These specifically reference:

- Would the project expose sensitive receptors to substantial pollutant concentrations?

- Would the project conflict with or obstruct implementation of the applicable air quality plan?

- Would the project 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?

[4] SCAQMD (2005): Localized Significance Thresholds. Feb 2005. Available at: https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds

The DEIR concluded that impacts are less than significant for all of the above criteria because daily emissions of various criteria air pollutants are below the SCAQMD thresholds of significance. A copy of the SCAQMD thresholds is attached (Attachment 1).

No analysis of the actual site-specific pollutant concentrations is provided. Instead, the DEIR relies on the above criteria and on LSTs, which by their nature are generic. A site-specific analysis should have been completed to quantify expected impacts. This includes translating emissions (in terms of lbs/day) into pollutant concentrations (in terms of either parts per million or micrograms per cubic meter). These concentrations should be compared to the ambient air quality standards.

The DEIR's LST analysis (DEIR pp. 5.1-26 to 5.1-27, Table 5.1-6) uses the SCAQMD screening values for receptors 100 meters away, based on residences approximately 360 feet from the site boundary. However, Table 5.1-6 itself includes the sewer main improvements, which would occur as close as approximately 45 feet from homes on Wyoming Avenue, and the offsite electrical work would occur approximately 60 feet from homes on Ontario Street. In addition, the SCAQMD thresholds (Attachment 1) identify only the state 1-hour NO2 standard (0.18 ppm, or 339 µg/m³) as the applicable 1-hour NO2 threshold, so the LST screening does not address the more stringent federal 1-hour standard of 100 ppb (188 µg/m³). The federal standard is a health-based national ambient air quality standard that applies in the South Coast Air Basin (Attachment 2), and the question under Impact AQ-3 is whether the Project would expose sensitive receptors to substantial pollutant concentrations. The DEIR offers no reason for not evaluating the Project's construction emissions against the federal standard.

In its December 3, 2019 comments on the Notice of Preparation (DEIR Appendix B), SCAQMD recommended that the City perform a localized analysis using either the LSTs or dispersion modeling, and asked the City to provide all air quality modeling files.

Violation of 1-Hour Federal Ambient Air Quality Standard for NO2 (AQ-3)

The DEIR asserts that no ambient air quality standard would be violated as the daily emissions were below the SCAQMD thresholds. A copy of the ambient air quality standards is attached (Attachment 2).

I reviewed the daily emissions of NOx during the construction phase and used an air dispersion model (AERMOD)[5] to translate these emissions into 1-hour NO2 concentrations. This analysis is based on the maximum daily on-site NOx emissions that appear in Appendix C CalEEMod Reports dated 9/23/2024 for the following sources:

- Grading and building construction (27.2 + 9.85 = 37.05 lbs/day or 4.63 lbs/hr over an 8-hour day)

[5] EPA (2026): AERMOD is the preferred model recommended by the EPA for conducting air dispersion analyses. Additional information available at: https://www.epa.gov/scram/air-quality-dispersion-modeling-preferred-and-recommended-models

- Sewer main improvements (19.2 lbs/day or 2.4 lbs/hr over an 8-hour day)

The DEIR states that its air quality analysis is based on a CalEEMod report dated March 7, 2024 (DEIR p. 5.1-1). That report appears only in the version of Appendix C posted on the State's CEQAnet database. The construction emissions reported in the DEIR match the September 23, 2024 CalEEMod runs in the version of Appendix C posted on the City's website, which I used for this analysis. The model was run using five years of meteorological data. Electronic copies of the modeling files are available upon request.

To account for the conversion from nitric oxide (NO) to nitrogen dioxide (NO2), a conversion factor of 0.9 was used. This corresponds to the maximum ratio under the U.S. EPA Tier 2 Ambient Ratio Method (ARM2)[6]. My analysis shows that the 1-hour NO2 concentration from the construction phase would violate the federal 1-hour standard of 188 micrograms per cubic meter ($\mu g/m^3$). See Figure 1. The 1-hour standard applies at all off-site locations beyond the property line of the project site.

The form of the federal 1-hour NO2 standard (the three-year average of the 98th percentile of daily maximum 1-hour concentrations) is used to determine whether a region attains the standard. For an individual project, U.S. EPA guidance is to compare the project's modeled impact to the significant impact level of 4 ppb (7.5 $\mu g/m^3$). If the project's impact exceeds that level, a cumulative analysis is performed by adding the background concentration, and a violation is predicted if the total exceeds 100 ppb (188 $\mu g/m^3$). Here, the Project's construction impacts alone exceed 100 ppb before any background concentration is added. Adding background concentrations would only increase the predicted totals.

The DEIR went to great lengths to identify the harm to the public from exposure to high concentrations of NOx (Section 5.1.1) but failed to translate the daily NOx emissions into concentrations. This is a critical oversight as NOx is not only harmful to individuals living or working near the project site, but is also a key precursor to smog (ozone).

Southern California has some of the worst air quality in the country. NOx emissions, especially violations of the NO2 standard, set back the region's effort to comply with the ozone standard. The region is classified as extreme non-attainment for the 8-hour ozone standard.

NOx Emissions Would Conflict with Implementation of Applicable Air Quality Plan (AQ-1)

Contrary to the conclusion in the DEIR, the proposed project will create new violations of the 1-hour NO2 ambient standard and therefore would conflict with the implementation of the applicable air quality plan. The applicable plan is the 2022 Air Quality Management Plan (AQMP)[7].

[6] U.S. EPA, Guideline on Air Quality Models, 40 C.F.R. Part 51, Appendix W, § 4.2.3.4 (Tier 2 Ambient Ratio Method).

[7] SCAQMD (2022): 2022 Air Quality Management Plan. December 2, 2022. Available at: https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan

The Two Versions of DEIR Appendix C Do Not Match

The version of DEIR Appendix C posted on the City's website (172 pages, titled "Air Quality, Energy, and Greenhouse Gas Emissions Data") contains two CalEEMod runs dated September 23, 2024, with and without project design features, followed by energy calculations. The version posted on the State Clearinghouse's CEQAnet database is a different document. It is 344 pages, is titled "Air Quality/Health Risk Assessment, Energy, and Greenhouse Gas Emissions Data," and contains a single earlier CalEEMod run dated March 7, 2024, energy calculations with different inputs (for example, 3,357 rather than 2,988 megawatt-hours per year of hotel electricity use, and 4,099 rather than 4,315 daily vehicle trips), and 2021 AERMOD dispersion modeling and HARP health risk calculations for airport aircraft emissions at a worker receptor. Neither version contains the other's model runs. The CEQAnet version also models an operational year of 2027, while the City's version models 2030.

The DEIR states that its air quality section is based on the March 7, 2024 report (DEIR p. 5.1-1), which appears only in the CEQAnet version, while the construction emissions the DEIR reports, including 45.0 pounds per day of NOx in 2026 (DEIR Table 5.1-3), match the September 23, 2024 runs in the City's version. Reviewers who relied on either version could not reconcile the DEIR's air quality analysis with its technical appendix.

Public Health Risks from Exposure to Toxic Air Contaminants (TACs) not Quantified or Disclosed

The presence of TACs is acknowledged in Section 5.1.1 of the DEIR, however, there is no analysis of the cancer and non-cancer health risks to nearby residences or workers. The SCAQMD thresholds of significance specifically establish thresholds of significance for cancer and non-cancer health risks. The DEIR failed to disclose how project related health risks compare to the SCAQMD thresholds.

The DEIR also does not consider the existing health burden of the community around the Project site. According to the DEIR's own CalEEMod output (DEIR Appendix C, Health and Equity Details), the Project's census tract has a CalEnviroScreen 4.0 score of 92 out of 100, is a designated disadvantaged community under Senate Bill 535 and a low-income community under Assembly Bill 1550, and ranks at the 89th percentile statewide for exposure to diesel particulate matter. Residents of this community are therefore particularly vulnerable to the added construction emissions described in this Memorandum.

Construction would involve diesel equipment operating over the more than 400 working days of building construction modeled in the DEIR (DEIR Appendix C), including the sewer main improvements as close as approximately 45 feet from homes on Wyoming Avenue. Yet the DEIR's analysis of sensitive receptor exposure (Impact AQ-3, DEIR pp. 5.1-25 to 5.1-29) addresses only the LST screening and carbon monoxide hotspots, and does not include or refer to any health risk assessment of construction diesel emissions. SCAQMD's December 3, 2019 comments on the Notice of Preparation recommended a health risk assessment of the Project's mobile sources and

an analysis of toxic air contaminant impacts from construction equipment, and its March 20, 2024 comments on the recirculated Notice of Preparation repeated the request for the health risk assessment files (DEIR Appendix B).

Feasible Mitigation Measures to Reduce Construction NOx and Diesel Emissions Were Not Considered

The DEIR's construction emissions modeling assumes that all construction equipment would have "Average" engine tiers, and the mitigated and unmitigated construction NOx emissions are identical (DEIR Appendix C, §§ 5.2.1, 5.2.2, and 2.1). In other words, no measure to reduce construction NOx or diesel particulate emissions was assumed or required. In my opinion, the following measures are feasible, are commonly used for construction projects in the South Coast Air Basin, and would substantially reduce construction NOx and diesel particulate emissions at the nearby residences. For ease of reference, I refer to them as Recommended Air Quality Mitigation Measures (RAQMM-1 through RAQMM-4).

- **RAQMM-1 – Tier 4 Final Equipment:** Require all off-road diesel construction equipment of 50 horsepower or more to meet U.S. EPA Tier 4 Final emission standards.
- **RAQMM-2 – Zero-Emission and Alternative-Fuel Equipment:** Require electric or other zero-emission equipment where commercially available (for example, forklifts, welders, generator sets, air compressors and concrete saws), and renewable diesel fuel for the remaining diesel equipment.
- **RAQMM-3 – Phasing and Equipment Location:** Schedule construction to avoid overlap of the most intensive phases, such as grading and building construction, and locate staging areas and stationary equipment as far as practicable from residences, including during the sewer main improvements along Wyoming Avenue.
- **RAQMM-4 – Idling and Truck Controls:** Limit idling of on-road and off-road equipment to two minutes, and require haul and vendor trucks to meet 2010 or newer engine model year emission standards.

Each of these measures should be evaluated quantitatively, including whether, with these measures in place, the Project's 1-hour NO2 concentrations at nearby residences would fall below the applicable ambient air quality standard.

Greenhouse Gas Analysis Relies on Unquantified Mitigation

The DEIR concludes that the Project would exceed the City's Greenhouse Gas Reduction Plan (GGRP) efficiency threshold of 3.12 metric tons of carbon dioxide equivalent (MTCO2e) per service population, even with project design features, and requires Mitigation Measure GHG-1. The November 2026 FEIR errata removes the DEIR's statements that GHG-1 requires CALGreen Tier 2 measures and the purchase of carbon offsets, because neither is part of GHG-1 or was included in the GHG emission calculations (FEIR p. 3-3). The revised text acknowledges that GHG-1's remaining features are not quantifiable in CalEEMod (ibid.). As a result, the DEIR credits GHG-1 with no quantified reduction.

The only quantified reductions come from project design features, which lower the Project's annual emissions by about 80 MTCO2e, from 4,751.66 to 4,671.49 MTCO2e. Mobile sources account for 4,044 MTCO2e per year and are not reduced by any quantified measure (DEIR Appendix C). The GGRP itself provides that when a project exceeds the threshold, mitigation measures must be identified and the corresponding GHG reductions calculated to bring the project to or below the threshold (GGRP, CEQA GHG Emissions Thresholds and Guidance, § 5.2, PDF p. 407). The DEIR does not do so.

Service Population Calculation Is Inconsistent with the GGRP

The GGRP threshold of 3.12 MTCO2e is 767,692 MTCO2e divided by a service population of 245,961, consisting of 109,686 residents and 136,275 employees (GGRP Tables 6 and 7, PDF pp. 407 to 408). The transportation emissions in that total come from a citywide vehicle miles traveled inventory that counts trips produced by or attracted to Burbank, allocating 50 percent of each trip with one end in the City (GGRP, Iteris VMT Memorandum, September 3, 2020, PDF pp. 173 to 175). Trips by visitors, including hotel guests and airport travelers, are therefore already included in the threshold's emissions but not in its service population. Adding 588 hotel guests to the Project's service population compares the Project to the threshold on a different basis than the threshold was developed on.

The GGRP classifies hotels as non-residential uses and explains that non-residential thresholds were derived by dividing emissions by employees (GGRP PDF pp. 407, 410). On that basis, the Project's emissions are approximately 55 MTCO2e per employee (4,671.49 divided by 85 employees), roughly 17 times the 3.12 threshold. In addition, the 588 guests represent 1.4 guests in every one of the 420 rooms every night of the year. Hotels do not operate at full occupancy year-round; at 80 percent occupancy, the DEIR's own method would yield approximately 8.4 MTCO2e per service population rather than 6.94.

The same approach affects the comparison of alternatives. The Reduced Intensity Alternative would reduce emissions by 1,172.77 MTCO2e per year, yet the DEIR rates its GHG impact as greater than the Project's because its per-person ratio is 0.07 MTCO2e higher (DEIR p. 7-12). That result follows from counting guests in the service population; an alternative that removes more than 1,100 metric tons of emissions per year does not have greater GHG impacts.

Feasible measures are available to reduce the Project's mobile source emissions, which account for most of its GHG emissions, and each should be quantified and evaluated:

- **Guest Trip Reduction:** Guest-oriented transportation demand management, including transit and rail incentives tied to reservations and guest parking pricing.
- **Employee Commute Trip Reduction:** A mandatory employee commute trip reduction program with monitoring and remedies if targets are not met, including parking cash-out.
- **Shuttle Fleet Electrification:** Electrification of the shared hotel shuttle fleet, including the existing vehicles.
- **Carbon Offsets:** Verified carbon offsets for any remaining emissions above the GGRP threshold.

With quantified measures and a performance standard, GHG-1 could be designed to bring the Project to the GGRP threshold, as the GGRP requires.

CONCLUSIONS

The DEIR erroneously concludes that the Project's impact to air quality and public health would be less than significant based solely on comparing the daily emissions with SCAQMD thresholds of significance.

The SCAQMD thresholds are not the only thresholds that apply to the project. Other thresholds are the ambient air quality standards that are part of the federal Clean Air Act (CAA)[8]. The standards are designed to protect public health. If project emissions were translated into pollutant concentration, then it would have demonstrated that the project would violate the 1-hour NO2 standard by a wide margin.

The violation of the 1-hour standard also negates the DEIR assertion that the project would not obstruct the applicable air quality plan, since the project would create new violations of the federal 1-hour NO2 standard.

Overall, the conclusion that project impacts are less than significant is not supported by the facts.

In summary, it is my opinion that:

- The DEIR does not analyze the site-specific pollutant concentrations to which nearby residents would be exposed during construction;

- Construction NOx emissions would cause 1-hour NO2 concentrations exceeding the federal ambient air quality standard at off-site locations, a potentially significant impact that the DEIR does not identify;

- The DEIR does not quantify cancer and non-cancer health risks from construction diesel emissions in a community already burdened by high pollution levels; and feasible measures (RAQMM-1 through RAQMM-4) are available to reduce these emissions.

The air quality analysis should be revised to address these issues, and the recommended measures should be evaluated, before the City acts on the Final EIR. In addition, the DEIR credits Mitigation Measure GHG-1 with no quantified GHG reduction, and its service population calculation is inconsistent with the GGRP threshold it applies.

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[8] Clean Air Act, 42 U.S.C. § 7401 et seq. Available at: https://www.law.cornell.edu/uscode/text/42/7401

Figure 1

Spatial Distribution of 1-hour NOx Concentration
In Micrograms per cubic meter



Note: Area enclosed by the contour labeled 188 would exceed the 1-hour NOx ambient air quality standard

Attachment 1

SCAQMD Thresholds of Significance

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

South Coast AQMD Air Quality Significance Thresholds

Mass Daily Thresholds [a]		
Pollutant	**Construction**	**Operation**
NO_x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs), Odor, and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to South Coast AQMD Rule 402	
GHG	10,000 MT/yr CO_2eq for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants [b]		
NO_2 1-hour average annual arithmetic mean	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM_{10} 24-hour average annual average	10.4 µg/m³ (construction)[c] & 2.5 µg/m³ (operation) 1.0 µg/m³	
$PM_{2.5}$ 24-hour average	10.4 µg/m³ (construction)[c] & 2.5 µg/m³ (operation)	
SO_2 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 µg/m³ (state)	
CO 1-hour average 8-hour average	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day Average Rolling 3-month average	1.5 µg/m³ (state) 0.15 µg/m³ (federal)	

[a] Source: South Coast AQMD CEQA Handbook (South Coast AQMD, 1993)
[b] Ambient air quality thresholds for criteria pollutants based on South Coast AQMD Rule 1303, Table A-2 unless otherwise stated.
[c] Ambient air quality threshold based on South Coast AQMD Rule 403.

KEY: lbs/day = pounds per day ppm = parts per million µg/m³ = microgram per cubic meter ≥ = greater than or equal to
MT/yr CO_2eq = metric tons per year of CO_2 equivalents > = greater than

Attachment 2

Ambient Air Quality Standards

Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards [1]		National Standards [2]		
		Concentration [3]	Method [4]	Primary [3,5]	Secondary [3,6]	Method [7]
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM10)[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
Fine Particulate Matter (PM2.5)[9]	24 Hour	—	—	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[11]	—	
Lead[12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	**No National Standards**		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

See footnotes on next page …

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7. Reference method as described by the U.S. EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the U.S. EPA.

8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM10 standards (primary and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

    Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

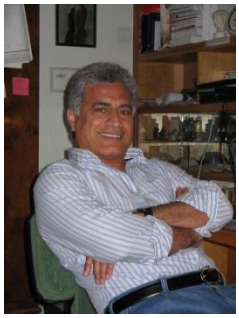
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 $\mu g/m^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Ray Kapahi

Senior Air Quality
Consulting Engineer



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Practice Areas

- Air Quality Permitting
- Odor Modeling and Control
- Health Risk Assessment
- Environmental Impact Analysis
- Greenhouse Gas Analysis
- Atmospheric Dispersion Modeling

Industries

- Solid Waste
- Energy Production
- Law Firms
- Construction and Mining
- Cannabis Cultivation
- Oil and Gas Production
- Food Industries

Education and Training

- BSc. Physics (1972)
- MEng. Chemical Engineering (1975)
- CARB Accredited Green House Gas (GHG) Lead Verifier with Specialization in Process Emissions and Electricity Transactions (2009)

News

- Presentation "Numerical Modeling of Landfill Gas and Odors" 33rd International Conference on Solid Waste Technology and Management. March 11 to 14, 2018, Annapolis, MD.

- Presentation "Integrated Approach to Effective Odor Control at Landfills and Composting Facilities" Wastecon 2016, Indianapolis, IN.

EXPERIENCE

Over 30 years of experience in analyzing air quality and odor impacts, permitting of stationary sources, and preparation of environmental impact documents, and testifying as an exprt witness in air quality matters. Mr. Kapahi assists a broad range of clients and assists them to identify and meet their regulatory obligations.

The scope of his experience includes siting of new landfills, waste to energy plants, obtaining conditional use permits from City and County Governments for new projects or expansion of existing projects. Specific experience and skills include preparation of emission inventories, analysis and measurements of odors, dispersion modeling, oversight of air quality monitoring, analysis of impacts to public health, accidental release of chemicals and working with law firms as an expert on air quality, and appearing before City and County Planning Boards and Commissions as an expert witness on behalf of clients.

Following approvals for new facilities or expansion of existing facilities, Mr. Kapahi continues to work with clients to ensure on-going compliance.

REPRESENTATIVE PROJECTS

Air Quality Permitting

- **Permitting of a Powdered Milk Plant (Turlock, CA)**

Evaluate emissions of various air pollutants from the proposed 30 million gallons per year mild processing/drying facility. Demonstrate compliance with local and state air quality regulations, including regulation of toxic air pollutants.

- **Permit Revisions for an Existing Fruit Dehydration Facility (Yuba City, CA)**

Assisted a major food processor in revising their operating permits to allow for additional steam production. Worked cooperatively with the local air district to ensure timely issuance of the revised permits.

- **Permitting of a Waste to Energy Plant (Fort Irwin, CA)**

Quantify emissions from a proposed 34 tons per day solid waste to energy project. Analyze emissions associated with pyrolysis and subsequent utilization of synthetic gas to generate 1.5 MW of electric power. Prepare the necessary permit applications and supporting documentation.

- **Permitting of a CBD Oil Extraction Facility (Mendota, CA)**

Quantify emissions from a proposed solvent extraction process. Assist in design of an RTO VOC control system. The facility was permitting in 2019 and is currently operating.

Publications and Presentations

Presentation "Use of Advanced Models to Control Fugitive Odors from Composting Sites". US Compost Council Annual Meeting, January 2015, Austin, TX.

"Air Emissions from Landfills and Transfer Stations – Do they Increase Public Health Risks?" Presented at Quad State Environmental Conference, Pigeon Forge TN, Sept 2015.

"Risks of Carbon Credit Invalidation Under California's Cap-and-Trade Program", Presented at the 2014 Air and Waste Management Association Annual Conference. June 24-27, 2014. Long Beach, CA

"Estimate of VOC Emissions from Sludge Drying", Presented at the 1995 SWANA Conference. November 1995, Baltimore, MD.

"Use of Biofilters to Control VOCs", Biocycle, February 1995.

"Impacts of the 1990 Clean Air Act Amendments", San Jose Business Journal, March 24, 1994.

"Modeling Fine Particulates" in Municipal Waste Incineration Risk Assessment, Edited by Curtis Travis, Plenum Press, 1990.

Specialized Training

Calculating Tank Emissions. Trinity Consultants. Los Angeles, CA February 1-2, 2020.

Accidental Release Modeling Workshop. Trinity Consultants. Dallas, TX November 1-2, 2018.

HARP2 (Risk Assessment Model) Training at California Air Resources Board. Redding, CA

Hearing Board Variance Training – California Air Resources Board (1995)

Air Emissions and Odors from Wastewater – University of Texas, Austin (1994)

Professional Affiliations

Air and Waste Management Association (Member)

American Institute of Chemical Engineers (Member)

Member Technical Advisory Committee (TAC) for the California Energy Commission

Air Quality Impact Analysis and Monitoring

- **Environmental Impacts from Warehouse Development (Oceanside, CA)**

EPS is working with local residents and their attorney in identifying impacts to air quality and public health from the development of a major warehouse development. At issue are violations of air quality standards from NOx, PM10 and PM2.5.

- **Modeling Accidental Release of Chlorine (Sacramento, CA).**

EPS modeled the accidental release of chlorine from a water treatment plant. The analysis provided guidance to first responders on potential evacuation areas. The SLAB model along with detailed mass transfer calculations were performed to quantify the extent of the hazardous plume.

- **Analysis and Control of Fugitive Dust and Odors from a Soil Blending Facility (Stockton, CA)**

Advanced computational fluid mechanics (CFD) models were used to predict the air flow and movement of fugitive dust at a soil blending facility. With this information, the client was able to install appropriate mitigation services to mitigate off-site migration of fugitive dust.

- **Review of Odor Control Systems for Cannabis Cultivation and Distribution Facilities (Palm Springs, CA)**

EPS evaluated the *odor* control system for over 15 different odor cultivation and distribution facilities in Palm Springs. The effectiveness of the proposed system was evaluated and recommendations were made to the City to Palm Springs on the issuance or denial of the operating permits.

Analysis of Public Health Risks

- **Analysis of Public Health Risks Associated with Composting Operations (Napa County, CA)**

Estimate the types and amounts of toxic air contaminants (TAC) released from green waste and food waste composting. An air dispersion model was used with local wind data to determine the concentration of each TAC. The concentration estimates were supplemented with toxicity data to quantify public health risks from exposure to the various toxic pollutants.

- **Analysis of Public Health Risks from Proposed Asphalt Plant (Kern County, California)**

Analyze emissions of any toxic air pollutants from a proposed 250 tons per day asphalt plant. Emissions from aggregate drying, propane combustion and asphalt oil were quantified. Acute and chronic public health risks from exposure to various toxic pollutants were calculated.

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November 10, 2026

VIA EMAIL AND MESSENGER

Honorable Mayor and Members of the City Council, City of Burbank
Chair and Members of the Planning Board, City of Burbank
City Attorney, City of Burbank
Daniel Villa, Principal Planner, Office of Community Development, City of Burbank
275 East Olive Avenue, Burbank, California 91502

Email: Mayor Tamala Takahashi, takahashi@burbankca.gov; City Council, citycouncil@burbankca.gov; Planning Board, DArias@burbankca.gov; City Attorney, cityattorney@burbankca.gov; Office of Community Development, communitydev@burbankca.gov; Principal Planner Daniel Villa, dvilla@burbankca.gov
cc: Starla Barker, AICP, De Novo Planning Group, sbarker@denovoplanning.com

Re: 2500 N. Hollywood Way — Dual Brand Hotel Project (SCH No. 2019110032)
Supplemental Objection to Certification of the Final EIR as Revised November 2026 — Hollywood Way SHG, LLC

Honorable Mayor, Members of the Council, Chair and Members of the Board, City Attorney, and Principal Planner:

This office represents Hollywood Way SHG, LLC ("Hollywood Way"), owner of the six-story office building at 2550 N. Hollywood Way (the "Office Parcel"). The Office Parcel adjoins the Project site, shares parking, driveways and access with it, and holds recorded easement rights in it. Hollywood Way submitted Comment Letter 5 on the Draft EIR on January 20, 2025, and an Objection to Certification of the Final EIR on October 12, 2026 (the "October 12 Objection").

On November 5, 2026, the City's consultant, De Novo Planning Group, gave notice by email that "minor revisions to the Final EIR have occurred" and that the revisions "are specific to the errata section." The revised document is titled "Final Environmental Impact Report — Revised November 2026" (the "Revised Final EIR"). Chapter 3.0 of that document, "Errata to the Draft EIR," asserts that the changes "would not result in any revisions or modifications to the conclusions presented in the Draft EIR or result in new or substantially greater impacts."

That assertion is not correct. Hollywood Way has compared the November 2026 errata with the errata in the October 2026 Final EIR posted on the City's website. The November revision adds one item. It withdraws two greenhouse gas reduction measures for an impact the City has found significant and unavoidable. That change was made after the October 12 Objection was submitted,

and it does not answer any part of that objection. The remaining errata were already in the October 2026 Final EIR and are carried forward unchanged. They include two changes of substance:

1. They change the significance determination for an entire resource topic, Utilities and Service Systems (Impact UTIL-1), from "Less Than Significant" to "Significant and Unavoidable."

2. They correct the Project site's Assessor's Parcel Number, the most basic element of the project description, more than a year and a half after public review closed. Through two versions of the Final EIR, the correction has not been carried into the document's own Introduction.

The errata also leave the mitigation measures they revise out of step with the Mitigation Monitoring and Reporting Program that is supposed to enforce them. The City has now issued the errata twice without reconciling the two.

This letter supplements the October 12 Objection, which Hollywood Way incorporates in full. It is submitted under Public Resources Code section 21177, subdivision (a), before the close of the public hearing on the Project. Each heading, subheading, sentence and document referenced is a separate objection. Hollywood Way again incorporates by reference its January 20, 2025 letter and all exhibits, and every comment letter submitted by every other commenter, including Comment Letters 1 through 9 and all exhibits. Hollywood Way adopts as its own the grounds of noncompliance those commenters raised, in particular the greenhouse gas comments of Comment Letter 6 (SAFER). Nothing in this letter waives any objection stated in the October 12 Objection, or consents to the Project or to any amendment of the recorded Reciprocal Parking and Maintenance Agreement ("REA").

Summary

1. **The November errata withdraw greenhouse gas mitigation for a significant and unavoidable impact.** They delete the Draft EIR's references to CALGreen Code Tier 2 requirements and to the purchase of carbon offsets. No finding of infeasibility is made, and no substitute measure is offered. Before approving a project with a significant and unavoidable impact, the City must adopt all feasible mitigation. It must also find, on substantial evidence, that any measure not adopted is infeasible.

2. **The withdrawal contradicts the City's own response to comments.** In Response 6-8, the City told SAFER that exceeding Title 24 by 10 percent "by incorporating CALGreen Tier 2 requirements" is a project design feature already built into the Project. The City relied on that statement to keep the measure out of the MMRP. The errata now state that Tier 2 was never part of GHG-1 and was never counted in the emissions calculations. Tier 2 cannot be both. Either way, nothing enforces it.

3. **The principal GHG measure is mislabeled, assigned to an approving body the City has removed elsewhere, and deferred.** The errata rename the "Transportation Management Plan" a "Transportation Demand Management Plan" throughout. Yet the revised GHG text and MMRP GHG-1 still use the old name. MMRP GHG-1 still assigns approval of the plan to the "Transportation Planning Division." The same errata strike that Division from NOI-1 as the incorrect City Division. The plan has not been written, and it has no performance standard.

4. **Utilities and Service Systems is now a significant and unavoidable impact.** The Draft EIR's summary table reported UTIL-1 as less than significant throughout public review. The City's findings and Statement of Overriding Considerations must now address UTIL-1 on its own. The only mitigation offered for it is "Refer to Mitigation Measure NOI-1."

5. **The relocation alternative now bears on two significant and unavoidable impacts, not one.** The City has already conceded, in Response 5-4, that the relocation alternative may reduce or eliminate construction noise, "including noise associated with the offsite sewer and electrical improvements." That off-site utility noise is UTIL-1, which the City now classifies as significant and unavoidable.

6. **The project description is still not stable.** The errata correct the APN. The Revised Final EIR's own Introduction still recites the incorrect one. The site description still does not identify the Office Parcel that adjoins the Project site and shares its parking.

7. **The revisions were made without response to the October 12 Objection.** The errata were issued by courtesy email, without a redline against the October 2026 Final EIR. Not one objection in the October 12 Objection is addressed. The only errata added in November withdraw mitigation.

I. The Errata Withdraw Greenhouse Gas Mitigation for a Significant and Unavoidable Impact

A. What the Errata Do

The Draft EIR finds that the Project's GHG emissions would exceed the City's GGRP efficiency threshold of 3.12 MTCO2e per service population, even with Project design features. It concludes that the impact is significant and unavoidable after mitigation. The Revised Final EIR makes two changes to the Draft EIR's description of that mitigation.

First, Draft EIR page 5.5-16 is revised "to remove references to CalGreen Code Tier 2 requirements as they are not identified in Mitigation Measure GHG-1 (Draft EIR page 5.5-24) and were not included within the GHG emission calculations." The struck text had stated that GHG-1 would require Tier 2 measures of the 2022 CALGreen Code. It had also described Tier 2 as voluntary tiers that add requirements beyond the mandatory measures.

Second, Draft EIR page 5.5-23 is revised because it "inadvertently references purchasing carbon offsets as being included within Mitigation Measure GHG-1." The errata state that "[c]arbon offsets are not included in Mitigation Measure GHG-1 . . . and were not considered in potential reductions to GHG emissions." The words "and purchasing carbon offsets" are struck from the sentence describing what GHG-1 requires.

For the public reading the Draft EIR from December 2024 through January 2025, both measures were part of the mitigation the City proposed. Neither is part of it now.

Neither change appears in the errata of the October 2026 Final EIR. Both were added in the November revision, after the October 12 Objection was submitted. Both were described in the November 5 notice as "minor revisions." They are the only new errata the City has issued since October. Their effect is to reduce, not enlarge, the mitigation proposed for a significant and unavoidable impact.

B. The City May Not Drop Feasible Mitigation for a Significant Impact Without Findings

CEQA's substantive mandate is that a public agency "should not approve projects as proposed if there are . . . feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects." (Pub. Resources Code, § 21002.) Where an EIR identifies a significant effect, the agency may approve the project only if it finds that changes have been required that mitigate the effect, or that specific considerations "make infeasible the mitigation measures or alternatives identified in the environmental impact report." (Id., § 21081, subd. (a); CEQA Guidelines, § 15091, subd. (a).) A Statement of Overriding Considerations is available only after that showing. It is not a substitute for it. (CEQA Guidelines, §§ 15092, subd. (b)(2), 15093; *City of Marina v. Board of Trustees of California State University* (2006) 39 Cal.4th 341, 368–369.)

CALGreen Tier 2 and carbon offsets were identified in the Draft EIR as measures that would reduce the Project's GHG emissions. The errata do not say either is infeasible. They say only that each was not "identified in" or "included within" GHG-1, and was not counted in the calculations. That describes a drafting choice, not infeasibility. Whether a measure was modeled says nothing about whether it can be done. Tier 2 is a published, adoptable tier of the State Building Standards Code. Carbon offsets are, by the Draft EIR's own original text, a measure the City considered appropriate to include. If either would substantially lessen a significant and unavoidable impact, the City must adopt it. If not, the City must state, with substantial evidence, why it is infeasible.

The Revised Final EIR does neither. The record therefore cannot support the findings section 21081 requires for the GHG impact.

C. Response 6-8 and the Errata Cannot Both Be True

Comment Letter 6 (SAFER) pointed out that the Draft EIR relied on Project design features to reduce GHG emissions. These included "exceeding the most current Title 24 standards by 10

percent by incorporating CalGreen Tier 2 requirements." SAFER asked that those features be made enforceable through the MMRP.

Response 6-8 declined. It stated: "The City is satisfied that the project design features are incorporated in the Project Description as they are elements of the Project and not mitigation measures." The response specifically listed "exceeding the most current Title 24 standards by 10 percent by incorporating CALGreen Tier 2 requirements" among those features. It cited CEQA Guidelines section 15126.4, subdivision (a)(1)(A), and *Lotus v. Department of Transportation* (2014) 223 Cal.App.4th 645, 658, footnote 8, for the distinction between design features and mitigation.

The errata now state that Tier 2 requirements were never part of GHG-1 and "were not included within the GHG emission calculations." The City has thus told the public two incompatible things:

1. In Response 6-8, Tier 2 compliance is a committed element of the Project, so it need not appear in the MMRP.

2. In the errata, Tier 2 is not part of the mitigation and played no part in the analysis.

If Tier 2 is part of the Project, the errata's deletion of it from the GHG discussion is unexplained. The Project Description must say so in terms, and the approvals must require it. The Draft EIR Project Description, as SAFER noted, calls only for CALGreen Tier 1 criteria. If Tier 2 is not part of the Project, then Response 6-8 rested on a premise that is false. SAFER's comment, which Hollywood Way adopts, has never been answered.

Either way, nothing in the record binds the Applicant to Tier 2. *Lotus* does not help the City. The court there held that an EIR may not compress the analysis of impacts and mitigation by treating measures as part of the project. Doing so precludes a separate assessment of the measures' effectiveness and deprives decision makers of the information needed to consider other measures. (*Lotus v. Department of Transportation*, *supra*, 223 Cal.App.4th at pp. 655–658.) That is the very approach Response 6-8 adopted. The errata now show that the approach left the measure in neither the Project nor the mitigation.

D. Mitigation Must Be Fully Enforceable

Mitigation measures must be "fully enforceable through permit conditions, agreements, or other legally binding instruments." (Pub. Resources Code, § 21081.6, subd. (b); CEQA Guidelines, § 15126.4, subd. (a)(2).) The purpose of that requirement is to ensure that mitigation measures "will actually be implemented as a condition of development, and not merely adopted and then neglected or disregarded." (*Federation of Hillside & Canyon Assns. v. City of Los Angeles* (2000) 83 Cal.App.4th 1252, 1261.)

The GHG design features on which the City relies include photovoltaic generation of 11 percent of annual consumption, Title 24 plus 10 percent, energy-efficient lighting, low-flow fixtures,

water-efficient landscaping, excess EV parking and all-electric landscaping equipment. None of them appears in GHG-1 or in any MMRP entry. (GHG-1 reaches only the transportation plan, TMO membership, clean-fuel shuttle vehicles, the fireplace prohibition, and electric EnergyStar appliances.) The Revised Final EIR identifies no condition of approval that requires them. Now Tier 2 and carbon offsets have been removed from the narrative as well. A GHG conclusion that depends on unenforced design features, with even the narrative references withdrawn, is not supported by substantial evidence.

E. Recirculation

Recirculation is required where "[a] feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it." It is also required where the draft EIR "was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded." (CEQA Guidelines, § 15088.5, subds. (a)(3), (a)(4); Pub. Resources Code, § 21092.1; *Laurel Heights Improvement Assn. v. Regents of University of California* (1993) 6 Cal.4th 1112, 1129–1130.)

The errata disclose, for the first time, that measures the Draft EIR presented as mitigation were never part of it. The public commented on a GHG mitigation program that included Tier 2 and carbon offsets. The program the City now proposes to adopt includes neither. To the extent either measure would lessen the GHG impact, the Applicant has declined to adopt it. At a minimum, the GHG section must be revised and recirculated so that the public can comment on the mitigation program the City actually proposes.

II. The Principal GHG Measure Is Mislabeled, Assigned to an Approving Body the Errata Remove Elsewhere, and Deferred

A. The Name Change Was Not Carried Through

The errata open with a global instruction: "Throughout the Draft EIR, all references to 'Transportation Management Plan' in the Draft EIR will be replaced with 'Transportation Demand Management Plan' in the Final EIR."

The instruction was not followed in the errata themselves. The revised text of Draft EIR pages 5.5-16 and 5.5-23 still refers twice to a "Transportation Management Plan." Nor was it followed in the MMRP. The text of GHG-1 in MMRP Chapter 4.0 still requires the Applicant to "prepare a Transportation Management Plan," and provides that "[t]he Transportation Management Plan shall grant all employees . . . eligibility to participate." Only the "Monitoring/Reporting Methods" column refers to a "Transportation Demand Management Plan."

This is not a matter of style. A transportation management plan and a transportation demand management plan are different instruments. The first ordinarily addresses traffic and circulation, often during construction. The second addresses trip reduction by occupants and employees. The

measure the City relies on to reduce a significant and unavoidable GHG impact should identify, in the binding text, which plan the Applicant must prepare. It does not.

B. The Approving Body

MMRP GHG-1 provides that the plan "shall be reviewed and approved by the Transportation Planning Division." The same errata revise Mitigation Measure NOI-1 "to reflect the correct City Division." They strike "and Transportation Planning" from each of NOI-1's three references to the "Planning and Transportation Planning Divisions," leaving the Planning Division alone. The errata likewise revise HAZ-2, moving review of the Soils Management Plan from the Public Works Department to the Community Development Department's Building & Safety Division.

The Revised Final EIR thus reflects a pattern of mitigation measures assigned to the wrong City body. It corrects that pattern for noise and hazards, but leaves GHG-1's approval in a Division the City has just removed from NOI-1. The City's Community Development Department includes a Transportation Division, which manages local transit, parking permits and long-range mobility planning. GHG-1 does not name that Division. It names a "Transportation Planning Division," the same label the errata strike from NOI-1 as not "the correct City Division." If the Transportation Division is the body intended to review and approve the plan, GHG-1 should say so. If another body is intended, GHG-1 should name it. As written, the City's principal GHG measure vests approval in a body identified by a name the City itself has disowned. A mitigation measure whose approving authority is uncertain is not "fully enforceable." (Pub. Resources Code, § 21081.6, subd. (b); CEQA Guidelines, § 15126.4, subd. (a)(2).)

The City's own responses add a third version. Response 6-14 states that the plan "would be prepared and approved by the City of Burbank prior to the issuance of occupancy permits." GHG-1 in the MMRP requires documentation "[p]rior to the issuance of building permits," and assigns approval to the Transportation Planning Division. The public is left with three descriptions of who approves the City's principal GHG measure: the City generally, the Transportation Planning Division, or an unnamed correct division. It also has two descriptions of when approval occurs.

C. The Plan Is Deferred Without Performance Standards

The TDM plan has not been prepared. GHG-1 describes it only as including "voluntary and mandatory trip reduction measures such as" discouraging single-occupancy trips, encouraging alternative modes, and "implementing employee parking cash-outs." The measure sets no trip reduction target, no VMT reduction percentage, no mode-share goal, and no monitoring or reporting obligation after occupancy. It provides no consequence if the plan underperforms. The errata themselves confirm that "these features are not quantifiable in CalEEMod."

Formulation of mitigation "should not be deferred until some future time." Deferral is permitted only where the agency commits itself to the mitigation, adopts specific performance standards the mitigation will achieve, and identifies the types of measures that can feasibly achieve them. (CEQA Guidelines, § 15126.4, subd. (a)(1)(B); *Preserve Wild Santee v. City of Santee* (2012) 210

Cal.App.4th 260, 280–281; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 306–309.) GHG-1 meets none of those conditions. Its success is measured by nothing. It is the same defect the October 12 Objection identified in the unprepared Parking Management Plan (October 12 Objection, § II.E), now in the measure the City relies on for its GHG findings.

The City has admitted as much. Response 6-13 states that "details regarding the Project's Transportation Demand Management Plan designed to reduce trips are still unknown and unquantifiable during this planning stage." It adds that "[f]ull details of the programs would be finalized and identified prior to the operation of the proposed Project." The same response states that "[c]ertain transportation demand management strategies would be included as required conditions of approval," without saying which ones. A measure whose content is unknown, whose effect is unquantified, and whose details will be settled after approval and before operation is deferred mitigation in its plainest form. The City cannot find, on substantial evidence, that such a measure reduces the GHG impact "to the maximum extent feasible," as the revised errata text asserts.

D. Parking Cash-Out in a Valet-Only Garage

GHG-1's one concrete trip reduction element is "employee parking cash-outs." A parking cash-out offers employees the cash value of a parking space they decline to use. The Revised Final EIR does not say whether Project employees will be charged for parking, where they will park in a garage that is entirely valet-only, or how a cash-out would operate where the Project's at-grade supply of 285 self-park spaces is shared with the existing hotel, the convention center and the Office Parcel's easement holders.

The measure assumes a parking program that the EIR never describes. Its effectiveness cannot be evaluated. This also confirms the October 12 Objection's point that the valet-only configuration has unanalyzed consequences (October 12 Objection, § III).

III. Utilities and Service Systems Is Now a Significant and Unavoidable Impact

A. The Change

The errata revise Draft EIR Table 1-1 "to correct the Significance/Significance After Mitigation determination for UTIL-1 from Less Than Significant Impact to Significant and Unavoidable Impact, consistent with the analysis and significance determination in Draft EIR Section 5.13 Utilities and Service Systems."

The impact concerns the construction of the on-site and off-site utility infrastructure the Project requires. This includes the off-site sewer main and the electrical connection to Burbank Water and Power facilities at Thornton Avenue and Ontario Street. The off-site work brings construction within approximately 60 feet of multi-family residences on Ontario Street. (Revised Final EIR, Errata, p. 3-3; Response 5-4.)

B. The Summary Misstated a Significant Impact Throughout Public Review

The summary of an EIR must identify "[e]ach significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect." (CEQA Guidelines, § 15123, subd. (b)(1).) The summary exists because it is the part of the document most members of the public and most decision makers actually read.

Throughout the public review period, December 16, 2024 through January 29, 2025, that summary told readers the Project's utility impacts were less than significant. A reader who relied on Table 1-1 had no reason to comment on utility impacts, utility alternatives, or utility mitigation. The City cannot now treat a significant and unavoidable impact that its summary concealed as having been subjected to meaningful public review. (CEQA Guidelines, § 15088.5, subd. (a)(4).)

The errata's assertion that the change does not "result in any revisions or modifications to the conclusions presented in the Draft EIR" is contradicted by the change itself. The conclusion stated in the Draft EIR's summary has been reversed.

C. Separate Findings and Overriding Considerations Are Required

A Statement of Overriding Considerations must address each significant and unavoidable effect. (Pub. Resources Code, § 21081, subd. (b); CEQA Guidelines, §§ 15091, 15093.) For UTIL-1, the City must therefore find, with substantial evidence, that all feasible mitigation has been adopted and that the alternatives that would reduce the impact are infeasible. It must then find that specific benefits of the Project outweigh the impact.

The MMRP's entire mitigation program for Utilities and Service Systems reads: "Refer to Mitigation Measure NOI-1." NOI-1 consists of mufflers, signage, a Noise Disturbance Coordinator, idling limits, acoustic barriers "where feasible," haul routes that avoid sensitive uses "to the extent feasible," and equipment orientation. Those are standard construction practices. The Revised Final EIR does not identify, analyze, or reject any measure specific to the off-site utility work. Examples include:

- Restricting work hours near the Ontario Street residences;
- Trenchless construction (horizontal directional drilling or microtunneling) for the sewer and electrical runs;
- Portable sound enclosures at the work face;
- Limiting the duration of work within a set distance of residences;
- Advance notice to, and temporary relocation offers for, the nearest residents;
- Alternative alignments or connection points that increase distance from receptors.

The City cannot find mitigation infeasible that it has never considered.

D. The Relocation Alternative Now Bears on Two Significant and Unavoidable Impacts

Response 5-4 rejected the relocation alternative Hollywood Way proposed. In doing so, it conceded: "[I]t is possible that the significant and unavoidable impacts relative to construction noise, including noise associated with the offsite sewer and electrical improvements, may be reduced, or eliminated."

Response 5-4 folds the off-site utility work into construction noise. The City now classifies the utility impact as significant and unavoidable. The City's concession therefore covers two significant and unavoidable impacts: construction noise (NOI-1) and Utilities and Service Systems (UTIL-1).

An EIR must describe a reasonable range of alternatives that "would avoid or substantially lessen any of the significant effects of the project." (CEQA Guidelines, § 15126.6, subd. (a).) The agency must then find any such alternative infeasible before approving the Project with those effects. (Pub. Resources Code, § 21081, subd. (a)(3).) An alternative the City concedes may reduce or eliminate two of the Project's significant and unavoidable impacts must be analyzed in the EIR. It may not be rejected in a response to comments on the strength of a figure first produced in the Final EIR. (October 12 Objection, §§ X, XI.)

Response 6-19 confirms the point from the other direction. In rejecting SAFER's hotel/residential mixed-use alternative, the City relied on the fact that it would not reduce the Project's significant impacts "relative to construction noise, utilities and service systems, or GHG emissions." (Response 6-19, citing Draft EIR p. 7-5.) The City thus treats the utility impact as a significant impact against which alternatives are measured. It has given that impact no separate mitigation, and it has rejected the one alternative it concedes might reduce it.

IV. The Project Description Is Still Not Accurate or Stable

"An accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR." (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 193.)

A. The Assessor's Parcel Number

The errata revise Draft EIR page 3-1 "to correct the APN." The corrected text identifies the Project site as "approximately 11.76 acres (APN 2464-004-015)." The errata do not state what the incorrect APN was, or what property it identified. The public cannot tell from the Revised Final EIR whether the parcel described during public review was the parcel now proposed for rezoning.

The correction has also not been carried through the Revised Final EIR itself. Section 1.0, Introduction, of the Revised Final EIR still describes the site as "approximately 11.76 acres (APN 246-004-015)." That number omits a digit and is not the APN the errata adopt. The same error appeared in the Introduction of the October 2026 Final EIR. Two versions of the Final EIR, each including an erratum correcting the APN, have now been issued with the incorrect APN left in

place. The document the City proposes to certify thus gives two different APNs for the site of the Project.

This is not a trivial point here. The Project includes a zone change to a new, site-specific Planned Development. It would remove the Project site from Planned Development No. 89-1, which governs Lot 1 of Tract No. 47420 as a whole, including the Office Parcel. (October 12 Objection, § IV.) The boundary of the rezoning is the boundary of the parcel. The City should identify, by APN and by legal description, the precise land to be rezoned. It should also identify the APN of every parcel that remains within PD 89-1 if the rezoning is adopted.

B. The Office Parcel Is Still Missing from the Setting

The corrected description states that the site is "generally bounded by Thornton Avenue on the north, Hollywood Way on the west, Avon Street on the south and a commercial office campus (Media Studios), comprised primarily of office uses with various onsite support amenities, on the south and east."

The description does not mention the six-story office building at 2550 N. Hollywood Way. The Office Parcel is not part of the Media Studios campus. Media Studios is under separate ownership. Hines Global Income Trust, Inc. identifies itself as owner and property manager of Burbank Media Studios at 3401 West Empire Avenue, which appears to adjoin the Project site on the south. (Hines, Burbank Media Studios, property page, attached as Exhibit __.) The Office Parcel is a separate parcel, owned separately from both, and the "commercial office campus" the description names does not include it. Yet the description assigns Media Studios both the south and the east boundaries of the site.

More fundamentally, the description misstates the Project site's own perimeter. The Project site is not bounded, without interruption, by Thornton Avenue on the north and Hollywood Way on the west. It is L-shaped. The Office Parcel occupies the northwest corner of the block, at the intersection of Thornton Avenue and Hollywood Way, and the Hotel Parcel wraps around it on the south and east. The Applicant's own vicinity map, submitted with its November 15, 2019 plans, shows the Hotel Parcel in exactly that configuration, with the corner cut out. (AWH Partners, Aloft & Residence Inn, Burbank, CA, Vicinity Map [plans dated Nov. 15, 2019, received Jan. 7, 2022], attached as Exhibit __.) The description nonetheless names Thornton Avenue and Hollywood Way as the site's north and west boundaries without qualification. A reader would conclude that the Project site holds the corner, and that the land within those streets is a single site under one ownership. It is not. At the corner sits a separately owned parcel with a six-story occupied building, which shares the Project site's driveways and parking under a recorded instrument. The description also does not mention that the Office Parcel was created from the same Lot 1, that it shares the Project site's driveways and parking areas, or that it holds a recorded, nonexclusive easement to park on the Project site. (REA, § 2.2(a).) An EIR's description of the environmental setting must be accurate and complete. (CEQA Guidelines, § 15125; *Clover Valley Foundation v. City of*

Rocklin (2011) 197 Cal.App.4th 200, 219.) The City had the opportunity in this revision to describe the Project's immediate neighbor and co-user of its parking. It did not take it.

Read as written, the description extends Media Studios to a boundary it does not appear to occupy, and omits entirely the separately owned parcel at the corner of the block around which the Project site wraps. Every analysis that depends on the setting inherits the error: parking, access, construction noise and vibration, shade and shadow, and the effects of removing the Project site from PD 89-1. Each of them affects the Office Parcel first, on both of its interior sides at once.

Construction of the Hotel and Garage will occur on the land that wraps the Office Parcel on the south and east. That land carries the shared driveways and parking on which the Office Parcel depends. The October 12 Objection raised that consequence as to construction staging, access and parking loss (October 12 Objection, § XII). The project description, as written, conceals it.

The City should state whether the 11.76 acres it describes includes or excludes the Office Parcel. It should also revise Figure 3-2, Proposed Project Site and Offsite Improvement Areas, to show the Office Parcel's boundaries and its access routes across the Project site.

V. The Revision Process Confirms That the Document Is Not Ready for Certification

A. No Redline, No Identification of What Changed

The November 5, 2026 notice states only that "minor revisions to the Final EIR have occurred" and that they "are specific to the errata section." It does not identify which errata are new, which were revised, or which were deleted. The Revised Final EIR contains no redline against the October 2026 Final EIR, and no list of changes. A member of the public, or a Councilmember, who read the October document has no way to know what has changed without comparing the two documents line by line.

Hollywood Way has made that comparison for the errata chapter, using the October 2026 Final EIR posted on the City's website. The only new errata are the two GHG revisions, to Draft EIR pages 5.5-16 and 5.5-23. Hollywood Way has not been able to confirm whether any other chapter of the Revised Final EIR was changed. The November 5 notice states that the revisions are "specific to the errata section," and the City should confirm that in writing.

Before certifying a final EIR, the lead agency must find that the decision-making body "reviewed and considered the information contained in the final EIR." (CEQA Guidelines, § 15090, subd. (a)(2).) That finding cannot rest on a document whose content changed weeks before the hearing without disclosure of what changed. Hollywood Way requests that the City publish a complete redline of the Revised Final EIR against the October 2026 Final EIR. It should also identify the version it proposes to certify.

B. The Errata Are Themselves Inaccurate

The errata introduce the revision of the noise measure by stating that "Mitigation Measure NOI-2 is revised." The measure actually revised is NOI-1. As shown above, the errata direct a global change of the plan name that they themselves do not make. They correct an APN that the Introduction of the same document still misstates. They also revise the division responsible for NOI-1 while leaving GHG-1 assigned to the division just removed.

Each error is small. Together they show a document still being corrected, piecemeal, after the close of public review and after the October 12 Objection. A document in that condition is not "adequate and complete" in the sense the Revised Final EIR itself identifies as the standard for certification. (Revised Final EIR, Introduction, pp. 13–14.)

C. A Characterization That Does Not Fit the Changes

The errata assert that none of the changes "would . . . result in any revisions or modifications to the conclusions presented in the Draft EIR or result in new or substantially greater impacts." As shown above, the changes do three things:

- They reverse the Draft EIR summary's significance conclusion for an entire resource topic.
- They withdraw GHG measures the Draft EIR presented to the public as mitigation.
- They alter the identification of the parcel being rezoned.

Whether those changes trigger recirculation is for the City to determine on substantial evidence. It cannot be resolved by a general assertion at the head of the errata. (CEQA Guidelines, § 15088.5, subd. (e) [decision not to recirculate must be supported by substantial evidence in the administrative record].)

D. The October 12 Objection Remains Unanswered

The Revised Final EIR was issued twenty-four days after the October 12 Objection. It responds to none of the objections stated there. Its one new change withdraws mitigation. Those include the 2021 parking study, the 132-space shortfall below Code, the Office Parcel's medical tenancy, PD 89-1 and its conditions of approval, the SB 743 predicate and the Project's floor area ratio, the ALUC referral, the whole of the action, the water supply assessment, and the new relocation figure.

Hollywood Way recognizes that CEQA Guidelines section 15088 does not require written responses to comments received after the close of the Draft EIR comment period. But the October 12 Objection was timely under Public Resources Code section 21177, subdivision (a). The City must consider it before acting. If the City has prepared any analysis of the October 12 Objection, Hollywood Way requests that it be produced and placed in the record before the hearing.

VI. Requests

In addition to each request stated in the October 12 Objection, all of which are renewed, Hollywood Way requests that the City:

1. Decline to certify the Revised Final EIR. Direct revision and recirculation of the Draft EIR, including the GHG section and the mitigation program the City actually proposes, the Utilities and Service Systems section as a significant and unavoidable impact, and the relocation alternative.

2. Publish a complete redline of the Revised Final EIR against the October 2026 Final EIR. Identify by date and title the version the City proposes to certify.

3. State whether CALGreen Tier 2 compliance (Title 24 plus 10 percent) is or is not a binding element of the Project. If it is, impose it as a condition of approval and include it in the MMRP. If it is not, correct Response 6-8.

4. State whether the purchase of carbon offsets, and CALGreen Tier 2 compliance, are feasible. If the City contends either is infeasible, identify the substantial evidence supporting that contention.

5. Include in the MMRP, as enforceable mitigation or as conditions of approval, every Project design feature on which the GHG analysis relies. This includes photovoltaic generation, Title 24 plus 10 percent, low-flow fixtures, water-efficient landscaping, EV parking and all-electric landscaping equipment.

6. Correct GHG-1 in the MMRP to identify the plan required by its correct name. Adopt quantified performance standards for it, including a trip reduction or VMT reduction target and post-occupancy monitoring and reporting, with a consequence for non-attainment.

7. Correct GHG-1 to name the City body that will review and approve the plan, presumably the Community Development Department's Transportation Division. Reconcile GHG-1 with Response 6-14 as to both the approving body and the timing of approval.

8. Describe the employee parking program the GHG-1 "parking cash-out" assumes, including where employees will park in a valet-only garage.

9. Identify and analyze mitigation specific to UTIL-1, including the measures listed in Section III.C above. Find each feasible or, with substantial evidence, infeasible.

10. Analyze the relocation alternative in the EIR as an alternative that may reduce or eliminate two significant and unavoidable impacts, NOI-1 and UTIL-1.

11. State the incorrect APN that appeared in the Draft EIR and the property it identified. Correct the Introduction of the Revised Final EIR. Identify, by APN and legal description, the land to be rezoned and every parcel that would remain within PD 89-1.

12. Revise the description of the environmental setting to identify the Office Parcel as a separately owned parcel at the northwest corner of the block, bounded on the south and east by the Project site, together with its shared parking and access and its recorded easement rights in the Project site. State whether the 11.76-acre figure includes the Office Parcel, and show the Office Parcel's boundaries and access routes on Figure 3-2.

13. Produce, and place in the administrative record before the hearing, any analysis the City or its consultants have prepared of the October 12 Objection.

14. Give Hollywood Way written notice of the date, time and place of every hearing on the Project, and of any notice of determination. (Pub. Resources Code, §§ 21092.2, 21167, subd. (f).)

15. Keep the record open, and continue the certification hearing, so that Hollywood Way may review the redline and any further revisions and supplement these objections.

This letter also constitutes a request under the California Public Records Act (Gov. Code, § 7920.000 et seq.) for: all drafts of the errata to the Final EIR; all communications among the City, De Novo Planning Group and the Applicant concerning the November 2026 revisions; and all documents concerning the removal of CALGreen Tier 2 and carbon offsets from the GHG discussion, the reclassification of UTIL-1, and the APN correction. Hollywood Way's preservation demand in the October 12 Objection (§ XVII.D) extends to these records.

Conclusion

The City told the public in November that its revisions were minor. They are not. The one revision the City made in November withdraws greenhouse gas mitigation for a significant and unavoidable impact without finding that mitigation infeasible. It also contradicts the City's own response to SAFER on whether that mitigation is part of the Project. The October errata the City carried forward reclassify an entire resource topic from less than significant to significant and unavoidable. They also correct the identity of the parcel to be rezoned in one place while leaving it wrong in another, now through two versions of the document.

None of those changes was presented to the public for comment. Each bears directly on the findings the City must make to approve a project with significant and unavoidable impacts. Together with the objections in the October 12 Objection, which remain unanswered, they confirm that the EIR should be revised and recirculated before certification is considered.

Hollywood Way does not oppose development of the Hotel Parcel, and remains willing to meet with staff and the Applicant about a configuration that works for both parcels. Hollywood Way reserves all rights and remedies, including under the REA, under PD 89-1, under CEQA and under the Planning and Zoning Law.

Very truly yours,

LAW OFFICES OF ROBERT H. BISNO
S/ ELECTRONICALLY ROBERT H. BISNO
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Via Email

November 3, 2026

Honorable Mayor Tamala Takahashi and Members of the City Council
City of Burbank
275 East Olive Avenue
Burbank, California 91502

Re: 2500 N. Hollywood Way
Dual Brand Hotel Project (SCH No. 2019110032)
Response to October 12, 2026 Comment Letter Submitted On Behalf of Hollywood Way SHG, LLC

Dear Honorable Mayor Takahashi and Members of the City Council,

We represent AWH Burbank Hotel II, LLC ("**AWH**"), owner of the Property located at 2500 North Hollywood Way, Burbank, California ("**AWH Property**"). AWH is the applicant for a new, 420-room dual-brand hotel and associated parking garage at the site of the existing Marriott hotel and convention center ("**Project**"). This letter is written in response to the letter submitted by the Law Offices of Robert H. Bisno ("**SHG Letter**") on behalf of Hollywood Way SHG, LLC ("**SHG**"), the owner of the office building at 2550 North Hollywood Way ("**SHG Property**" or "**Office Property**").

SHG submitted the SHG Letter on October 12, 2026, the day of the meeting at which the Planning Commission considered the Project. The SHG Letter objects to certification of the October 2026 Final Environmental Impact Report ("**Final EIR**") and asks the City to revise and recirculate the December 2024 Draft Environmental Impact Report ("**Draft EIR**") (together, the "**EIR**"). At the Planning Commission meeting, the Planning Commission voted to adopt a resolution recommending that the City Council (1) adopt a resolution certifying the Final EIR, adopting the Mitigation Monitoring Reporting Program ("**MMRP**") with a Statement of Overriding Considerations and adopting Findings of Fact and (2) adopt an ordinance approving Planned Development No. 26-1 ("**PD 26-1**"), a Development Agreement, and a Development Review for the Project.

This letter responds to the points raised in the SHG Letter.

I. The Parking Analysis in the EIR Is Supported by Substantial Evidence.

A. The Traffic Counts and Data that Support the Parking Study Were Collected Before the COVID Pandemic, Resulting in Conservative Parking Demand Analysis.

The SHG Letter claims that the Parking Study prepared by Walker Consultants, dated April 13, 2021 ("**Parking Study**"), is deficient because it relies "on observations from the COVID era, to certify a project in late 2026."[1] While the Parking Study is dated April 13, 2021, the Parking Study relies on pre-pandemic parking counts conducted in May 2019 and parking occupancy data provided by Marriott Hotel staff for a 395-day period from May 2018 to May 2019.[2] The COVID pandemic significantly reduced hotel demand, and the hotel industry has not yet returned to pre-pandemic demand levels. Accordingly, contrary to the SHG Letter's claim, the Parking Study's use of pre-pandemic data produces a conservative parking demand analysis because it is based on higher pre-pandemic demand.

B. The Project Provides Parking in Excess of the Project's Parking Demand.

The SHG Letter contends that the Project provides 132 less parking spaces than the 1,183 parking spaces required by the Burbank Municipal Code ("**BMC**"). In making this argument, the SHG Letter ignores the explanation provided in the Draft EIR that the BMC allows shared parking spaces to count towards Code-required parking spaces pursuant to BMC section 10-1-1415.[3] BMC section 10-1-1415 authorizes the City's Community Development Director to "approve the shared use of parking for two (2) or more uses occupying one (1) or more structures on a single or adjacent parcel."[4] As the Draft EIR explains, the "primary requirement" to be eligible for a shared parking arrangement is "detailed parking studies prepared by a licensed traffic engineer to justify shared parking."[5]

The Parking Study completed for the Project concluded that 1,021 on-site parking spaces is sufficient to serve the existing and future uses of the Property.[6] The Project provides 766 valet-only parking spaces and 285 on-grade parking spaces for a total of 1,051 parking spaces, an excess of 30 parking spaces.[7] Accordingly, the Project is compliant with the BMC and in fact provides an excess of parking spaces on the AWH Property to accommodate the Project's demand.

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[1] SHG Letter, p. 2.
[2] Parking Study, p. 22, Appendix A and B.
[3] Draft EIR, pp. 3-27.
[4] BMC § 10-1-1415(A).
[5] Draft EIR, pp. 3-27; BMC § 10-1-1415(B)(1)(a).
[6] Parking Study, p. 40.
[7] Draft EIR, p. 1-1.

C. The Project Does Not Rely on, or Reduce Parking on, the Office Parcel.

The SHG Letter contends that the shared parking analysis fails because it does not analyze the parking demand of the SHG Property. The Parking Study properly excludes the SHG Property from the shared parking analysis because its intent is to demonstrate that the parking spaces provided on the AWH Property are sufficient to accommodate the parking demand of the current and future uses of the AWH Property, without use of any parking on the SHG Property.

That intent aligns with the Reciprocal Parking and Maintenance Agreement (Recorded Doc. No. 97-2019758) ("**RPMA**") provision that allows redevelopment subject to City approval and compliance with the RPMA "provided that the size, number, location, and uses of such replacement buildings (including the orientation of entrances thereto) are such that ***each Parcel will generally support its own parking needs in accordance with all legal requirements***."[8]

As detailed in our letter to the City Attorney on December 20, 2024, attached as Exhibit A, and Response 5-3 in the Final EIR, the Project does not rely on any parking spaces on the SHG Property to satisfy its parking demand. The RPMA requires that AWH and SHG "make available to tenants of the Office Parcel at no charge two hundred sixty-four (264) parking spaces" but does not specify any particular location for the 264 parking spaces, meaning that the parking spaces may be on the SHG Property, the AWH Property, or both.[9] The RPMA does not otherwise require AWH to maintain any particular number of spaces on the AWH Property. While the RPMA does permit SHG to designate 20% of the parking spaces on the *SHG Property* for its exclusive use, it does not extend to SHG any similar rights as to the Parking Areas on the AWH Property. No improvements or changes to the SHG Property are proposed as part of the Project; the existing 380 parking spaces on the SHG Property will not be altered as part of the Project. Accordingly, the 264 parking spaces specified by the RPMA are currently and will continue to be accommodated.

D. The Parking Study is Not Required to Analyze the Parking Requirements of SHG Tenants.

The SHG Letter reiterates the claim that SHG previously raised in its public comment on the Draft EIR that the Parking Study is deficient because it fails to consider parking requirements of current and future SHG tenants employing medical uses, which – according to SHG – have an increased parking demand. As the City correctly stated in Responses 5-5, 5-6, and 5-22 in the Final EIR, "[t]here is no requirement for the CEQA document to consider whether an unrelated property can provide parking on its own site for future potential uses."[10]

[8] RPMA § 3.3, emphasis added.
[9] *Id.* at § 5.1.
[10] Final EIR, pp. 2-36.

As noted above, the RPMA requires that AWH and SHG "make available to tenants of the Office Parcel at no charge two hundred sixty-four (264) parking spaces."[11] That provision is not altered by the demand associated with the particular use of any current or prospective tenant of the SHG Property. The existing 380 parking spaces on the SHG Property will not be altered as part of the Project. Should SHG convert the use of its building to more parking-intensive uses, such as medical tenants, then the provision of additional parking to accommodate the change of use is the responsibility of SHG. The RPMA indicates that each parcel should "generally support its own parking needs in accordance with all legal requirements."[12]

E. The Project Will Not Alter or Modify the Occurrence of Large Events or the Approach to Accommodating Parking.

The SHG Letter incorrectly characterizes the Draft EIR's discussion of special event parking as "deferred mitigation."[13] The four large events held each year occur under existing conditions and the occurrence of these large events is "not proposed to be modified or altered" by the Project.[14] As explained in the Draft EIR, event parking is currently handled "through the implementation of parking management plans and/or the securing of offsite parking during the days of each event."[15]

Response 5-8 in the Final EIR confirms that event parking will continue to be handled "through implementation of a PMP and/or the securing of offsite parking during the days of each event."[16] This approach is further confirmed by Condition of Approval No. 1 which states, "Additionally, larger events would occur on the property approximately four times per year. These events would occur on the southeastern corner of the property, within the parking area east of the convention center. Parking for such events shall be provided through the implementation of parking management plans and/or the securing of temporary offsite parking during the days of each event."[17]

The creation of a parking management plan is not "deferred mitigation." Section 15126.4 of the CEQA Guidelines to which the SHG Letter refers relates to mitigation measures, which are "feasible measures which could minimize significant adverse impacts." The EIR does not identify any significant parking-related impacts. Therefore, the parking management plan is not a "mitigation measure," let alone "textbook deferred mitigation" as the SHG Letter incorrectly alleges.[18]

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[11] RPMA § 5.1.
[12] *Id.* at § 3.3, italics added.
[13] SHG Letter, p. 5.
[14] Final EIR, pp. 2-37.
[15] Draft EIR, pp. 3-1.
[16] Final EIR, pp. 2-37.
[17] Staff Report, October 12, 2026, Attachment 1, p. 147.
[18] Cal. Code Regs., tit. 14 ("**CEQA Guidelines**") § 15126.4.

II. Valet Parking Does Not Violate CEQA or the RPMA.

The SHG Letter takes issue with the Project's provision of valet-only parking spaces. As mentioned above, the Project includes the construction of a parking garage, which will include 766 valet-only parking spaces, with an additional 285 parking spaces on grade, for a total of 1,051 parking spaces.

First, the adequacy of parking, including the sufficiency of the valet parking spaces, is not an environmental impact under CEQA. As Response 5-17 explains, in *San Franciscans Upholding the Downtown Plan v. City & County of San Francisco*, the Court found that the analysis of parking impacts in an EIR was adequate in the context of an urban development because the EIR correctly concluded that "'[p]arking shortfalls relative to demand are not considered significant environmental impacts in [an] urban context.'"[19] While "'parking deficits are an inconvenience to drivers,'" they are "'not a significant *physical* impact *on the environment*.'"[20] The SHG Letter presents no evidence of purported environmental impacts resulting from the alleged inadequacy of valet parking. The unsubstantiated claims in the SHG Letter do not constitute substantial evidence.[21]

Second, the SHG Letter argues that the provision of valet-only parking is somehow violative of the RPMA between SHG and AWH. The SHG Letter goes on to state that "[w]hether that constitutes an unreasonable interference with the easement is a question for another forum."[22] While we disagree with the contention that the valet parking violates the RPMA, we agree that interpretation of the RPMA is not a question for the City to adjudicate. Moreover, as we explained in our letter to the City Attorney, and as the Final EIR explained in response to SHG's comments, enforcement of private agreements is not a CEQA issue. As Responses 5-2 and 5-14 in the Final EIR state, "It is not the role of the City to analyze and interpret the provisions of a private agreement to which the City is not a party, and CEQA does not require a lead agency to do so as part of its environmental review."[23]

Third, the SHG Letter takes issue with the valet parking on the basis that the SHG Property is "increasingly occupied by medical tenants" who "cannot reasonably be required to use a valet

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[19] *San Franciscans Upholding the Downtown Plan v. City & County of San Francisco* (2002) 102 Cal.App.4th 656, 697.
[20] *Ibid.*
[21] CEQA Guidelines § 15384 ["Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment does not constitute substantial evidence"].
[22] SHG Letter, p. 6.
[23] Final EIR, pp. 2-32; *see also Olen Properties Corp. v. City of Newport Beach* (2023) 93 Cal. App. 5th 270.

service operated by a third party in an adjoining hotel garage."[24] The RPMA does not differentiate between different types of parking, such as valet versus self-parking, and the Project would conform with the Americans with Disabilities Act requirements by providing 26 accessible spaces, which is more than the 21 accessible spaces required, with six of those being accessible van spaces, which is more than the five accessible van spaces required.[25] Providing accessible accommodations for patients of the medical tenants on the SHG Parcel is the responsibility of SHG.

Finally, the SHG Letter incorrectly refers to the valet parking as "unenforceable mitigation" and states that the EIR must disclose additional information about the valet operations. The provision of valet parking spaces is not "mitigation" but rather a feature of the Project. CEQA does not require the valet parking to be "enforceable," as it is not a mitigation measure, and does not require the EIR to analyze the various operational concerns listed in the SHG Letter. The City has not been presented with any evidence of purported adverse environmental impacts resulting from valet parking.

III. PD 89-1 and the Rezoning Were Disclosed and Analyzed in the EIR.

The SHG Letter claims that failure to analyze the Project for consistency with PD 89-1 is "circular and unlawful."[26] The SHG Letter later argues that the Project must be reviewed for consistency with the conditions of approval for PD 89-1.[27] Both arguments are addressed here.

First, multiple sections of the EIR state that the Property is currently zoned as PD 89-1.[28] Among the entitlements requested for the Project is a Planned Development to rezone the Property "into a property and Project-specific zoning designation."[29] As explained in Responses 5-11, 5-15, 5-16, and 5-35 in the Final EIR, the EIR need not analyze the Project's consistency with PD 89-1 because PD 89-1 will not govern the Project if the City approves the new Planned Development. The same logic applies to the conditions of approval for PD 89-1. Should the City approve the Project, a new set of conditions of approval will apply to the AWH Property. The SHG Letter suggests that the EIR must "analyze[] what happens to the Office Parcel when the Hotel Parcel is rezoned out of the planned development that both parcels share."[30] The request to rezone is specific to the AWH Property, and there is no requirement for the CEQA document to include adjacent properties that are not part of the Project.

Second, the SHG Letter argues that the EIR is deficient because it fails to explain why the number of rooms in the existing Marriott Hotel and the size of the convention center exceed what is

[24] SHG Letter, p. 6.
[25] Draft EIR, pp. 5.11-17.
[26] SHG Letter, pp. 7-8.
[27] *Id*. at pp. 11-12.
[28] *See e.g.,* Draft EIR, pp. 3-7, 5.1-19, 5.8-1, 5.8-2, 5.8-17, 5.8-19.
[29] Draft EIR, p. 3-51.
[30] SHG Letter, p. 8.

authorized by the prior entitlements.[31] Neither the number of rooms in the existing Marriott Hotel nor the size of the convention center actually exceed what is authorized by the prior entitlements. Resolution No. 2031 clarifies that the 250-room hotel tower was an "expansion of the existing Burbank Hilton Hotel," so the difference in the number of rooms is accounted for by adding together the pre-existing Burbank Hilton Hotel rooms and the additional 250 rooms approved by Resolution No. 2031.[32] Similarly, Ordinance No. 3164 includes the conference center space, totaling approximately 39,200 square feet, as well as banquet rooms, totaling approximately 15,984 square feet, and four meeting rooms, each with an area of approximately 655 square feet.[33] The Draft EIR specifies that there is "46,500 square feet of meeting/banquet and convention space," which, according to those totals, is less than the total meeting/banquet and convention space authorized by the Ordinance.[34]

Finally, the SHG Letter claims that the EIR is deficient because it analyzes the Project, which is defined to include the 420-room hotel and parking garage, but PD 26-1, if approved, governs the entire AWH Property, including the existing Marriott Hotel and convention center buildings.[35] CEQA defines a "project" as "an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment."[36] The Project does not propose and the rezoning does not entail any physical changes to the existing Marriott Hotel and convention center buildings at the AWH Property.

CEQA's scope of review is anchored to physical changes in the environment, and changing the zoning on which the existing buildings sit does not result in any physical changes to the environment or environmental impacts. The CEQA Guidelines require that an EIR include a description of the physical environmental conditions that constitute the baseline against which the lead agency assesses the significance of impacts. The CEQA Guidelines describe the environmental setting as the "*physical environmental conditions* as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective."[37] Relevant here, the environmental setting in the Draft EIR describes the "physical environmental conditions" and analyzes the existing Marriott Hotel and convention center as developed as part of the environmental setting.[38] Accordingly, the existing buildings are part of the environmental baseline against which the significance of the Project's impacts are measured.[39]

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[31] *Id*. at pp. 11-12.
[32] Res. No. 2031, Finding A.
[33] Ord. No. 3164 § 10(b); Draft EIR, pp. 3-7, 5.8-2.
[34] Draft EIR, p. 3-1.
[35] SHG Letter, p. 12.
[36] Pub. Res. Code § 21065.
[37] CEQA Guidelines § 15125(a)(1).
[38] Draft EIR, pp. 3-1, 5.8-1.
[39] *Id.* at p. 3-1.

IV. The Project Qualifies for SB 743 and Thus Parking and Aesthetic Impacts Cannot Be Considered Significant Impacts on the Environment.

Draft EIR Section 8.0, Effects Found Not to be Significant, explains that pursuant to Senate Bill 743, "aesthetic and parking impacts of a residential, mixed-use residential, or *employment center project* on an *infill site* within a *transit priority area* shall not be considered significant impacts on the environment."[40] Contrary to the contention in the SHG Letter, the Project qualifies as an "employment center project," is located on an "infill site," and is located within a "transit priority area."[41]

The Project qualifies as an "employment center project" under Public Resources Code section 21099, which defines an "employment center project" as "a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area."[42] The Project is zoned for, and currently developed with, commercial uses and proposes a 1.13:1 floor area ratio ("**FAR**"), which exceeds the 0.75 FAR minimum requirement.[43] The Project is also located within a "transit priority area," which is defined as "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan."[44] The AWH Property is located within a transit priority area designated by the Southern California Association of Governments ("**SCAG**") and is located approximately 0.29 mile from the Metrolink Airport South Station.[45]

The Project site also qualifies as an "infill site." Public Resources Code section 21099 defines an "infill site" as "a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses."[46] The Project is developed with and surrounded by urban uses. Because the Project is an employment center project on an infill site within a transit priority area, its parking and aesthetic impacts "shall not be considered significant impacts on the environment."[47]

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[40] *Id*. at p. 8-1, quoting Pub. Res. Code § 21099(d)(1).
[41] SHG Letter, pp. 8-9.
[42] Pub. Res. Code § 21099(a)(1).
[43] *Id*. at § 21099(a)(1).
[44] *Id*. at § 21099(a)(7).
[45] Draft EIR, pp. 8-1.
[46] Pub. Res. Code § 21099(a)(4).
[47] *Id*. at § 21099(d)(1).

V. The RPMA Is a Private Agreement That CEQA Does Not Require the City to Interpret.

As explained in our letter dated December 20, 2024, which is attached as Exhibit A, the RPMA is a private agreement that is enforceable by private parties and is not a CEQA environmental issue. The SHG Letter makes attempts to distinguish the *Olen* case, arguing that the holding in *Olen* should not apply because "the City is not a stranger to this instrument" because the RPMA requires approval by the City's Community Development Director prior to certain changes.[48] That provision does not make the City a party to the RPMA or render the RPMA enforceable by the City. Rather, it confirms that the City, through its ordinary land use authority, is the body that decides whether development on either parcel complies with applicable local regulations. Requiring local approval of certain work proposed on the parcels does not change the conclusion that the RPMA is a private agreement and is not a CEQA environmental issue.

The SHG Letter argues that the RPMA "incorporates PD 89-1" and the City cannot avoid analysis of PD 89-1 by characterizing the RPMA as private. As discussed in Section III above, the EIR identifies the current zoning as PD 89-1 but need not analyze the Project's consistency with PD 89-1 because PD 89-1 will not govern the Project if the City approves the new Planned Development. References to PD 89-1 in the RPMA do not alter that conclusion.

Next, the SHG Letter clarifies that SHG requests disclosure, not enforcement, of the RPMA. Both the Draft EIR and the Final EIR disclose that the RPMA exists.[49]

Lastly, the SHG Letter revives its contention that SHG that the Project cannot be developed without the consent of SHG under the RPMA. As explained in more detail in the letter attached as Exhibit A, that contention was completely extinguished as a result of litigation between AWH and SHG.

VI. Airport Land Use Commission Staff Issued a Consistency Determination for the Project.

The SHG Letter points to the comment on the Draft EIR submitted by the Los Angeles County Airport Land Use Commission ("**ALUC**") that notes that the Project is subject to ALUC review.[50] The Los Angeles County ALUC has reviewed the Project for consistency with the Los Angeles County Airport Land Use Plan. On August 12, 2026, ALUC staff issued a consistency determination finding the Project consistent with the policies of the Airport Land Use Plan and the ALUC Review Procedures for Los Angeles County.[51] ALUC staff further determined that the

[48] SHG Letter, p. 9.
[49] *See* Draft EIR, pp. 1-1, 3-1, 3-8; Final EIR, p. 2-32.
[50] SGH Letter, pp. 10-11.
[51] Airport Land Use Plan Consistency Determination, Project No. PRJ2025-005501-(5).

proposed hotel would be located outside the Airport Influence Area and that the rezoning would not create an airport land use compatibility concern.[52]

VII. A Water Supply Assessment is Not Required for the Project.

Water Code section 10912(a)(2) requires a Water Supply Assessment ("**WSA**") for certain larger development projects, including "[a] proposed hotel or motel, or both, having more than 500 rooms."[53] The Project proposes a new 420-room hotel, which is less than the 500-room threshold, so a WSA is not required. The EIR correctly states, "The proposed Project does not meet the conditions requiring a Water Supply Assessment pursuant to Senate Bill 610."[54] The EIR analyzes water supply and concludes that the 2020 Urban Water Management Plan accounts for the Project's anticipated water demand and "there would be sufficient water supplies available to serve the Project development during normal, dry and multiple dry years."[55]

VIII. The Alternatives Analysis is Adequate.

The SHG Letter asserts that Response 5-4 "concedes" that relocating the Project east of the convention center would lessen the significant and unavoidable impacts of the Project. To support that assertion, the SHG Letter quotes the statement in the Final EIR that "it is possible that the significant and unavoidable impacts relative to construction noise … may be reduced, or eliminated."[56] Response 5-4 in the Final EIR, however, states the opposite: "[S]iting the Hotel and Garage east of the convention center, as identified by the commenter, would not mitigate or avoid the significant effects of the Project on the environment as identified in the Draft EIR."[57]

The SHG Letter attempts to characterize Response 5-4 as a concession by removing the quoted language from its context. The statement that certain impacts "may be reduced, or eliminated" does not address the configuration east of the convention center. Rather, Response 5-4 states that "given that the alternative site layout is in the same location as the proposed Project site, the impacts to sensitive receptors associated with construction noise would remain the same as noise conditions would be substantially similar and the same offsite infrastructure improvements would be required."[58] The quote that the SHG Letter includes is in reference to the analysis of the "Alternative Site" Alternative in the Draft EIR, which contemplates relocating the Project elsewhere in the City.[59] The "Alternative Site" Alternative analysis concludes that whether or not significant and unavoidable impacts could "be reduced or eliminated" depends on a number of site-specific

[52] *Id*. at Project No. PRJ2025-005501-(5), p. 2.
[53] Cal. Water Code § 10912(a)(4).
[54] Draft EIR, pp. 5.13-6.
[55] *Id*. at pp. 5.13-12.
[56] Final EIR, p. 2-35; SHG Letter, p. 14.
[57] *Id*. at p. 2-35.
[58] *Id*. at pp. 2-35 – 2-36.
[59] Draft EIR, pp. 1-25, 7-4.

factors related to "the location of the alternative site and ambient noise conditions, and whether offsite infrastructure improvements would be required."[60]

CEQA does not require the City to examine alternative sites across the City to assess whether the Project's impacts could be reduced from siting the Project at an alternative site. Rather, CEQA requires that the EIR "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."[61] The "range of alternatives" in an EIR is governed by a "rule of reason," meaning that the EIR need only consider alternatives that would "avoid or substantially lessen any of the significant effects.[62] Of those, CEQA only requires that alternatives that "could feasibly attain most of the basic objectives of the project" to be examined in detail. (*Ibid.*) Feasibility depends on a number of factors, including "whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)."[63]

Here, the "Alternative Site" Alternative was properly rejected from further analysis within the EIR because "the Project Applicant does not own another appropriately sized parcel with existing convention, hotel and restaurant that are supportive amenities and uses and similarly accessible and underutilized within proximity to the Hollywood Burbank Airport, Metrolink station, and planned high speed rail station that could be developed to meet most of the Project objectives."[64]

IX. The Figure Referenced in Response 5-4 Does Not Require Recirculation of the EIR.

The SHG Letter contends that the singular figure included in Response 5-4 in the Final EIR to clarify the infeasibility of the commenter's requested alternative requires recirculation of the EIR under CEQA. Recirculation is only required when "significant new information" is added to the EIR, and new information is "not 'significant' unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect ... that the project proponents have declined to implement."[65] Recirculation is <u>not</u> required when the new information merely clarifies, amplifies, or makes insignificant modifications to an otherwise adequate EIR.[66]

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[60] *Id*. at pp. 1-25, 7-4.
[61] CEQA Guidelines § 15126.6(a).
[62] *Id*. at § 15126.6(f).
[63] CEQA Guidelines § 15126.6(f)(1).
[64] Draft EIR, p. 7-4.
[65] Pub. Res. Code § 21092.1; CEQA Guidelines § 15088.5(a).
[66] See *Laurel Heights Improvement Assn. v. Regents of the University of California* (1993) 6 Cal.4th 1112, 1130.

In the comment letter submitted to the City on behalf of SHG, one of the arguments was that the Draft EIR was deficient because it failed to study relocating the Project east of the convention center, which "must be studied as a Project Alternative and legally sufficient reasons must be provided if the alternative ... is not approved by the City and the Applicant."[67] The Final EIR noted that that assertion is incorrect and clarified that the standard discussed in Section VIII above applies, which requires that the EIR "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."[68] Response 5-4 explains the legal reasons that analysis of SHG's requested alternative is not required. To further bolster that conclusion, Response 5-4 included a site layout figure to clarify that the alternative proposed by the commenter is infeasible due to site constraints.

The Court of Appeal in *Planning and Conservation League v. Department of Water Resources* rejected a similar argument that recirculation was required based on additional information included in the final EIR to clarify the discussion of rejected alternatives. The Court rejected that argument, reasoning that the information added to the final EIR "did not disclose a new environmental impact of the project or an increase in the severity of an impact."[69] Rather, the Court found that the new information "[a]t most … clarified or amplified the Table A Amount reduction alternative that the department [r]ejected."[70]

Similarly, here, the inclusion of the figure in Response 5-4 provides additional information as to why the EIR need not analyze the alternative suggested by the commenter. The site layout figure does not "disclose a new environmental impact of the project or an increase in the severity of an impact."[71] Moreover, as noted above, new information is not "significant" and thus recirculation is not required "unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a *feasible way to mitigate or avoid such an effect* ... that the project proponents have declined to implement."[72]

As Response 5-4 in the Final EIR explains, the alternative proposed by the commenter is not "a feasible way to mitigate or avoid" a substantial adverse effect. First, the alternative proposed by the commenter of moving the Project site east of the convention center "would not mitigate or avoid the significant effects of the Project."[73] Second, as the added site plan layout figure shows, moving the Project site east of the convention center is not feasible because "the proposed Hotel would not

[67] Draft EIR, Comment Letter 5, p. 2.
[68] CEQA Guidelines § 15126.6(a).
[69] *Planning and Conservation League v. Department of Water Resources* (2024) 98 Cal.App.5th 726, 766.
[70] *Ibid.*
[71] *Ibid.*
[72] Pub. Res. Code § 21092.1; CEQA Guidelines § 15088.5(a).
[73] Final EIR, p. 2-35.

fit in that space, which is too narrow to accommodate the proposed footprint."[74] Therefore, the site plan layout figure is not "significant new information," and recirculation is not required.

X. Construction-Period Impacts on the Office Parcel

The SHG Letter claims that the EIR is deficient because it "never quantifies the construction-period parking loss" and its impacts on the SHG Property as the "nearest occupied receptor."[75] Each of the issues that the SHG Letter claims necessitate analysis in the EIR are only concerned with the alleged impact to the SHG Property. As the Final EIR correctly states, "'[u]nder CEQA, the question is whether a project will affect the environment of persons in general, not whether a project will affect particular persons.'"[76] Moreover, the conditions of approval for the Project include multiple conditions directed towards minimizing the impacts of the parking loss during the construction period, including:

- Condition No. 19(g) requires that "[a]ll construction-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur on-site or at a nearby site approved by the City Engineer or their designee as part of the CMP."
- Condition No. 21 requires that the plans submitted for plan check must include a "Construction Employee Parking Plan (CEPP) for contractor/ subcontractor vehicles and construction vehicles, including onsite and off-site (if applicable) parking," which is subject to review and approval by the Community Development Director and must be monitored and enforced by the applicant and/or on-site primary general contractor.
- Condition No. 22 requires preparation of an Interim Parking Operations Plan that identifies interim parking operations for employees and patrons of the existing hotel and convention center throughout construction, which is subject to review and approval by the Community Development Director.

XI. The EIR is Not Required to Analyze Aesthetic Impacts of the Project.

As explained in Draft EIR Section 8.0, Effects Found Not to Be Significant, and outlined in Section IV above, the Project qualifies for SB 743 and thus the Project's aesthetic impacts cannot be considered a significant impact on the environment.[77] The analysis of aesthetic impacts in the EIR is "for informational purposes only."[78] Moreover, each of the issues that the SHG Letter claims

[74] *Id*. at p. 2-36.
[75] SHG Letter, p. 14.
[76] *Eureka Citizens for Responsible Government v. City of Eureka* (2007) 147 Cal. App. 4th 357, 376, as modified (Feb. 1, 2007), italics added; Final EIR, p. 2-33.
[77] Draft EIR, p. 8-1, quoting Pub. Res. Code § 21099(d)(1).
[78] *Id*. at p. 8-1.

necessitate analysis in the EIR are only concerned with the alleged impact to the SHG Property. As noted above, CEQA is concerned with potential impacts to "the environment of persons in general," not to "particular persons."[79]

XII. SHG Provides No Evidence of Any Economic Effects or Physical Changes to the Environment.

The Final EIR correctly explains that the City is not required to study economic impacts to the SHG Property that are not connected to an environmental effect.[80] CEQA Guidelines section 15131(a) provides that economic effects "shall not be treated as significant effects on the environment," and section 15064(e) clarifies that economic changes may be used "to determine that a physical change shall be regarded as a significant effect on the environment."[81] The SHG Letter lists off anticipated "physical changes" but provides no evidence thereof. CEQA Guidelines section 15384 states, "Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment does not constitute substantial evidence."[82] The SHG Letter fails to identify any negative economic effects of the Project, let alone provide evidence that those purported economic effects relate to physical impacts on the environment.

XIII. Cumulative Project List

Table 4-1 in the Draft EIR lists the past, present, and probable future projects identified by the City.[83] The SHG Letter does not identify any project that is missing from the cumulative project list but vaguely states that "[a] cumulative analysis that omits concurrent hotel and airport-area development in the same corridor is not adequate."[84] As Response 5-12 in the Final EIR states, "As documented in Draft EIR Section 4.0, the geographic areas, and hence the related projects, considered for the cumulative impact analyses vary according to environmental issue area and were determined based upon the Project's scope and the anticipated area in which the Project could contribute to an incremental increase in cumulatively considerable impacts."[85]

XIV. Statement of Overriding Considerations and Findings of Fact

CEQA allows a public agency to "approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment

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[79] *Eureka*, *supra*, 147 Cal. App. 4th at p. 376.
[80] Final EIR, p. 2-38.
[81] CEQA Guidelines §§ 15131(a), 15064(e).
[82] *Id*. at § 15384.
[83] Draft EIR, pp. 4-3, 4-4.
[84] SHG Letter, p. 15.
[85] Final EIR, p. 2-40.

that would occur if the project is approved or carried out" if the agency makes specified findings with respect to each significant effect and finds that "specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment."[86] The Planning Commission voted to recommend that the City Council make the required CEQA Findings and Statement of Overriding Considerations for the Project, and the City Council will review and decide whether to adopt the Statement of Overriding Considerations and Findings of Fact.

Contrary to the statement in the SHG Letter, the City does not rely only on "[l]etters of support from the Chamber of Commerce and projected transient occupancy tax revenue" as "substitutes for findings."[87] The Statement of Overriding Considerations lists nine "specific overriding economic, legal, social, technological, or other benefits" of the Project, including recurring transient occupancy, property, and sales tax revenue; construction and permanent employment; expanded conference and meeting capacity; elimination of on-site fossil-fuel combustion; on-site solar with battery storage; EV charging that exceeds CALGreen baselines; and infill development within one-half mile of two Metrolink stations, the planned High-Speed Rail station, and the airport. These benefits are precisely the type of benefits that Public Resources Code section 21081 contemplates for inclusion in the Statement of Overriding Considerations. Further, the staff report, dated October 12, 2026, estimates the "total anticipated value" of community benefits and other public improvements required by the Development Agreement at $1,112,000.

For all of the above reasons, SHG's arguments are meritless. We respectfully request that the City Council adopt the Planning Commission's recommendation and approve the Project.

Very truly yours,

Emily L. Murray

elm

[86] Pub. Res. Code § 21081(b).
[87] SHG Letter, p. 16.

EXHIBIT A

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Via Email/U.S. Mail

December 20, 2024

Joe H. McDougall, Esq.
City Attorney
City of Burbank
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P.O. Box 6459
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Email: jmcdougall@burbankca.gov

Re: 2500 N. Hollywood Way

Dear Mr. McDougall:

We represent AWH Burbank Hotel, LLC (**"AWH"**). AWH owns the Property located at 2500 North Hollywood Way, California (**"AWH Property"**), and is the project applicant for a new, dual-brand hotel and parking garage at the site of the existing Marriott hotel and convention center (**"Project"**). The Project includes the development of a new seven-story dual-brand hotel consisting of approximately 262,338 square feet and a separate, detached four-story parking garage. The proposed hotel would consist of two hotel uses (Aloft and Residence Inn) with a total of 420 hotel rooms. The garage would consist of 208,040 square feet of valet-only parking, providing up to 766 parking spaces, with an additional 285 parking spaces on grade. We write to confirm that the Project is consistent with the terms of the Reciprocal Parking and Maintenance Agreement (Recorded Doc. No. 97-2019758) (**"RPMA"**), attached as Exhibit A, and to respond to certain assertions recently lodged by counsel for Hollywood Way SHG, LLC (**"SHG"**).

A. The Reciprocal Parking and Maintenance Agreement

The RPMA governs the AWH Property and the adjacent property located at 2550 North Hollywood Way (**"SHG Property"**), which is now owned by SHG. Prior to the execution and recordation of the RPMA, the AWH Property and SHG Property consisted of a single parcel. In 1997, the parcel was subdivided into two parcels pursuant to the California Subdivision Map Act. The then-owner of the two newly created parcels drafted and executed the RPMA contemporaneous with the subdivision, primarily to address parking and maintenance on the two parcels, as is evident from its title. While the RPMA has often been referred to as a "reciprocal easement agreement," it is not a grant of a general easement to either party, but instead is limited to the administration of the

parking areas and the allocation of financial and practical responsibility for maintenance of such areas.

The express terms of the RPMA confirm that it grants to each party a "*nonexclusive* easement" over the driveways on both parcels and for parking in each other's "Parking Areas." (Exh. A, §§ 2.1, 2.2, pp. 15-16, *emphasis added*.) It is important to note what the RPMA does *not* do, as it has been repeatedly mischaracterized. It does not provide either party with an unlimited easement over the other party's property or any portion of the Parking Areas. The RPMA also does not restrict either party's right to redevelop portions of the Parking Areas that are subject to the grant of a limited easement. SHG has suggested that the RPMA gives it an interest akin to ownership over the Parking Areas on the AWH Property, but this claim is false.

The only quantitative parking requirement in the RPMA is the requirement that AWH must, "at all times make available to tenants of the Office Parcel at no charge two hundred sixty-four (264) parking spaces." (*Id.*, § 5.1, p. 19.) The RPMA does not specify any particular location for such parking spaces; in other words, the free-of-charge spaces may be on the SHG Property, the AWH Property, or both. It is undisputed that AWH has always complied with this requirement, that there are at least this number of parking spaces on the SHG Property, and that at least this number of parking spaces are specifically striped, designated, and signed as being for the use of the SHG Property only. The RPMA does not otherwise require AWH to maintain any particular number of spaces on the AWH Property. While the RPMA does permit SHG to designate 20% of the parking spaces on the SHG Property for its exclusive use, it does not extend to SHG any similar rights as to the Parking Areas on the AWH Property.

The second prong of the RPMA, in addition to the parking prong, relates to maintenance. In essence, AWH is responsible for maintaining all the Parking Areas on both properties, with a right of reimbursement from SHG for the costs of such maintenance. This maintenance function is not implicated by the pending Project application. However, for the avoidance of doubt, AWH intends to fully comply with the maintenance requirements of the RPMA, both during and after its Project is constructed.

B. The Prior Litigation

In connection with the proposed Project, AWH sought SHG's consent to proposed driveway locations pursuant to section 3.1 of the RPMA. SHG refused to provide such consent. AWH thus filed an action for declaratory relief and SHG thereafter filed a cross-complaint, seeking related declaratory relief and bringing additional causes of action relating to the properties. The matter proceeded to trial and the County found in favor of AWH on all claims. The Statement of Decision ("**SOD**") from that litigation, which determined the Parties' respective rights under the RPMA, is attached as Exhibit B. The Judgment, which incorporates the SOD by reference, is attached as Exhibit C. The SOD has been upheld on appeal and is final and binding on the Parties.

Although SHG previously contended that it had the right to approve (or not approve) any development on the AWH Property, this contention was completely extinguished as a result of litigation between AWH and SHG. Specifically, the RPMA provides that "each Owner may change at any time and from time to time the buildings and parking configurations on its Parcel subject to the restrictions and limitations set forth in this Agreement provided that the size, number, location, and uses of such replacement buildings (including the orientation of entrances thereto) are such that each Parcel will generally support its own parking needs in accordance with all legal requirements." (*Id.*, § 3.3, p. 4.) The Court, in its SOD, explained in detail the clear intent of the RPMA to allow further development on the AWH Property. (Exh. B, pp. 4-5.) Finally, the RPMA makes clear that the City of Burbank, not SHG, has the authority to approve any permanent changes to the "parking, access, building locations, or driveways…". (Exh. A, § 6.21, p. 11.)

As the RPMA and SOD make clear, the RPMA solely grants SHG the right to consent over any proposed change in "the location or configuration of any Driveway within its Parcel…". (*Id.*, § 3.1, p. 17.) Additionally, and contrary to SHG's assertions, the RPMA specifically contemplated further development on either parcel, with the City designated as the sole authority over such development. The Court in the SOD also noted that SHG had previously attempted to extort AWH, and that SHG had made clear it will lodge opposition to the Project in hopes of being paid some compensation to which it is not entitled. Specifically, the Court noted that the evidence established that SHG intended to obstruct AWH's development plans as part of its "shakedown of AWH" and "demands for a payoff." (Exh. B, pp. 7-8.)

It is beyond dispute that AWH has always complied with the RPMA. In fact, the two properties have far more parking than is necessary for their respective uses. In connection with the prior litigation, AWH commissioned a parking study that established beyond question that the SHG Property has ample parking. The study, completed in 2015 when office occupancy was far higher than at present, confirmed: (1) just 61% of spaces on both parcels were occupied at peak parking demand periods on weekdays, and with the Hotel at or near 100% capacity; (2) only 62.8% of the 274 spaces immediately surrounding the Office Building – which are green-striped and designated for "office use" – were occupied during peak demand periods; (3) AWH consistently satisfied its obligation under the RPMA to make at least 264 parking spaces available to SHG; and (4) parking on the Office Parcel peaked at 11.7% of Office Parcel spots on weekends (the most common time for special events on the AWH Property). Similarly, the April 13, 2021 Parking Study prepared by the City's consultant, Walker, for the Project demonstrated that there was at all times ample parking available for and on the SHG Property. There is simply no room for dispute that AWH has always complied with the RPMA.

C. The Project Complies with the RPMA

The Project will comply with the RPMA as well. The Project includes the construction of the new, dual-brand hotel and parking garage on areas currently developed with surface parking. The garage will include 766 valet-only parking spaces, with an additional 285 parking spaces on

grade, for a total of 1,051 parking spaces on the AWH Property, as compared with the current 763 parking spaces located on the AWH Property. No improvements or changes to the SHG Property are proposed as part of the Project; the existing 380 parking spaces on the SHG Property will not be altered as part of the Project. Accordingly, the 264 free-of-charge parking spaces specified by the RPMA are currently and will continue to be accommodated.

Pursuant to the April 13, 2021 Parking Study for the Project, the City requires that a minimum of 1,021 parking spaces be provided for the Project and the existing Marriott hotel and convention center. All of this required parking can and will be provided on the AWH Property, with a surplus of 30 parking spaces on the AWH Property. Although the RPMA allows hotel guests and users to park on the SHG Property, AWH does not need this additional parking in order to comply with the 1,021 parking spaces required by the City. Indeed, the RPMA primarily benefits SHG, as SHG depends on the RPMA for access to the SHG Property and depends on AWH for parking maintenance on the SHG Property. If SHG wishes to terminate the RPMA, this would not impact AWH or the Project at all, but would leave SHG without any access to the SHG Property.

The Project is further consistent with section 3.3 of the RPMA, which specifically provides that "each owner may change at any time and from time to time the buildings and parking configurations on its Parcel subject to the restrictions and limitations set forth in this Agreement provided that the size, number, location, and uses of such replacement buildings (including the orientation of entrances thereto) are such that *each Parcel will generally support its own parking needs in accordance with all legal requirements*." (Exh. A, § 3.3, p. 4, *emphasis added*.) The Project will change the building and parking configurations on the AWH Property in a manner that will support AWH's parking needs on its own Property by providing 1,051 parking spaces, in excess of the minimum 1,021 parking spaces required by the City for the Project and the existing Marriott hotel and convention center.

As the Court confirmed in the SOD, the RPMA affords SHG no consent or approval right over any development activities on the AWH Property, but grants SHG solely an approval right over requests to relocate driveways. However, the Judgment specifically provided that the driveway locations shown in the May 18, 2018 Request for Consent to driveway relocation were deemed approved by SHG. The Project's driveway locations are as depicted in the May 18, 2018 Request for Consent to driveway relocation, and thus no further consent from SHG is required for the Project.

Given the above, the Project is clearly consistent with the RPMA, as confirmed by the Court in the SOD and Judgment. The Project will continue to ensure that the requisite number of parking spaces are available to visitors to the SHG Property. AWH has confirmed, and will ensure, that the Project allows AWH to "generally support its own parking needs" and multiple parking surveys have confirmed that the SHG Property's parking needs and the AWH's Property's parking needs have always been supported and will continue to be supported with the constructed Project in place.

D. The City's CEQA Document Need Not Consider the RPMA

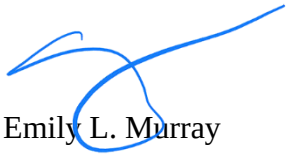
Finally, with respect to SHG's suggestion that the California Environmental Quality Act ("**CEQA**") document for AWH's Project should evaluate or consider the requirements of the RPMA, that suggestion is directly refuted by the CEQA statute and applicable case law. In *Olen Properties Corp. v. City of Newport Beach*, 93 Cal. App. 5th 270, 310 Cal. Rptr. 3d 442 (2023), attached as Exhibit D, the California Fourth District Court of Appeal rejected a virtually identical argument. The *Olen* case involved the addition of a residential housing development on a parking lot which served the commercial tenants of a commercial property owned by the Plaintiff. The Plaintiff argued that the Addendum to the EIR was insufficient because "it failed to consider the [pre-existing] CC&Rs, which plaintiff contends barred this construction." (*Id.* at 276.) The Plaintiff claimed that the CC&Rs "would protect existing buildings owners from 'disharmony through … conflicting internal circulation [and] parking shortages,'" among other concerns. (*Id.* at 281-2.) In rejecting these arguments, the Court reasoned that these underlying issues "may be environmental issues," but "the CC&Rs themselves, by contrast, are covenants between private parties conveying certain private property rights" and thus need not be considered in the EIR. (*Id.* at 282.)[1]

The RPMA, like the CC&Rs in *Olen*, is a private, voluntary agreement between private parties that can be enforced through litigation between those parties. The RPMA is not a CEQA environmental issue and the agreement is not enforced by the City. CEQA simply does not require a lead agency to analyze and interpret private contracts between parties as part of its environmental review. Of course, SHG knows this because it previously litigated against AWH concerning the RPMA. In short, SHG's remedy for the Project's claimed violation of the RPMA is to sue AWH for violations of the RPMA, which it has already tried, and lost.

[1] Similarly, in the unpublished case of *Anderson Valley Environmental Protection Group v. County of Mendocino* (Cal. Ct. App., June 7, 2002, No. A095009) 2002 WL 1265632, attached as Exhibit E, the Court rejected a claim by petitioners who argued that a winery expansion inside of a residential subdivision violated CEQA in part because the CEQA analysis failed to address the impacts of the alleged CC&R violations caused by the project. (*Id.*) The court rejected the petitioner's attempt to turn the CC&R issues into CEQA issues: "[t]he question of public access is not pertinent to a CEQA analysis of the project … [i]f the association wants to enforce the private-road provisions of the subdivision CC&Rs against real parties, they are free to take appropriate action." (*Id.* at *7.)

Please do not hesitate to reach out to me should you have any questions or concerns.

Very truly yours,



Emily L. Murray

ELM

EXHIBIT A

RECORDING REQUESTED BY:

Burbank Partners, LLC
c/o Wolff DiNapoli LLC
11828 La Grange Avenue
Suite 200
Los Angeles, California 90025

97 2019758

WHEN RECORDED, MAIL TO:

Greenberg Glusker Fields
Claman & Machtinger LLP
1900 Avenue of the Stars
Suite 2200
Los Angeles, California 90067
Attn: William A. Halama, Esq.

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RECIPROCAL PARKING AND MAINTENANCE AGREEMENT
(Burbank Hilton and Office Complex)

This Reciprocal Parking and Maintenance Agreement ("Agreement") is made as of this ___ of December, 1997 by Burbank Partners, LLC, a California limited liability company ("Declarant") with reference to the following facts:

A. Declarant is the owner of that certain real property ("Property") described in Exhibit "A" hereto. Declarant intends to subdivide the Property into two (2) separate parcels in accordance with the California Subdivision Map Act. A copy of the preliminary parcel map for the Property showing such proposed division is attached hereto as Exhibit "B". Parcel 1 as shown in Exhibit "B" is referred to herein as the "Hotel Parcel" and Parcel 2 is referred to as the "Office Parcel".

B. The Office Parcel is presently improved with a six story office building, containing approximately 88,000 square feet and the Hotel Parcel adjoins the Office Parcel and is improved with a hotel with approximately 500 guest rooms.

C. Declarant desires to establish certain reciprocal agreements, easements, covenants, and conditions with respect to both the Office Parcel and the Hotel Parcel which reciprocal agreements, easements, covenants, and conditions will inure to the benefit of, and be binding upon, each of the parties and all successor owners of any interest in either Parcel.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows.

0511900103-687542.6

EXHIBIT 1

ARTICLE 1

DEFINITIONS

1.1 Definitions.

a. "CPI" shall mean the United States Department of Labor, Bureau of Labor Statistics, Consumer Price Index for all Urban Consumers (all items for the geographical area in which the Parcels are located).

b. "Driveways" shall mean all driveway areas now or hereafter located on either the Hotel Parcel or the Office Parcel.

c. "Hotel Owner" shall mean the owner of the Hotel Parcel.

d. "Office Building Owner" shall mean the owner of the Office Parcel.

e. "Owners" shall mean Hotel Owner, Office Building Owner, and all future owners of either Parcel, or any interest therein.

f. "Parcel(s)" shall mean collectively the Hotel Parcel and the Office Parcel.

g. "Parking Areas" shall mean those areas within the Office Parcel and Hotel Parcel as are now or may hereafter may be established from time to time by the respective Owners to be used for parking of automobiles and other vehicles.

h. "Parties" shall mean the Hotel Owner, the Office Building Owner, and all subsequent Owners.

i. "Permittees" shall mean the Parties, all tenants and occupants of either Parcel, and their respective members, partners, officers, directors, employees, agents, contractors, customers, visitors, invitees, licensees, tenants, and concessionaires.

j. "Project" shall mean the property consisting of the Office Parcel and the Hotel Parcel.

ARTICLE 2

EASEMENTS

2.1 Ingress and Egress.

a. Hotel Owner, hereby grants to the Office Building Owner, and each of its Permittees, a nonexclusive easement over and across the Driveways located on the Hotel Parcel for pedestrian and

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vehicular ingress to and egress from the Office Parcel and to and from all streets and roads abutting the Hotel Parcel, including, but not limited to, ingress and egress for delivery and service trucks and vehicles. Without limiting the generality of the foregoing, delivery vehicles servicing the Office Parcel will be permitted unobstructed access over the Hotel Parcel at all times.

b. Office Building Owner hereby grants to the Hotel Owner, and each of its Permittees, a nonexclusive easement over and across the Driveways located on the Office Parcel for pedestrian and vehicular ingress to and egress from the Hotel Parcel and to and from all streets and roads abutting the Office Parcel, including, but not limited to, ingress and egress for delivery and service trucks and vehicles.

2.2 Parking.

a. Hotel Owner hereby grants to the Office Building Owner, and each of its Permittees, a nonexclusive easement for parking and for vehicular and pedestrian use incidental thereto in the Parking Areas of the Hotel Parcel in conjunction with the operation or patronage of the Office Parcel and the businesses operated therein.

b. Subject to the limitations set forth in Section 2.2c, the Office Building Owner hereby grants to the Hotel Owner, and each of its Permittees, a nonexclusive easement for parking and for vehicular and pedestrian use incidental thereto in the Parking Areas of the Office Parcel in conjunction with the operation of the Hotel Parcel and the businesses operated therein.

c. The Office Building Owner may from time to time designate for the exclusive use of its Permittees up to twenty percent (20%) of all parking spaces on the Office Parcel. The Office Building Owner may mark such spaces as reserved in such manner as it chooses. Further, the Office Building Owner may place signage on the Office Parcel to the north and east of the existing building to indicate the availability of parking for Permittees of the Office Building Owner, but in no event may such indication suggest that such parking is for the exclusive use of the Office Parcel.

2.3 Unauthorized Use and Closure.

a. Each Owner shall have the right to eject or cause the ejection from its Parcel of any person or person(s) not authorized or privileged to use its Parcel pursuant to this Agreement.

b. Each Owner reserves the right to close off Driveways on its Parcel for such reasonable periods of time as may be legally necessary to prevent the acquisition of prescriptive rights by anyone; provided, however, that prior to closing any portion of any

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Driveway, such Owner shall give five (5) days prior written notice to the other Owner of its intention to do so and shall coordinate such closing with the other Owner so that no unreasonable interference with the operation of the Project shall occur.

ARTICLE 3

PROJECT IMPROVEMENTS

3.1 Changes in Driveways. Neither Owner may change the location or configuration of any Driveway within its Parcel without the prior written consent of (i) the City of Burbank pursuant to Section 6.21, and (ii) the other Owner which consent shall not be unreasonably withheld or delayed; provided that if the Owner whose consent is requested fails to grant or withhold consent within ten (10) days of receipt of the other Owner's written request therefor, such consent shall be deemed to have been granted.

3.2 Obstructions. No fence, division, partition, rail, structure, or obstruction of any kind shall ever be placed, kept, permitted, or maintained between the Parcels or otherwise in a manner that would prevent or impede vehicle or pedestrian access from one Parcel to the other.

3.3 Site Limitations. Subject to Section 6.21, each Owner may change at any time and from time to time the buildings and parking configurations on its Parcel subject to the restrictions and limitations set forth in this Agreement provided that the size, number, location, and uses of such replacement buildings (including the orientation of entrances thereto) are such that each Parcel will generally support its own parking needs in accordance with all legal requirements.

ARTICLE 4

MAINTENANCE

4.1 General Maintenance and Management. The Hotel Owner shall at all times, at its sole cost and expense, operate, manage and maintain all Driveways, Parking Areas, walkways, landscaped area, and hardscaped areas on both Parcels, and cause them to be operated, managed, and maintained in a state of good repair, free of trash and debris and clean and orderly condition. Without limiting the generality of the foregoing, the Hotel Owner will keep all Parking Areas open, available, and operating twenty-four (24) hours per day, every day of the year, except as otherwise permitted herein. If any special events are held in the Parking Areas of the Hotel Parcel, the Hotel Owner will make a reasonable attempt to accommodate Permittees of the Office Parcel so as not to interfere with their parking or access to the office building. In addition, the Hotel Owner will at all times treat Permittees of the Office

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Parcel in a first class and courteous manner and respond to their requests as expeditiously as possible. In consideration of its undertaking of such maintenance and management obligations, subject to the provisions of Article 5, Hotel Owner shall be entitled to retain all revenues derived from operation of the Parking Areas.

4.2 Specific Duties. The duties of the Hotel Owner under Section 4.1 shall include, without limitation, each of the following:

a. maintenance, repair, and replacement of all paved surfaces in a level, smooth, and evenly covered condition as is customary for parking facilities of this type, with the type surfacing material presently installed, or such substitute as shall in all respects be at least equal to the existing material in quality, use, appearance and durability (in no event will the maintenance of the Parking Areas on the Office Parcel be of lesser quality than the maintenance of the Parking Areas on the Hotel Parcel);

b. maintenance, repair, and replacement as reasonably necessary of all curbs, curb-cuts, gutters, walkways, planters and medians;

c. painting and striping;

d. maintenance, repair, and replacement of all directional signs, markers, lighting facilities, including prompt replacement of fixtures and bulbs;

e. maintenance of all landscaped areas and periodic replacement of shrubbery, plantings, and flowers; and

f. maintenance of liability insurance of not less than One Million Dollars ($1,000,000) per occurrence which insurance shall name each Owner as an insured and delivering proof of such insurance to the Owner of the Office Building Parcel;

g. maintenance of casualty insurance of not less than full replacement value of all improvements which the Hotel Owner is obligated to maintain; and

h. promptly taking whatever action is reasonably necessary to prevent unauthorized parking in the Parking Areas.

4.3 Cost of Maintenance. Except for real property taxes and assessments levied on the Office Building Parcel (which taxes and assessments will be paid by the Owner of the Office Building Parcel), the Hotel Owner shall pay without limitation promptly when due and prior to delinquency all costs incurred in fulfilling its obligations of Sections 4.1 and 4.2, subject to reimbursement for certain capital costs described in Section 4.4. If the Hotel Owner fails to discharge its obligations under Section 4.1 or 4.2, then

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if such failure persists for more than thirty (30) days after notice from the Office Building Owner (or if such failure cannot reasonably be cured within thirty (30) days, within a reasonable time thereafter provided Hotel Owner has commenced to cure within such thirty (30) day period and thereafter diligently pursues to satisfy such obligation), the Office Building Owner will have the right to cause such default to be cured at the expense of the Hotel Owner. The Hotel Owner shall reimburse the Office Building Owner for all reasonable costs and expenses attributable to such cure, plus interest at the maximum legal rate from the date such expenses are incurred by Office Building Owner until repaid, within thirty (30) days after invoice and proof of payment.

4.4 Capital Repairs. The Office Building Owner shall reimburse the Hotel Owner for twenty-one and 7/10 (21.7%) of the costs of any capital repairs to the Parking Areas (including, without limitation, resealing and resurfacing of the Parking Areas, replacement of landscaping and replacement of light fixtures and facilities) provided that the Hotel Owner gives Office Building Owner at least thirty (30) days prior written notice of the nature and cost of such repairs and provided that any aesthetic landscape replacement is subject to the prior mutual agreement of the parties.

4.5 Liens. The Hotel Owner and the Office Building Owner shall each have security for the payment of amounts due them under Sections 4.3 and 4.4, plus attorneys' fees, interest at the maximum legal rate, and costs, by way of a lien on the other Owner's Parcel for the amount so paid until reimbursed. Any such lien shall be subject to and subordinate to, and shall in no way impair or defeat the lien or charge of any bona fide mortgage or deed of trust upon the such Parcel. Any lien may be enforced by judicial foreclosure or private power of sale. Such remedies are in addition to any other remedies available at law or in equity and exercise of one remedy shall not be deemed to preclude the exercise of other remedies for the same default and all remedies available may be exercised cumulatively. In addition, each Owner shall be personally liable during the period of its ownership for its obligations hereunder.

ARTICLE 5

FEES, CHARGES, AND DEPOSITS

5.1 Free Spaces. The Hotel Owner will at all times make available to tenants of the Office Parcel at no charge two hundred sixty-four (264) parking spaces.

5.2 Additional Spaces. On a monthly basis, the Office Building Owner and its Permittees will be entitled to purchase all parking spaces located on the Office Parcel in excess of the 264 spaces referenced in Section 5.1. The cost will be the present

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rate ($40 per unreserved space per month), payable monthly in advance. If Office Building Owner fails to pay, in advance, then such parking spaces will not be provided. On January 1, 2003, and each five (5) years thereafter (i.e., on January 1, 2008, January 1, 2013, etc.), the cost will increase in proportion to the CPI increase for the immediately preceding five (5) year period with a maximum increase of twenty-five percent (25%) on any adjustment date.

5.3 Validations. The Office Building Owner may purchase monthly up to $1,000 worth of parking validations at a 50% discount from the posted rate. The present posted rate shall remain in effect until December 31, 2002. Such rate shall be subject to increases on January 1, 2003, and each five years thereafter in proportion to the CPI increase for the immediately preceding five (5) year period with a maximum increase of twenty-five percent (25%) on any adjustment date. The Office Building Owner may not resell any discounted validations.

5.4 Service Vehicles. Vehicles belonging to persons performing routine and ordinary services to Permittees of the Office Building Owner will be entitled to free parking for so long as is reasonably necessary in connection with the performance of such services; provided that in the event the Office Building Owner is performing any construction work on the Office Parcel such that portions of the Parking Areas on the Office Parcel are required for construction staging or parking of construction vehicles or equipment in excess of 24 hours, such use of the Parking Areas shall not be made by the Office Building Owner without the prior written consent of the Hotel Owner, which consent shall not be unreasonably withheld or delayed.

5.5 Keycard Deposits. The Hotel Owner hereby assumes all liability and responsibility for existing keycard deposits. Concurrently herewith, the Office Building Owner has turned over to the Hotel Owner all such deposits, together with all records pertaining to the same.

ARTICLE 6

MISCELLANEOUS

6.1 No Dedication. Nothing contained in this Agreement shall be deemed a gift or dedication of any portion of either Parcel to the general public or for any public purpose whatsoever and this Agreement shall be strictly limited to and the purposes expressed herein.

6.2 Notices. Any notice, payment, demand, offer or communication required or permitted to be given by any provision of this Agreement shall be deemed to have been sufficiently given or served for all purposes if sent by registered or certified mail,

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postage and charges prepaid, or by Federal Express, or similar overnight carrier addressed to each Owner at the same address to which real estate tax bills are then sent and in the case of notices to the Hotel owner, with a copy of Strategic Hotel Capital Incorporated, 10 South Wacker Drive, Suite 3500, Chicago, Illinois 60606, Attn: Laurence S. Geller. Any such notice shall be deemed to be given on the date of delivery to the address set forth above as may be changed from time to time.

6.3 Binding Effect. All of the limitations, covenants, obligations, conditions, easements, and restrictions contained herein shall attach to and run with the Office Parcel and the Hotel Parcel, and shall benefit or be binding upon each successive Owner of said Parcels during the period of its ownership and each person having any interest therein derived through any Owner. This Agreement shall apply to and bind the respective successors in interest thereof and are imposed upon the Parcels as a mutual equitable servitude in favor of said Parcels and any portion thereof. If a Party conveys a portion of or all of its Parcel to a new Owner, such new Owner shall be the Party having rights and obligations hereunder as to the Parcel or portion thereof conveyed, except for those obligations of the conveying Party which exist on the date of such conveyance, which shall remain binding on the conveying Party until satisfied. The conveying Party shall be released from any future obligations with respect to the Parcel or portion thereof conveyed, from the date of such conveyance.

6.4 Duration. Except as otherwise provided herein, each easement, covenant, and restriction contained in this Agreement shall be in perpetuity.

6.5 Entire Agreement. This Agreement and the exhibits hereto contain all the representations and the entire agreement between the Parties with respect to the subject matter hereof. Any prior correspondence, memoranda, or agreements are superseded in total by this Agreement and exhibits hereto. The provisions of this Agreement shall be construed as a whole according to their common meaning and not strictly for or against any Party.

6.6 Excuse for Non-Performance. Each Party shall be excused from performing any obligation or undertaking provided in this Agreement, except any obligation to pay any sum of money under the applicable provisions hereof, in the event and so long as the performance of any such obligation is prevented or delayed, retarded, or hindered by act of God, fire, earthquake, floods, explosion, actions of the elements, war, invasion, insurrection, riot, mob violence, sabotage, inability to procure or general shortage of labor, equipment, facilities, materials, or supplies in the ordinary course on the open market; transportation strikes, lockouts, action of labor unions, condemnation, requisition, laws, orders of governmental or civil or military authorities; the inability to obtain governmental approvals or permits despite the exercise of due diligence and best efforts by a Party; or any other

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EXHIBIT 1

cause, whether similar or dissimilar to the foregoing, not within the reasonable control of such Party, other than the lack of or inability to obtain funds.

6.7 Waiver of Default. No waiver of any default by any Party to this Agreement shall be implied from any omission by any other Party to take any action in respect of such default if such default continues or is repeated. No express written waiver of any default shall affect any default or cover any period of time other than the default for the period of time specified in such express waiver. One or more written waivers of any default in the performance of any term, provision, or covenant contained in this Agreement shall not be deemed to be a waiver of any subsequent default in the performance of the same term, provision, or covenant, or any other term, provision, or covenant contained in this Agreement. The consent or approval by any Party to or of any act or request by any other Party requiring consent or approval shall not be deemed to waive or render unnecessary the consent of or approval of any subsequent similar acts or requests. The rights and remedies given to any Party by this Agreement shall be deemed to be cumulative and no one of such rights and remedies shall be exclusive of any of the others, or of any other right or remedy at law or in equity which any such Party might otherwise have by virtue of a default under this Agreement, and the exercise of one such right or remedy by any such Party shall not impair such Party's standing to exercise any other right or remedy.

6.8 Estoppel Certificate. Each Party hereby severally covenants that within ten (10) business days of the written request of the other Party it will issue to such other Party or to any prospective mortgagee, tenant, or purchaser of such Party's Parcel or portion thereof an Estoppel Certificate stating: (a) whether the Party to whom the request has been directed knows of any default under this agreement and if there are known defaults specifying the nature thereof; (b) whether to its knowledge this Agreement has been assigned, modified, or amended in any way (and if it has, then stating the nature thereof); and whether to the Party's knowledge this Agreement as of that date is in full force and effect. Should either Party sell or refinance its Parcel, the other Party will promptly respond to any reasonable requests in connection with such sale or refinancing at no cost to the responding party.

6.9 Breach Shall Not Permit Termination. It is expressly agreed that no breach of this Agreement shall entitle any Owner to cancel, rescind, or otherwise terminate this Agreement, and such limitations shall not affect in any manner any other rights or remedies which the Owners may have by reason of any breach of this Agreement.

6.10 Legal Action. If any Owner breaches any provision of this Agreement, then the other Owner may institute legal action against the defaulting Party for specific performance, injunction,

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declaratory relief, damages, or any other remedy provided by law. In addition to the recovery of any such sum or sums expended on behalf of the defaulting Owner, the prevailing Owner shall be entitled to recover from the other Owner such amount as the court may adjudge to be reasonable attorneys' fees for the services rendered to the prevailing Party in any such action.

6.11 Breach - Effect on Mortgagee. Breach of any of the covenants or restrictions contained in this Agreement shall not defeat or render invalid the lien of any mortgage or deed of trust made in good faith, but all of the foregoing provisions, restrictions, and covenants shall be binding and effective against any Owner, whose title is acquired by foreclosure or trustee's sale or by deed in lieu of foreclosure; provided, however, any such Owner whose title is acquired by foreclosure or trustee's sale or by deed in lieu of foreclosure shall take title free of any liens created or provided for hereunder existing at or prior to the time such title is acquired, though otherwise subject to the provisions hereof. The term "mortgagee," wherever used herein, shall be construed to include beneficiaries and trustees under deeds of trust. Notwithstanding any other provisions in this Agreement regarding notices of default, the mortgagee of any Owner in default hereunder shall be entitled to notice of said default, in the same manner that other notices are required to be given under this Agreement; provided, however, that said mortgagee shall have, prior to the time of the default, notified the Owner hereto giving said notice of default of the mortgagee's mailing address.

6.12 Effect on Third Parties. Except as herein specifically provided, no rights, privileges, or immunities conferred upon the Parties by this Agreement shall inure to the benefit of any tenant, customer, employee, or invitees of the Project or any other third party; nor shall any tenant, customer, employee, invitees, or any other third party be deemed to be a third party beneficiary of any of the provisions contained herein.

6.13 No Partnership. Neither this Agreement nor any acts of the Parties hereto shall be deemed or construed by the Parties hereto, or any of them, or by any third person, to create the relationship or principal and agent, or of partnership, or of joint venture, or of any association between any of the Parties to this Agreement.

6.14 Modification. No modification, waiver, amendment, discharge or change of this Agreement shall be valid unless the same is in writing and signed by the Owners of both Parcels. Any change, modification, amendment or rescission which is made without the written consent of both Owners shall be null and void and of no effect. No consent or approval of any Owner other than those Owners described in the first sentence hereof or their respective successors and assigns shall be required in order to modify or amend any provisions of this Agreement.

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EXHIBIT 1

6.15 Severability. In the event any term, covenant, condition, provision, or agreement contained herein is held to be invalid, void, or otherwise unenforceable, by any court of competent jurisdiction, such holding shall in no way affect the other conditions, provisions, or agreements contained herein.

6.16 Governing Law. This Agreement and the obligations of the Parties hereunder shall be interpreted, construed, and enforced in accordance with the laws of the State of California.

6.17 Terminology. All personal pronouns used in this Agreement, whether used in the masculine, feminine, or neuter gender, shall include all other genders; the singular shall include the plural and vice versa.

6.18 Counterparts. This Agreement may be executed in multiple counterparts, each of which shall be deemed to be an original agreement, and all of which shall constitute one agreements.

6.19 Captions. Articles and section titles or captions contained herein are inserted as a matter of convenience and for reference, and in no way define, limit, extend, or describe the scope of this Agreement or any provisions hereof.

6.20 Exhibits. The following exhibits are attached to this agreement:

Exhibit A - Description of the Real Property.
Exhibit B - Preliminary Parcel Map.

6.21 City Approval. The parties may not permanently change or agree to change permanently parking, access, building locations, or driveways in violation of applicable laws and codes, including, without limitation, the provisions of Planned Development 89-1. To assure compliance with this Section 6.21, all such changes shall be approved by the Community Development Director of the City of Burbank.

Executed as of the date first written above.

"DECLARANT"

BURBANK PARTNERS, LLC
a California limited liability company

By: WOLFF SESNON BUTTERY,
a Management Corporation

By: Lewis N. Wolff
Lewis N. Wolff

97-2019758

EXHIBIT 1

STATE OF CALIFORNIA)
) ss.
COUNTY OF LOS ANGELES)

On Dec. 23, 1997 before me, Patricia M. Knott, a Notary Public, personally appeared LEWIS N. WOLFF, ☒ personally known to me OR ☐ proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal.

PATRICIA M KNOTT
COMM. 1086272
NOTARY PUBLIC - CALIFORNIA
LOS ANGELES COUNTY
My Commission Expires Feb 4, 2000

Patricia M Knott
Notary Public

9511900103-687542.6

12

97-2019758

EXHIBIT 1

17

EXHIBIT "A"

Description of the Real Property

LOT 1 OF TRACT NO. 47420, IN THE CITY OF BURBANK, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, PER MAP RECORDED IN BOOK 1185 PAGES 60 TO 62, INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

9511900103-687562.6

97-2019758

EXHIBIT 1

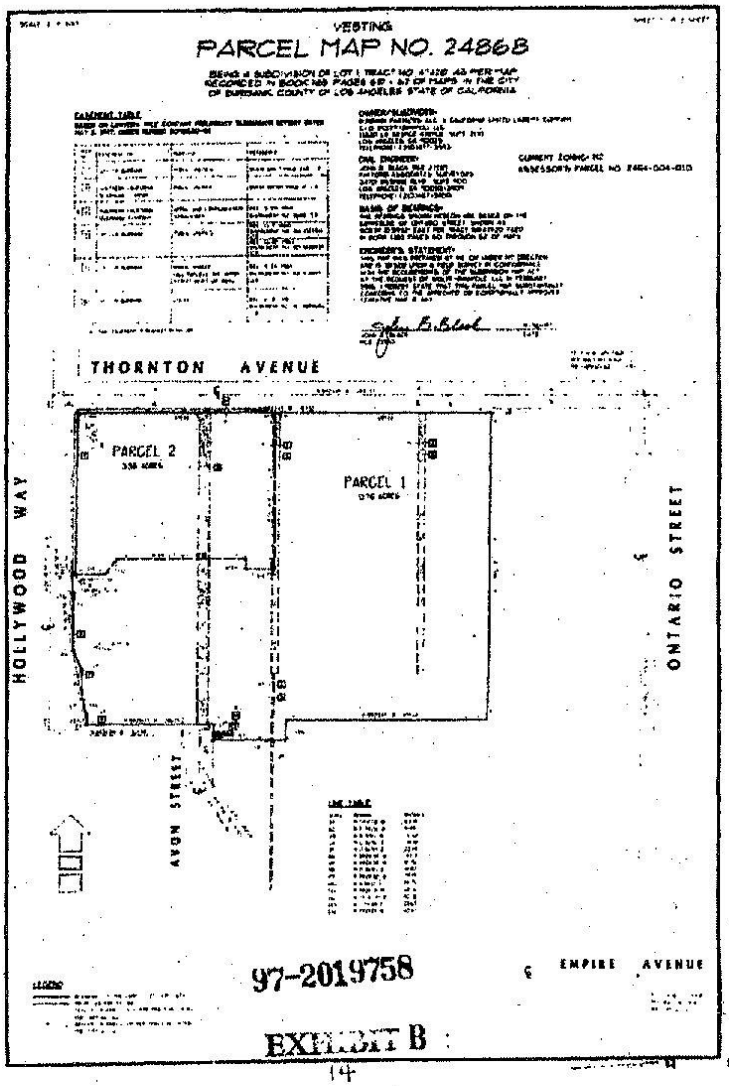

VESTING
PARCEL MAP NO. 24868
THORNTON AVENUE
PARCEL 2
PARCEL 1
HOLLYWOOD WAY
ONTARIO STREET
AVON STREET
EMPIRE AVENUE
97-2019758
EXHIBIT B

EXHIBIT 1

EXHIBIT 1

DOCUMENT NO. 98-165685 #9

GRANT DEED
DATE: January 29, 1998

	Incorporates parking easements in the Reciprocal Easement Agreement at Exception No. 9.

GSDOCS\1632034.1

EXHIBIT 1

RECORDED LAWYERS TITLE COMPANY.

98- 165685

RECORDING REQUESTED BY,
WHEN RECORDED MAIL TO AND
MAIL TAX STATEMENTS TO:

SHC Burbank, LLC
77 West Wacker Drive
Suite 4600
Chicago, Illinois 60601

RECORDED/FILED IN OFFICIAL RECORDS
RECORDER'S OFFICE
LOS ANGELES COUNTY
CALIFORNIA
4:21 PM JAN 30 1998

SURVEY, MONUMENT FEE $10. CODE 9 9

FEE $13 C
3

GRANT DEED

TRANSFER TAX
NOT A [illegible]

NOTIFICATION SENT-SAG

THE UNDERSIGNED GRANTOR declares: Documentary transfer tax is: ~~See Statement Attached~~.

FOR VALUABLE CONSIDERATION, BURBANK PARTNERS LLC, a California limited liability company,

HEREBY GRANTS TO: SHC BURBANK, LLC, a Delaware limited liability company, the following property in the County of Los Angeles, State of California:

See Legal Description attached hereto and incorporated herein by this reference.

(Commonly known as 2500 Hollywood Way, Burbank, CA)

APN: Portion of 2464-004-010

NOTE #1: This conveyance IS NOT exempt from Documentary Transfer Tax.

NOTE #2: This conveyance IS a change in ownership. Preliminary Change of Ownership Report filed herewith.

NOTE #3: By the acceptance of this Deed, the grantee herein covenants by and for himself, his heirs, executors, administrators, and assigns, and all persons claiming under or through them, that there shall be no discrimination against or segregation of, any person or group of persons on account of race, color, creed, religion, sex, marital status, national origin or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of the land herein conveyed, nor shall the grantee himself or any persons claiming under or through him, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, subtenants, sublessees or vendees in the land herein conveyed. The foregoing covenants shall run with the land.

DATED: January 29, 1998

BURBANK PARTNERS LLC,
a California limited liability company

By: WOLFF SESNON BUTTERY, A Management Corporation, a California corporation, Managing Member

By: [signature]
Its: Secretary

95119001B3-697149.1
5097960-33

EXHIBIT 1

NOTARIAL ACKNOWLEDGEMENT

STATE OF CALIFORNIA)
) ss.
COUNTY OF LOS ANGELES)

On January 29, 1998, before me, Pamela S. Welton, Notary Public, personally appeared Rebecca M. Knoth ☒ personally known to me OR ☐ proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he/she executed the same in his/her authorized capacity, and that by his/her signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal.

PAMELA S. WELTON
Commission # 1125193
Notary Public — California
Los Angeles County
My Comm. Expires Feb 19, 2001

Pamela S. Welton
Notary Public

98 165685

931900103-697148.1

EXHIBIT 1

LEGAL DESCRIPTION

PARCEL A:

PARCEL 1 OF PARCEL MAP NO. 24868, IN THE CITY OF BURBANK, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, FILED IN BOOK 279 PAGES 84-86 OF PARCEL MAPS.

RESERVING UNTO GRANTOR NON-EXCLUSIVE EASEMENTS FOR INGRESS, EGRESS, AND PARKING OVER SAID PARCEL 1 UPON AND SUBJECT TO THE TERMS AND CONDITIONS SET FORTH IN THE RECIPROCAL AGREEMENT DESCRIBED BELOW.

PARCEL B:

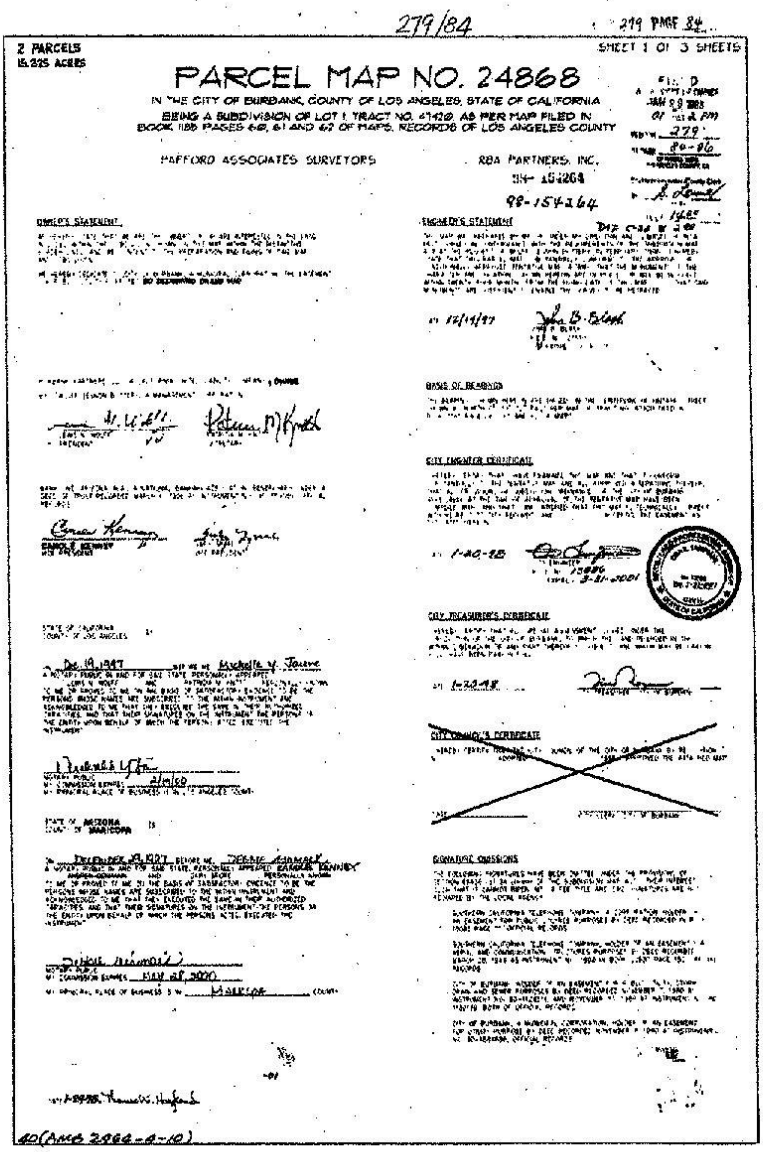
NON-EXCLUSIVE EASEMENTS OVER PARCEL 2 OF THE ABOVE REFERENCED PARCEL MAP SET FORTH IN RECIPROCAL PARKING AND MAINTENANCE AGREEMENT ("RECIPROCAL AGREEMENT") RECORDED DECEMBER 24, 1997 AS INSTRUMENT NO. 97-2019758 FOR PEDESTRIAN, VEHICULAR INGRESS AND EGRESS, AND PARKING ON THE TERMS AND CONDITIONS SET FORTH THEREIN.

98 165685

EXHIBIT "A"

05115000103-487149.1

EXHIBIT 1



279/84 279 PAGE 84

2 PARCELS
15.225 ACRES

SHEET 1 OF 3 SHEETS

PARCEL MAP NO. 24868

IN THE CITY OF BURBANK, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA
BEING A SUBDIVISION OF LOT 1 TRACT NO. 47420 AS PER MAP FILED IN BOOK 1188 PAGES 4-8, 61 AND 62 OF MAPS, RECORDS OF LOS ANGELES COUNTY

HAFFORD ASSOCIATES SURVEYORS

RBA PARTNERS, INC.

98-154264

98-154164

279
84-86

OWNER'S STATEMENT

ENGINEER'S STATEMENT

12/14/99

BASIS OF BEARINGS

CITY ENGINEER CERTIFICATE

1-20-00

CITY TREASURER'S CERTIFICATE

1-20-00

CITY COUNCIL'S CERTIFICATE

SIGNATURE OMISSIONS

40(AMS 2964-A-10)

EXHIBIT 1

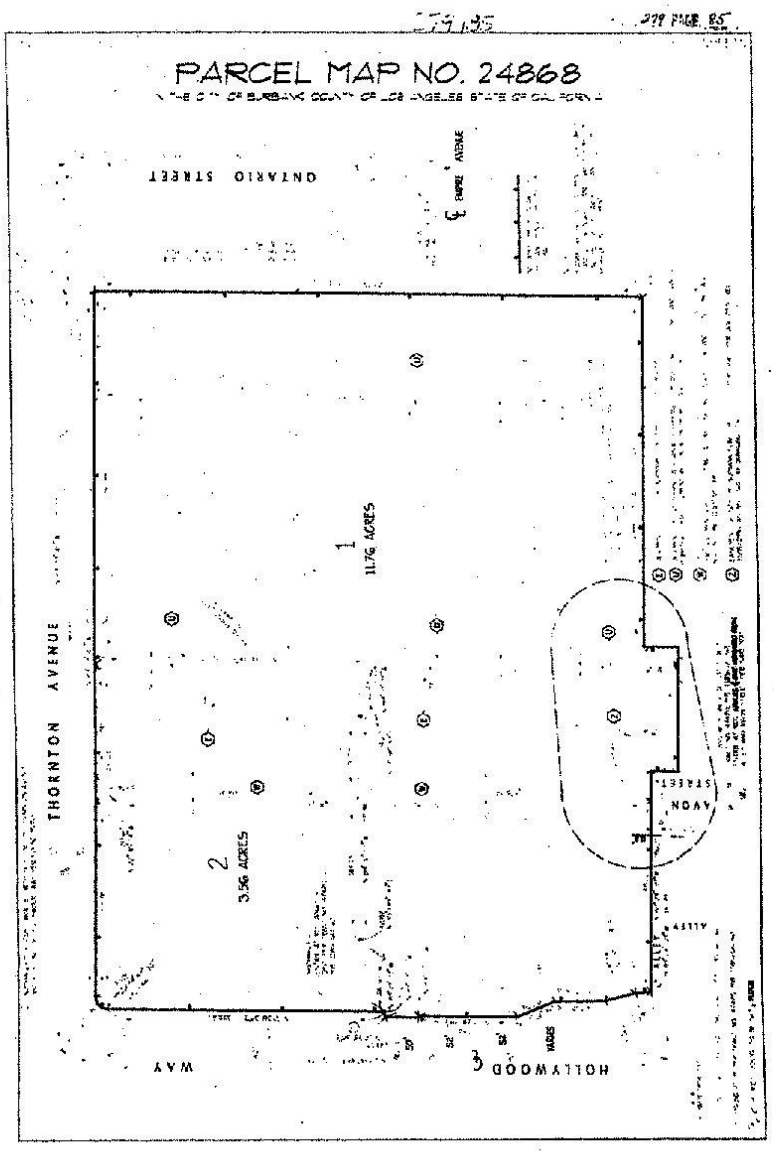

PARCEL MAP NO. 24868
ONTARIO STREET
EMPIRE AVENUE
THORNTON AVENUE
1
11.76 ACRES
2
3.56 ACRES
3
AVON
STREET
ALLEY
HOLLYWOOD
WAY

EXHIBIT 1

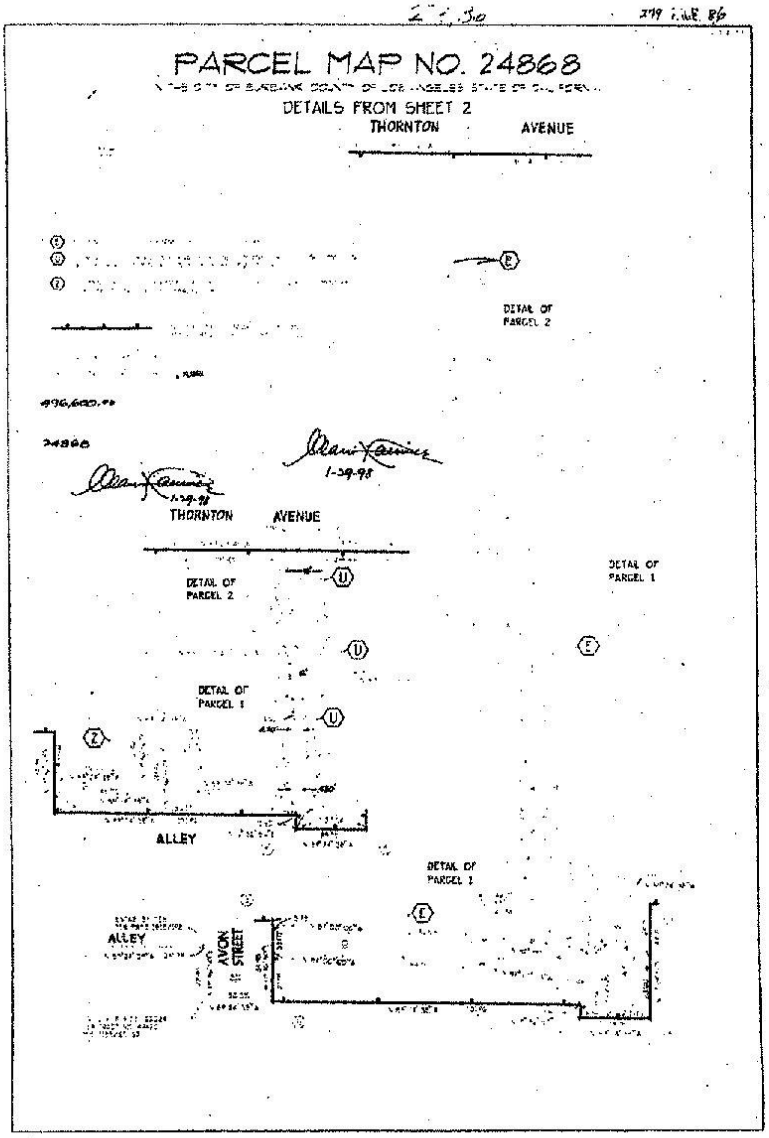

PARCEL MAP NO. 24868
DETAILS FROM SHEET 2
THORNTON AVENUE
DETAIL OF PARCEL 2
1-29-98
THORNTON AVENUE
DETAIL OF PARCEL 2
DETAIL OF PARCEL 1
DETAIL OF PARCEL 1
ALLEY
DETAIL OF PARCEL 1
ALLEY
AVON STREET

EXHIBIT 1

EXHIBIT B

Superior Court of the State of California

County of Los Angeles - North Central Division

Glendale Courthouse / Department E

FILED
LOS ANGELES SUPERIOR COURT
FEB 14 2020
SHERRI R. CARTER, EXECUTIVE OFFICER/CLERK
BY _____ Deputy
Dinora Quispe

AWH BURBANK HOTEL, LLC, a Delaware corporation, Plaintiff / Cross-Defendant, v. HOLLYWOOD WAY SHG, LLC, a California limited liability company, Defendant / Cross-Complainant.	Case No.: EC065699 STATEMENT OF DECISION

I.

INTRODUCTION

AWH Burbank Hotel, LLC ("AWH") is the owner of an L-shaped property across the street from the Burbank Airport containing a hotel, convention center, and large parking area ("Hotel Parcel"). Hollywood Way SHG, LLC ("SHG") is the owner of an adjacent property nestled by the L-shaped Hotel Parcel, which contains an office building ("Office Parcel"). The Hotel Parcel and Office Parcel were once part of a single, rectangular-shaped parcel. In 1997, that single parcel was subdivided into the two properties at issue. In connection with the subdivision, on December 14, 1997, the original owner of the parcel executed and recorded a Reciprocal Parking and Maintenance Agreement ("REA") "to establish certain reciprocal agreements, easements, covenants, and conditions with respect to both the Office Parcel and the Hotel Parcel." (Ex. 302 [REA at p.1, Section C].) The REA is binding on "all successor owners of any interest in either Parcel." (*See id.*) AWH became the owner of the Hotel Parcel on December 12, 2014. SHG became the owner of the Office Parcel on September 8, 2015.

This dispute arose when AWH sought SHG's consent under the REA in connection with AWH's plans to develop the Hotel Parcel. SHG did not give any such consent. AHW thus filed this action for declaratory relief. SHG thereafter cross-complained, seeking related declaratory relief and bringing additional causes of action relating to the properties. The matter proceeded to a Court trial on

AWH's Second Amended Complaint for Declaratory Relief and SHG's second cause of action for declaratory relief, sixth cause of action for public nuisance, and seventh cause of action for private nuisance in the operative Fifth Amended Supplemental Cross Complaint.[1] For the reasons that follow, the Court finds in favor of AWH on all claims.[2]

II.

DISCUSSION

A. AWH's Action for Declaratory Relief

In connection with its plans for development of the Hotel Property, on three occasions, AWH sought SHG's required consent under the REA concerning plans to relocate the driveway for access and parking, specifically: (1) by letter (Ex. 303), dated June 3, 2016 ("First Request"); (2) via email (Ex. 309) on October 20, 2017 ("Second Request"); and (3) by another letter (Ex. 37), dated May 18, 2018 ("Third Request"). With respect to all three requests, SHG did not give consent and/or

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[1] Per Order, dated August 28, 2018, the Court bifurcated for trial SHG's equitable cross-claims from its cross-claim for damages, namely, SHG's first cause of action for breach of contract. No trial date for SHG's cross-claim for breach of contract has yet been set. With respect to SHG's other cross-claims for equitable relief in the operative cross-complaint, i.e., breach of fiduciary duty (third cause of action), accounting (fourth cause of action), and unjust enrichment/restitution (fifth cause of action), the Court granted AWH's motion for summary adjudication as to those claims on July 19, 2019.

[2] In its Request for Statement of Decision, filed October 7, 2019, and Supplemental Request for Statement of Decision, filed October 8, 2019, SHG sets forth approximately 65 questions and/or issues it requests this Court address. This proposed statement of decision states the factual and legal basis for the Court's decision and discusses the principal controverted issues upon which the outcome of the case turns. (*See* CCP § 632; *Vukovich v. Radulovich* (1991) 235 Cal.App.3d 281, 295.) In so doing, the Court answers much of what SHG asks, but the Court does not address every legal and factual issue raised by SHG, respond point by point to all of the issues (however immaterial) in SHG's request, or identify and discuss every single piece of evidence that supports the Court's findings. (*Muzquiz v. City of Emeryville* (2000) 79 Cal.App.4th 1106, 1124-1125; *Golden Eagle Ins. Co. v. Foremost Ins. Co.* (1993) 20 Cal.App.4th 1372.) "A statement of decision is required only to state ultimate facts and the legal grounds upon which the judgment rests. . . . A statement of decision need not address all the legal and factual issues raised by the parties." (*Peak-Las Positas Partners v. Bollag* (2009) 172 Cal.App.4th 101, 112 [citations omitted].)

declined to give consent. (*See* Exs. 2, 33, 38.) Rather, in its responses to AWH's requests, SHG inserted an entirely different issue into the request for consent as to driveway relocation, namely, whether AWH is entitled to develop its property in other respects (including erecting additional buildings) without SHG's consent. (*See, e.g.*, Ex. 2 ["The Office Owner's consent is required for additional buildings to be placed on the Property. The Office Owner will oppose, by all legal means, any and all entitlement efforts to the extent the efforts seek to entitle additional building on property, which is subject to the REA"]; Ex. 33 ["Consent is not given. . . . you have no right to put up any structures that impedes right of way or takes away [*sic*]"].)

AWH thus seeks a declaration that the REA does not require AWH to secure SHG's consent to conduct additional development on AWH's property other than consent to relocate or alter driveways. AWH further seeks a declaration that SHG's refusal to give consent to its requests for driveway relocation were unreasonable and in violation of the REA, thereby rendering such requests approved by SHG per the REA. This Court's review of the REA's plain language and consideration of SHG's conduct in connection with AWH's requests begs the conclusion that AWH is entitled to both of its requests for declaratory relief.

1. *Analysis of the REA*

The only explicit reference in the REA for one parcel owner to obtain the consent of the other parcel owner is contained in Section 3.1, which relates to plans to alter or relocate driveways. That section states in its entirety:

> 3.1 Changes in Driveways. Neither Owner may change the location or configuration of any Driveway within its Parcel without the prior written consent of (i) the City of Burbank pursuant to Section 6.21, and (ii) the other Owner which consent shall not be unreasonably withheld or delayed; provided that if the Owner whose consent is requested fails to grant or withhold consent within ten (10) days of receipt of the other Owner's written request therefor, such consent shall be deemed to have been granted.

The Court thus find that the REA only requires a parcel owner to obtain the consent of the other parcel owner with respect to making changes to a driveway. The REA is unmistakably clear and unambiguous in this regard.

Consequently, the Court rejects SHG's position that the REA requires AWH to obtain SHG's consent for any changes, alterations, or development of the Hotel Parcel other than changes to the driveway. The Court finds no basis in the REA for that untenable position. To begin with, the REA ("Reciprocal Parking and Maintenance Agreement"), as its names suggests, is a reciprocal agreement between

the owners of the Hotel Parcel and the Office Parcel concerning their respective rights and obligations relating to "Parking" and to "Maintenance." The content of the REA matches its title in that it principally provides the parties with a non-exclusive easement over each other's properties for parking and for vehicular and pedestrian access; obligates the Hotel Parcel Owner to maintain and bear the costs of maintaining the parking areas, driveways, walkways, and landscaping (subject to some contribution from the Office Parcel Owner); and mandates that the Hotel Parcel Owner provide the tenants of the Office Parcel with at least 264 parking spaces at no charge.[3] To be sure, the REA contains other provisions and details, but they relate to and are in furtherance of the REA's general purpose of providing for *parking* and *maintenance*, not general plans to develop either parcel.

Specifically, Article 3 of the REA, entitled "Project Improvements," contemplates that, over time, one of the parcel owners might wish to make changes or alterations to that owner's property and sets forth certain limitations insofar as those changes may affect parking. (*See* Ex. 302-4.) As discussed above, Section 3.1 of Article 3 requires specific consent from the other parcel owner to make any changes to driveways (in addition to City approval), which seems logical given that the location and function of a driveway relates directly to ingress and egress for parking. Section 3.3 of Article 3 also provides limitations as they relate to parking for any contemplated project improvements for either parcel, stating in full:

> 3.3. Site Limitations. Subject to Section 6.21, each Owner may change at any time and from time to time the buildings and parking configurations on its Parcel subject to the restrictions and limitations set forth in this Agreement provided that the size, number, location, and uses of such replacement buildings (including the orientation of entrances thereto) are such that each Parcel will generally support its own parking needs in accordance with all legal requirements.

Notably, contrary to SHC's reading, Section 3.3 does not prevent AWH from erecting additional buildings on the Hotel Parcel. Rather, Section 3.3 explicitly provides that an owner "may change" the "size, number, location, and uses" of buildings on its parcel. Indeed, while this language is clear and unambiguous on this point, the Court also notes that this reading of Section 3.3 is entirely consistent

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[3] SHC takes the position that the REA's grant of a "non-exclusive easement" for parking and access somehow creates an obligation for AWH to obtain SHC's consent for any and all development on its property. "[B]ut the grantor [of an easement] retains every incident of ownership and may make any use of the land not inconsistent with the easement." (*Golden West Baseball Co. v. City of Anaheim* (1994) 25 Cal.App.4th 11, 35.) Thus, SHC's invocation of the easement grant in the REA means only that the limitations on AWH's ability to develop the Hotel Parcel are those limitations set forth in the REA, as discussed above.

with the testimony of Lewis N. Wolff, the owner of the initial parcel who executed the REA when he subdivided it in 1997. According to Wolff, there was no intent to limit development on either parcel forever, and Section 3.3 was not enacted for that purpose. Rather, consistent with the REA's purpose of creating rights concerning parking and maintenance, Section 3.3 clearly allows an owner to develop and change the owner's parcel so long as such change: (1) comports with Section 6.21 of the REA; (2) is otherwise in accord with the restrictions and limitations in the REA (e.g., obtaining consent to change any driveway under Section 3.1); and (3) will generally support parking needs as required by law. What is not present in Section 3.3 is any requirement that a parcel owner obtain the consent of the other parcel owner in order to make a change to the size, number, location, or use of any buildings on the owner's parcel.

Furthermore, and contrary to SHG's reading of the REA, both Section 3.1's and Section 3.3's reference to Section 6.21 of the REA has nothing to do with consent between the owners of the two parcels. Section 6.21, which relates to approvals from the City, reads as follows in its entirety:

> 6.21 City Approval. The parties may not permanently change or agree to change permanently parking, access, building locations or driveways in violation of applicable laws and codes, including, without limitation, the provisions of Planned Development 89-1.[4] To assure compliance with this Section 6.21, all such changes shall be approved by the Community Development Director of the City of Burbank.

Thus, the reference to Section 6.21 in Section 3.1 merely provides that, in obtaining prior written consent from the City to alter or relocate a driveway, a parcel owner must do so in accordance with Section 6.21. Likewise, the reference to Section 6.21 in Section 3.3 merely provides that any "change" an owner wishes to make to the "size, number, location, and uses" of buildings on that owner's parcel must be in accordance with the requirements for approval by the City set forth in Section 6.21. Notably, neither Section 6.21 itself nor the reference to Section 6.21 in Sections 3.1 and 3.3 contain any requirement that one parcel owner must obtain the consent of the other parcel owner to develop or make changes to that owner's parcel.

Accordingly, the Court concludes that AWH is entitled to the requested declaratory relief that the REA does not require AWH to secure SHG's consent for additional developments on AWH's property other than consent to relocate or alter driveways.

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[4] At trial, a Senior City Planner for Burbank explained that Planned Development 89-1, also referred to as "PD 89-1," is the zoning for the properties.

2. *SHG's Consent to Driveway Relocation*

Having concluded the only consent AWH is required by the REA to obtain from SHG is consent concerning the driveway, the Court next analyzes whether AWH's request for such consent was unreasonably withheld by SHG. As clarified by counsel for AWH during closing argument, the only request for consent for which AWH seeks declaratory relief is with respect to AWH's Third Request on May 18, 2018 (Ex. 37). For the reasons that follow, the Court finds that SHG unreasonably withheld such consent in violation of the REA.

In evaluating SHG's conduct in denying and/or withholding consent, the Court is guided by *Peak-Las Positas Partners v. Bollag* (2009) 172 Cal.App.4th 101, 106, in which the Court of Appeal held: "Where a contract confers on one party a discretionary power affecting the rights of the other, a duty is imposed to exercise that discretion in good faith and in accordance with fair dealing." Here, the Court does not find SHG exercised its consent right over driveway relocation under the REA in good faith. Rather, the evidence at trial supports the Court's finding that SHG operated in bad faith throughout.

While AWH only seeks declaratory relief as to the Third Request, SHG's conduct in connection with all three of AWH's requests for consent is illuminating. With respect to the First Request (Ex. 303) on June 3, 2016, SHG never actually granted or denied consent for the proposed driveway relocation. Instead, SHG simply—and unreasonably—delayed any response. As AWH's managing partner and co-founder Chad Cooley testified, the only response AWH ever received from SHG regarding the First Request was a June 8, 2016 email from Robert Bisno, counsel for SHG. (Ex. 2.) In it, SHG merely stated the following: "With regard to the revised driveways within the Hotel Owner parcel, we are studying the revisions and will respond promptly." (Ex. 2-3.) SHG neither promptly responded further nor responded at all to the First Request, which, in accordance with Section 3.1 of the REA, actually resulted in SHG's consent to the First Request. (Ex. 302-4 ["[I]f the Owner whose consent is requested fails to grant or withhold consent within ten (10) days of receipt of the Owner's written request therefor, such consent shall be deemed to have been granted".) However, what SHG did say in Bisno's June 8, 2016 email is telling, because it exposes SHG's interest in parlaying the limited consent right it does have under the REA concerning driveway approvals into a much broader consent right concerning any development on the Hotel Parcel, declaring: "With regard to your client's plans to further develop the Parking Lot with additional buildings, please be advised that Office Owner does not agree to, and fully opposes, the same." (Ex. 2-2 [emphasis in original].) Indeed, SHG goes on to press its manufactured, expanded consent right by threatening to "oppose, by all legal means, any and all entitlement efforts to the extent the efforts seeks [*sic*] to entitle additional buildings on property, which is subject to the REA." (Ex. 2.2.)

SHG persisted in its unsupported position when AWH again attempted to obtain consent for driveway relocation in its Second Request, which was communicated by email on October 20, 2017. (Ex. 309.) In the Second Request, AWH offered two proposals for driveway relocation from which SHG could choose, but, within 24 minutes, SHG responded with an email from one of its principals, Alex Ghassemieh, stating "Consent is not given." (Ex. 33.) The timing of SHG's response to the Second Request demonstrates that SHG's withholding of consent was merely reflexive and not the result of any reasonable consideration of the request. The fact that SHG's rapid rejection advances no reasons or explanation for the denial of consent also begs the conclusion that SHG had no reasonable basis to refuse either of the two driveway options presented. Moreover, the very next sentence in Ghassemieh's email – "Per the REA, PD-89 as well, you have no right to put up any structures that impedes [*sic*] the right of way or takes away [*sic*]" (Ex. 33) – again reflects SHG's true reason for withholding consent, *i.e.*, a bad faith desire to hold up all development by AWH of its parcel.

There was overwhelming evidence at trial that SHG withheld consent relating to driveways in bad faith because its goal was to interfere with all of AHW's development of the Hotel Parcel. Cooley credibly testified Ghassemieh told him there was "no fucking way" AWH would obtain SHG's approval and that approval would be obtained over Ghassemieh's dead body. At trial, Ghassemieh confirmed that, at his direction, Biano generated the June 8 email threatening to oppose any of AWH's attempts to develop its property. Ghassemieh also conceded that he may have cursed at Cooley during their interactions and told Cooley that SHG could hold them up in court proceedings for years. SHG's property manger for the Office Parcel, Chad Eshgoff, also testified that he heard Ghassemieh say he would never allow the hotel owner to develop its property and tell Cooley that "I'm not going to let you build on your land," using accompanying swear words.

The evidence at trial also clearly established SHG's motive for trying to prevent AWH's development plans by withholding consent under the REA. As Cooley testified, SHG tried to force AWH to pay off SHG so that SHG would refrain from interfering with AWH's development plans. Indeed, SHG sought as much as $8 million (*see* Ex. 74) and other similar amounts on various occasions. According to Cooley, during one such discussion about paying off SHG, Ghassemieh even asked Cooley why AWH would put itself through the hassle of enduring SHG's challenges in court to its development plans. Ghassemieh likewise acknowledged that he had sought $3-4 million from the Hotel Parcel Owners to refrain from blocking their development plans, which he thought was fair because he estimated AWH stood to make $60-70 million from the development project.

Thus, against the backdrop of SHG's shakedown of AWH, the Court turns to SHG's refusal to consent to AWH's Third Request on May 18, 2018 (Ex. 37). SHG's conduct with respect to the First and Second Request and demands for a payoff are

alone sufficient to support the Court's conclusion that SHG's withholding of consent as to the Third Request was likewise unreasonable and made in bad faith. A review of SHG's actual response to the Third Request confirms this view. The thrust of SHG's May 22, 2018 letter (Ex. 38) rejecting the Third Request was SHG's assertion that it had "no legal ability" to consent to AHW's request unless the City first "approves of the same." (Ex. 38-2.) The Court finds that position disingenuous. A simple read of the REA confirms that it does not dictate the order in which a parcel owner must obtain consent to driveway relocation from the City and the other parcel owner under Section 3.1. (*See* Ex. 302-4.) Moreover, no other evidence adduced at trial suggested that SHG lacked the legal ability to consent under Section 3.1 unless the City did so first. Rather, SHG's contrivance of this unreasonable explanation is best explained by Cooley's testimony that the City approval process might typically take two to three years, thereby unreasonably frustrating AWH's development efforts if the Office Parcel Owner could wait until after the Hotel Parcel Owner had gone through that lengthy process with the City only to have the Office Parcel Owner deny consent.

Finally, the Court rejects the various other reasons SHG proffered at trial as purportedly legitimate explanations for withholding consent as to the Third Request. To begin with, the additional reasons advanced at trial were not articulated by SHG when it actually refused to consent to the Third Request. In the Court's view, this renders those purported reasons pretextual and the denial of consent unreasonable, because the newly asserted reaasons did not motivate SHG at the time. Furthermore, these post-hoc justifications do not provide a reasonable basis to withhold the requested consent for driveway relocation in any event. Although the Court credits Eshagoff's testimony that relocating the driveway may very well inconvenience Office Parcel tenants due to noise, dust, and traffic disruption that might occur during the construction process, the Court finds that such mere inconvenience is not a sufficient basis to withhold consent. (*Peak-Las Positas*, 172 Cal.App.4th at 106 ["Denying consent solely on the basis of personal taste, convenience or sensibility is not commercially reasonable"].) Moreover, there would logically be some measure of inconvenience with respect to *any* construction to alter or relocate the driveway. Thus, without more, SHG's inconvenience rationale cannot constitute a reasonable justification for withholding consent because its invocation would block *every* proposed change to the existing driveway and render the right to make changes, as contemplated in REA Sections 3.1 and 3.3, illusory. (*See City of Atascadero v. Merrill Lynch, Pierce, Fenner & Smith, Inc.* (1998) 68 Cal.App.4th 445, 473 ["Courts must interpret contractual language in a manner which gives force and effect to *every* provision, and not in a way which renders some clauses nugatory, inoperative or meaningless"] [emphasis in original].)

The Court also finds unreasonable SHG's new assertion that AWH's proposed driveway relocation plans present a danger. Undoubtedly, a plan to move the

driveway to a location on the property that creates an actual dangerous condition would be reasonable grounds to withhold consent for that plan. Here, however, the Court fails to see how the Third Request does so, or that SHG reasonably so believed. The Court rejects Ghassemieh's self-serving conclusion that the proposed driveway relocation, as depicted in Ex. 212.6, creates a "danger zone" because the driveway would be closer to a nearby bus stop. There was no persuasive evidence adduced at trial to corroborate that assertion. To the contrary, the evidence at trial undermined Ghassemieh's claims about driveway dangers. As Cooley testified, Ghassemieh once indicated he would prefer AWH relocate the driveway closer to the office building. Yet, Ghassemieh inconsistently took the positions that he both wanted the driveway closer to the building and did not want it there because it was dangerous to do so. Also at trial, SHG advanced its newest position regarding driveway relocation, i.e., that moving the driveway further from the office building and closer to a bus stop was undesirable because of the danger it presented. Taken together, this evidence suggests that SHG's decision to withhold consent to relocate the driveway anywhere on the Hotel Parcel is not based on concerns about safety so much as it is driven by whim, caprice, and bad faith.

Accordingly, the Court finds that, in violation of the REA, SHG unreasonably withheld consent to the Third Request and that, consistent with the provisions of REA Section 3.1, SHG is deemed to have consented to the Third Request and/or SHG's consent to the Third Request is not required.

B. SHG's Cross-Claim for Declaratory Relief

SHG's cross-claim for declaratory relief is not altogether clear. In its second cause of action for declaratory relief in the operative cross-complaint, SHG makes the following broad-based claim for relief:

> Cross-Complainant requests the Court exercise it equitable jurisdiction to declare the rights of the parties under the REA and issue an injunction against Cross-Defendant further violating and failing to perform the REA, as Cross-Defendant has done and continue [*sic*] to . . . .

(5th Amend. Cross Compl. ¶ 50.) Insofar as SHG's cross-claim for declaratory relief seeks the Court's declaration regarding the rights of the parties under the REA concerning development of their respective parcels, the Court has done so with respect to AWH's request for declaratory relief. Insofar as SGH seeks a declaration concerning other actions by AWH purportedly in violation of the REA, the Court declines to do so. The Court does not find that SHG met its burden to prove AWH violated any provisions of the REA. Indeed, with respect to AWH's purported violations of the REA constituting an alleged nuisance, the Court rejects those specific claims below.

C. SHG's Nuisance Claims

In the operative cross-complaint, SHG alleges public and private nuisance in its sixth and seventh causes of action arising from AWH's purported violations of the REA and the City of Burbank zoning ordinances and codes. (*See* 5th Amend. Cross-Compl. at p. 19, ¶ 68 and p. 21, ¶ 70.) SHG thus seeks in both causes of action that this Court order AWH to "cease and desist" all such activities. (*See* 5th Amend. Cross-Compl. at p. 20, ¶¶ 70, 71 and p. 21, ¶¶ 71, 73.) In closing argument, SHG's counsel confirmed that both nuisance actions are essentially identical, resulting from AHG's purported violations of certain city ordinances.[5] (10/2/19 Tr. at 737-738.) More specifically, in response to the Court's direct questioning of SHG's counsel about what activity constituted a public and private nuisance, SHG's counsel identified three: (1) tents; (2) outside bar; and (3) mural. (10/2/19 Tr. at 738-739.) The Court finds none of those things support SHG's claims that AWH is liable for public or private nuisance.

Tents and Special Events. According to Richard Sandoval, the Vice President of Operations for the Hotel Parcel since 2013, AWH and the prior owner have for years held special events in the parking area of the Hotel Parcel, which has included the use of large tents. Such events have been held approximately four to six times per year and ordinarily have occurred on the weekends, which is when the office building is primarily vacant. There is no evidence these events violate any City codes or ordinances. As City of Burbank Senior Planner Daniel Villa testified, the municipal code does not prohibit such events, the general city policy is to allow for such events on a case-by-case basis, and the City does not even require AWH to obtain a permit for such events on the Hotel Parcel. (*See* Exs. 25, 27, 29.) As for the REA, it specifically contemplates that "special events are held in the Parking Areas of the Hotel Parcel." (Ex. 302.4 [Section 4.1].) The Court does not find that AWH's exercise of its undisputedly lawful right to hold special events with tents in the parking area has interfered with or obstructed the comfortable use of SHG's property, a required element for both a public and private nuisance cause of action. (*See* CACI No. 2020 [Public Nuisance—Essential Factual Elements]; No. 2021 [Private Nuisance—Essential Factual Elements].) Notably, the only complaints about the special events and tents have come from Ghassemieh. There is no competent evidence that any other member of the public has ever complained about

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[5] Consistent with the view that SHG's public and private nuisance claims are essentially the same is the fact that the allegations and wording of the private nuisance cause of action generally mirror that of the claim for public nuisance. Indeed, it appears SHG largely cut and pasted one cause of action into the other, as both causes of action use the same paragraph numbers. (*Compare* 5th Amend. Cross-Compl. at pp. 18-20, ¶¶ 65-71 [Sixth Cause of Action, Public Nuisance] *with* 5th Amend. Cross-Compl. at pp. 20-21, ¶¶ 65-73 [Seventh Cause of Action, Private Nuisance].)

the tents and special events, including any tenants or the prior owner of the Office Parcel. Moreover, Ghassemieh's complaints only came after AWH had broached with SHG the subject of developing the Hotel Parcel, which leads this Court to conclude that SHG has feigned its loss of enjoyment of its property due to AWH's occasional special events and tents in order to gain some perceived tactical advantage in its dispute and ensuing litigation with AWH over development of the Hotel Parcel.

Outside Patio Bar Area. The outside patio bar area was constructed approximately three years ago and is operated by the Daily Grill Restaurant, which is located in the hotel. The evidence at trial established that AWH complied with all City regulations and codes when erecting the area and went through the administrative process to obtain all required approvals. Burbank City Planner Daniel Villa specifically testified that the area was permitted in 2016 or 2017, which included a zoning review and approval. He further testified that, contrary to SHG's assertions, the creation of the patio bar required no additional parking, because the City considered the bar to be an ancillary amenity to the hotel. Contrary to SHG's other assertion that creation of the outdoor bar area reduced pre-existing parking, Cooley testified the bar was constructed on an existing patio and thus could not have eliminated any such parking. That testimony was undisputed. Even Ghassemieh admitted he did not know if there had been any parking previously at the site of the outdoor patio bar. The Court thus finds that the outside patio bar area does not violate any City code or ordinance, complies with the REA, and has not interfered with SHG's enjoyment of its property. SHG thus failed to prove it constitutes a public or private nuisance.

Mural. The mural at issue is on the side of the hotel and does not face the Office building. (*See* Ex. 65.) Identical or substantially similar murals are displayed in other nearby cities, including Beverly Hills and Hollywood. Consistent with the lawful, public display of the mural throughout the Los Angeles area, there was no evidence introduced at trial that any member of the public (including SHG's property manager Chad Eshagoff) finds it offensive, other than Ghassemieh. Under the circumstances, the Court finds Ghassemieh's testimony in this regard not credible. As Ghassemieh conceded at trial, no one else has ever told him the image on the mural is offensive and that same image is publicly displayed on a Beverly Hills hotel (called "Mr. C") over which Ghassemieh has control. Despite Ghassemieh's knowledge that the supposedly offensive image was plastered on one of his hotels for months prior to trial, it remained on display for the entire world to see as of the date of trial. Moreover, while SHG failed to produce evidence to prove the mural was offensive under any community standard, the evidence at trial firmly established that the mural on the Hotel Parcel did not otherwise violate any city codes, ordinances, or regulations. Specifically, in response to Ghassemieh's complaint, the City of Burbank investigated the mural, determined one aspect of the mural violated a City provision regarding advertising,

and directed AWH to remove the mural's advertising logo, which AWH did. SHG has thus failed to prove that the mural in question constitutes a public or private nuisance.

Accordingly, the Court finds that SHG has failed to prevail on the theories it specifically asserted at trial for AWH's public and private nuisance liability, namely, the tents, the outdoor bar, and the mural. Insofar as SHG believes it has not abandoned or waived as a basis for nuisance liability the smattering of grievances listed in the operative cross-complaint and touched upon at trial (*see, e.g.*, 5th Amend. Cross-Compl. at pp. 18-19, ¶¶ 66, 68 and pp. 20-21, ¶¶ 68), the Court additionally finds that SHG has otherwise failed to carry its burden to prove the elements of public or private nuisance under any theory of liability based on the evidence at trial. In this regard, the Court makes the following observations and findings.

- Airport Parking. Although AWH had previously allowed airport parking on the Hotel Parcel, that practice discontinued immediately after the City told AWH to stop. SHG produced no evidence that such airport parking disturbed its use of its property or that SHG was harmed by the now-discontinued practice of providing airport parking.

- Mobile Car Wash. Purportedly, on one or more unknown occasions, a mobile car wash operated in the parking area of either the Hotel Parcel or the Office Parcel. SHG failed to prove AWH ever approved of or even knew about the mobile car wash. Indeed, Ghassemieh testified that the mobile car wash stopped its operations and that he does not know if AWH was responsible for its operations.

- Landscaping. The evidence at trial established that AWH has met its obligation to provide for landscaping and maintenance under the REA. Indeed, the property managers for both the Hotel Parcel and the Office Parcel testified similarly that AWH has worked cooperatively with SHG and has been responsive to SHG's requests regarding landscaping, including, for example, by allowing SHG to choose among various landscaping options for the Office Parcel perimeter. Having reviewed the various photos of landscaping introduced at trial, the Court finds the attractive landscaping on both properties to be the very opposite of a nuisance.

- Monuments and Signage. It is not clear to the Court why evidence of signage and monuments containing signage was part of the trial. The REA contains no rights or restrictions concerning signage. There was no evidence that any particular sign or monument for which AWH was responsible (including the mural discussed *supra*) constitutes a nuisance. Indeed, the only evidence at trial of wrongdoing with respect to signs concerned the

display of one of the office building tenant's signs on a signage monument without AWI's permission.

- Parking Access Gates. SHG's complaint is that, although SHG's tenants have parking cards to access their parking which is protected by a parking gate, guests of SHG's tenants do not have parking cards to get past the access gates. Notably, the parking access gates protect the rights of SHG under the REA by restricting unfettered public access so that the required 264 free parking spaces are available to the Office Parcel tenants at all times. (*See* Ex. 302-6 [Section 5.1: Free Spaces].) The Court does not find that the parking access gates constitute an "obstruction" that "would prevent or impede vehicle access or pedestrian access from one Parcel to the other" in violation of REA Section 3.2 (*See* Ex. 302-4.) Indeed, as the name suggests, the gates provide and facilitate access to parking. Thus, while the need for a parking card may present some measure of inconvenience, the parking gates do not constitute a nuisance.

- Sufficiency of Parking. The REA requires the Hotel Parcel Owner to provide 264 parking spaces to the Office Parcel tenants (*see* Ex. 302-6), and there was no evidence at trial to suggest that such parking has not been provided. Moreover, the current parking capacity comports with all code and zoning requirements for the City. City Planner Daniel Villa testified that, when the City approved the building plans for the properties in 2008, that approval meant the properties met all City requirements, including parking requirements. As Villa further explained, to the extent parking requirements by the City have since changed or increased, the 2008 requirements for the properties at issue here would have been "grandfathered" so that the properties would still be considered in compliance. The Court rejects the opinion of SHG's expert Richard Choate that the City requires substantially more parking spaces than the properties currently have. Choate's opinion has no reasoned basis, as he admitted that his conclusion is based exclusively on the parking requirements contained on the occupancy certificates for the properties (*see* Exs. 205, 312 313) – all of which pre-date the 2008 City approvals for parking on the properties by many years. Further, it is hard to credit SHG's contention as a whole that there is insufficient parking when SHG advertises to prospective tenants that there is "Plenty" of parking available. (*See* Ex. 40-2.) Equally telling, Ghassemieh testified in his deposition that neither he nor his property manager had ever received any complaints about parking from SHG's tenants.

III.

CONCLUSION

For all of the foregoing reasons, the Court finds in favor of AWH on the above-discussed claims and cross-claims for equitable relief.

Clerk to provide Notice.

Dated: February 14, 2020

HON. CURTIS A. KIN
Los Angeles County Superior Court

EXHIBIT C

STATEMENT OF DECISION

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FILED
Superior Court of California
County of Los Angeles
03/26/2021
[illegible] Executive Officer / Clerk of Court
By: M. Mort Deputy

SUPERIOR COURT OF THE STATE OF CALIFORNIA

FOR THE COUNTY OF LOS ANGELES

NORTH CENTRAL DISTRICT (GLENDALE COURTHOUSE)

AWH BURBANK HOTEL, LLC, a Delaware corporation, Plaintiff, vs. HOLLYWOOD WAY SHG, LLC, a California limited liability company; and DOES 1 through 100, inclusive, Defendant.	Case No. EC065699 ASSIGNED FOR ALL PURPOSES TO Judge Curtis A. Kin - Dept. NC-E ~~[PROPOSED]~~ AMENDED FINAL JUDGMENT Complaint Filed: August 24, 2016 Trial Date: September 23, 2019

AND RELATED CROSS-ACTION.

IT HAVING BEEN STIPULATED, by and between Plaintiff/Cross-Defendant AWH BURBANK HOTEL, LLC ("AWH") and Defendant/Cross-Complainant HOLLYWOOD WAY SHG, LLC ("SHG") that the Judgment entered on August 10, 2020, may be amended to include an award of costs and an award of attorneys' fees to AWH, and the Court, having considered the Stipulations of the Parties dated August 7, 2020, September 14, 2020 and November 23, 2020, AND GOOD CAUSE APPEARING THEREFOR, hereby orders, adjudges and decrees as follows:

On August 28, 2018, the Court bifurcated the trial of this matter, ruling that equitable and legal issues would be tried separately. On July 19, 2019, the Court granted Plaintiff and Cross-Complainant AWH's motion for summary judgment or adjudication ("MSJ") as to Defendant/Cross-Complainant SHG's cross-claims for breach of fiduciary duty, accounting and unjust enrichment. AWH's single cause of action for declaratory relief in the Second Amended Complaint, and SHG's remaining causes of action for declaratory relief, public nuisance and private nuisance in the Fifth Amended Supplemental Cross-Complaint came on regularly for trial on September 23 through 25 and October 2, 2019 of in Department NC-E of the Los Angeles Superior Court, the Honorable Curtis A. Kin presiding.

Plaintiff and Cross-Defendant AWH appeared by its attorneys, Charles D. Jarrell and Melissa K. Zonne, of Allen Matkins Leck Gamble Mallory & Natsis LLP. Defendant and Cross-Complainant SHG appeared by its attorneys Robert H. Bisno of the Law Offices of Robert H. Bisno and Andrew D. Weiss of the Law Offices of Andrew D. Weiss. The remaining cross-claim for Breach of Contract was reserved for a jury trial at a later date.

The Court issued its Tentative Statement of Decision on January 16, 2020. SHG submitted objections to the Tentative Statement of Decision, AWH filed a response to SHG's objections, and SHG submitted a reply to AWH's response.

The Court, having read and considered the oral and written evidence, having observed the witnesses testifying in court, having heard and considered the arguments of counsel, and having considered the objections and responses to its Tentative Statement of Decision and good cause appearing therefore, issued its final Statement of Decision on February 14, 2020, which is incorporated by reference in this Judgment. AWH lodged a Proposed Judgment for Declaratory Relief with the Court on February 27, 2020.

On August 7, 2020, SHG and AWH entered into a Stipulation for Entry of Judgment as to Hollywood Way SHG LLC's First Cause of Action for Breach of Contract in the Fifth Amended Cross-Complaint, whereby subject to the terms of that stipulation the

parties agreed that judgment may be entered in favor of AWH on SHG's First Cause of Action for Breach of Contract.

On September 14, 2020, AWH and SHG entered into a Stipulation for Entry of Award of Costs in Favor of AWH, whereby the Parties agreed that AWH was entitled to an award of statutory costs in the amount of $12,904.30, and that the August 10, 2020 Judgment should be amended to include such award.

On November 23, 2020, AWH and SHG entered into a Stipulation for Entry of Award of Attorneys' Fees in favor of AWH, whereby the Parties agreed that AWH was entitled to an award of attorneys' fees in the amount of $1,413,369, and that the August 10, 2020 Judgment should be amended to include such award.

By reason of the final Statement of Decision and SHG's Request for Dismissal, and the Stipulations of the Parties as referenced above, the August 10, 2020 Judgment shall be amended, and an Amended Final Judgment entered in this manner as follows:

NOW, THEREFORE, IT IS ORDERED ADJUDGED AND DECREED that:

1. Judgment is entered in favor of Plaintiff and Cross-Defendant AWH and against Defendant and Cross-Complainant SHG as to AWH's single cause of action for declaratory relief in the operative Second Amended Complaint and as to the first through seventh causes of action in SHG's operative Fifth Amended Supplemental Cross Complaint.

2. SHG's refusal to give its consent to the May 18, 2018 Request for Consent to driveway relocation by AWH was unreasonable, and in violation of the Reciprocal Parking and Maintenance Agreement.

3. SHG is deemed to have consented to the May 18, 2018 Request for Consent to driveway relocations.

4. There is no provision contained in the Reciprocal Parking and Maintenance Agreement requiring SHG's consent for additional development on AWH's property, other than consent to changes to the location or configuration of any driveways as set forth in Section 3.1.

5. AWH is the prevailing party, and shall have and recover its costs and attorneys' fees in the aggregate amount of $1,426,273.30, which sum includes statutory costs in the amount of $12,904.30 and attorneys' fees in the amount of $1,413,369.

6. Interest on such amounts accruing at the rate of ten percent (10%) per annum from the date hereof on the principal sum of $1,426,273.30.

~~7. The Court reserves jurisdiction over the parties to enforce this Amended Judgment until performance in full of its terms.~~

IT IS SO ORDERED.

Dated: 03/26/2021

Curtis A. Kin/ Judge

Curtis A. Kin
Judge of the Superior Court of the State of California

EXHIBIT D

93 Cal.App.5th 270
Court of Appeal, Fourth District, Division 3, California.

OLEN PROPERTIES CORP., Plaintiff and Appellant,
v.
CITY OF NEWPORT BEACH, Defendant and Respondent;
TPG (KCN) Acquisition, LLC, Real Party in Interest and Respondent;
YIMBY Law et al., Interveners and Respondents.

G061427
|
Filed June 8, 2023

Synopsis
Background: Commercial property owner brought action against city, challenging approval of residential development project without preparing a new environmental impact report (EIR) under California Environmental Quality Act (CEQA), and seeking a writ of mandate compelling city to void approval for violation of CEQA, and for injunctive relief, barring construction at site. The Superior Court, Orange County, No. 30-2021-01185991, William D. Claster, J., denied petition. Plaintiff appealed.

Holdings: The Court of Appeal, Sanchez, J., held that:

city's interpretation of development plan's land use policy requiring a residential village to contain a minimum of ten acres was within city's discretion;

city acted within its discretion in deeming 1.1-acre public park a "neighborhood park" that was consistent with land use policies;

reverse substantial evidence test did not apply;

substantial evidence supported city's determination that city was not required to undertake vehicle miles traveled (VMT) study;

city's expert's opinion was substantial evidence in support of city's position that hazardous waste would not create environmental problems;

substantial evidence supported city's determination that geotechnical recommendations did not constitute a substantial change to project; and

substantial evidence supported city's determination that shoring recommendations did not constitute a substantial change to project.

Affirmed.

Procedural Posture(s): On Appeal; Petition for Writ of Mandate.

****445** Appeal from a judgment of the Superior Court of Orange County, William D. Claster, Judge. Affirmed. (Super. Ct. No. 30-2021-01185991)

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Attorneys and Law Firms

Law Offices of Geoffrey Willis and Geoffrey Willis, Irvine, for Plaintiff and Appellant.

Richards, Watson & Gershon and Ginetta L. Giovinco, Los Angeles, for Defendant and Respondent.

Holland & Knight, Jennifer L. Hernandez, San Francisco, and Jessica Laughlin for Real Party in Interest and Respondent.

Miller Starr Regalia, Matthew C. Henderson, and Kenneth A. Stahl for Intervener and Respondent YIMBY Law.

Californians for Homeownership, Matthew P. Gelfand, and Allyson H. Richman for Intervener and Respondent Californians for Homeownership.

OPINION

SANCHEZ, J.

**446 *273 FACTS AND PROCEDURAL HISTORY

Plaintiff Olen Properties Corp. owns commercial property in the City of Newport Beach (the City) at 4910 Birch Street, within an area known as the *274 Koll Center. The Koll Center is a mixed-use development area, bounded by Campus Drive, Jamboree Road, and MacArthur Boulevard, and is near the John Wayne Airport, San Joaquin Freshwater Marsh Reserve, and the University of California, Irvine. It is located within the "Airport Area," a portion of the City adjacent to John Wayne Airport, governed by the City's Airport Business Area Integrated Conceptual Development Plan. In 2020 and 2021, the City considered and approved the request of Real Party in Interest TPG (KCN) Acquisition, LLC (TPG) to develop a five-story, 312-unit residential housing project (the Project) on an existing surface parking lot serving the Koll Center's existing commercial tenants. (See appendix A.)

In an effort to comply with the California Environmental Quality Act (Pub. Resources Code, § 21000 et seq.; CEQA),[1] the City obtained an addendum (the Addendum) to an existing environmental impact report prepared in 2006 (the 2006 EIR) as part of its general plan update. The Addendum considered a wide range of possible environmental impacts but concluded the Project's impacts "would either be the same or not substantially greater than those described by the [2006 EIR]." This finding enabled the City to approve the Project without preparing a new environmental impact report (EIR).

Plaintiff Opposes the Project

Plaintiff opposed approval of the Project before the City. Among other things, plaintiff argued the City could not rely upon an addendum to the 2006 EIR and was legally required to obtain a subsequent EIR. In support of this argument, plaintiff cited (again, among other things) traffic issues, hazardous materials, the Koll Center's covenants, conditions and restrictions (CC&Rs) of the existing development, geology and soil issues, and various land use policies of the City.

The City's Land Use Policies

Two of the land use policies cited by plaintiff relate to this appeal: land use policies 6.15.6 and 6.15.13, each of which applies to the mixed use horizontal 2 (MU-H2) land use category, which encompasses the Project. Policy 6.15.6 allows "development of mixed-use residential villages, each containing a minimum of 10 acres and centered on a neighborhood park and other amenities .... The first phase of residential development in each village shall encompass at least 5 gross acres of land, exclusive of existing rights-of-way. This acreage may include multiple parcels provided that they are contiguous or face one another across an existing street. At the discretion of the City, this acreage may also include part of a contiguous property in a different

land use *275 category, if the City finds that a sufficient portion of the contiguous property is used to provide functionally proximate parking, open space, or other amenity. The 'Conceptual Development **447 Plan' area ... shall be exempt from the 5-acre minimum, but a conceptual development plan described in Policy LU 6.15.11 shall be required."

Policy 6.15.13 states, "To provide a focus and identity for the entire neighborhood and to serve the daily recreational and commercial needs of the community within easy walking distance of homes, require dedication and improvement of at least 8 percent of the gross land area (exclusive of existing rights-of-way) of the first phase development in each neighborhood, or [one-half] acre, whichever is greater, as a neighborhood park. This requirement may be waived by the City where it can be demonstrated that the development parcels are too small to feasibly accommodate the park or inappropriately located to serve the needs of local residents, and when an in-lieu fee is paid to the City for the acquisition and improvement of other properties as parklands to serve the Airport Area. [¶] In every case, the neighborhood park shall be at least 8 percent of the total Residential Village Area or one acre in area, whichever is greater, and shall have a minimum dimension of 150 feet. Park acreage shall be exclusive of existing or new rights-of-way, development sites, or setback areas. A neighborhood park shall satisfy some or all of the requirements of the Park Dedication Ordinance, as prescribed by the Recreation Element of the General Plan."

Plaintiff contends the Project's residential village was comprised of only 3.41 acres, rather than the 10 acres required by policy 6.15.6, and the park was an irregular shape, with some dimensions of 20 feet or less, rather than the minimum 150 feet required by policy 6.15.13. An illustrative diagram of the park is reproduced and attached as appendix B.

Traffic Issues

Plaintiff raised two issues relating to traffic before the City, only one of which relates to this appeal. That issue involves a change in the appropriate method for determining traffic impact. In 2018, California adopted CEQA Guidelines section 15064.3, [2] which changed the measure of traffic impact from level of service (LOS) to vehicle miles traveled (VMT). The 2006 EIR used the LOS measure, as it predated the change to VMT by more than a decade. The traffic study for the Project was conducted in 2020, but also used the LOS measure because the purpose of the study was to compare the effects of the Project to the 2006 EIR.

*276 *Hazardous Materials*

Plaintiff's arguments about hazardous materials arose from the Project's proximity to the site of a preexisting semiconductor plant. Plaintiff provided the City with a letter from an environmental consulting firm describing potential problems for the Project, both in construction and after completion, arising from the presence of various chemicals released from the semiconductor plant. The City countered this letter with an expert report of its own, which indicated that plaintiff's expert was working from outdated information, and more recent testing of the groundwater demonstrated that there was no environmental issue.

The CC&Rs

Plaintiff argued to the City that the Addendum was inadequate because it failed to consider the CC&Rs, which plaintiff **448 contends barred this construction. The City concluded the CC&Rs were covenants between private parties, not the City, and were not environmental issues under CEQA.

Geology and Soil Issues

Plaintiff argued to the City that the Addendum was internally inconsistent on the geological mitigation conditions. Specifically, plaintiff argued the Addendum itself called for only "Standard Conditions" for handling soils on the Project, while appendix B to the Addendum, an analysis by a geotechnical engineer, described certain mitigation measures necessitated by the conditions of the Project site. Plaintiff also argued the Project violated the general plan by digging into previously undisturbed soil without an onsite paleontologist. The City rejected this contention.

Litigation

After the City's approval of the Project, plaintiff filed suit, seeking a writ of mandate compelling the City to void its approval for violation of CEQA, and for injunctive relief, barring construction at the site. Plaintiff alleged various violations of CEQA, including the arguments described above.[3] The trial court denied plaintiff's petition, and entered judgment for the City. The trial court explained its denial in an extensive written ruling, addressing and rejecting each of the arguments set forth above. Plaintiff timely appealed.

DISCUSSION

Plaintiff contends the trial court erred in denying its petition. Plaintiff raises two related but distinct arguments: first, that the Project's approval is ***277** inconsistent with the City's land use policies, and second, that new conditions, not addressed by the 2006 EIR, required the City to prepare a subsequent EIR, rather than relying on the Addendum. We begin with the land use policies.

Consistency with Land Use Policies

Cities in California must adopt general plans for development. (Gov. Code, § 65300.) These plans become the " ' "constitution for all future developments" within the city.' " (*Orange Citizens for Parks & Recreation v. Superior Court.* (2016) 2 Cal.5th 141, 152, 211 Cal.Rptr.3d 230, 385 P.3d 386.) The formation and amendment of these plans must follow a process prescribed by statute, including submission to other public entities and holding public hearings. (*Id.* at p. 153, 211 Cal.Rptr.3d 230, 385 P.3d 386.) Upon its adoption and unless amended, the plan binds the city in its consideration of subsequent proposals for land use and development. (*Ibid.*) In other words, a city's approval of a project for development is invalid if it is inconsistent with the general plan.

As part of its general plan, the City adopted certain land use categories, with different land use policies applicable to each category. Thus, these land use policies are part of the general plan, and the City's approval of the Project is valid only if the Project is consistent with the land use policies. We review a city's determination whether a project is consistent with its general plan for abuse of discretion. (*Orange Citizens for Parks & Recreation v. Superior Court, supra*, 2 Cal.5th at pp. 154-155, 211 Cal.Rptr.3d 230, 385 P.3d 386.) As plaintiff acknowledges, a city's determination of general plan consistency can only be reversed if, on the evidence before the city at the time of the determination, "no reasonable person ****449** could have reached the same conclusion." (*Endangered Habitats League, Inc. v. County of Orange* (2005) 131 Cal.App.4th 777, 782, 32 Cal.Rptr.3d 177.)

The two land use policies at issue here are policies 6.15.6 and 6.15.13, each of which applies to the MU-H2 land use category, which encompasses the Project. The text of each is reproduced above.

Plaintiff argues the Project is inconsistent with policy 6.15.6 (which requires a "residential village" to contain a minimum of 10 acres) because the City failed to make certain necessary findings to include adjacent and nearby land governed by a different land use category into the residential village. The Project itself spans only 3.41 acres. However, the term "residential village" is not defined by the City's policies, and the 10-acre minimum plainly may include land not actively being developed for housing, including the required neighborhood park, "functionally proximate parking, open space, or other amenity." The City's planning commission defined the "residential ***278** village" in question as encompassing the entirety of the Koll Center, including the office buildings and parking. The planning commission conceptualized the residential village as a "mixed-use environment where future residents could walk or bike to work, retail locations, and the transit." Because of the absence of a more specific limitation on the types of adjacent land to be included in a residential village to meet the 10-acre minimum, the City's interpretation of the policy was within its discretion.

Plaintiff also contends the City cannot now rely on the planning commission's reasoning, arguing that the City council itself must make the necessary findings. However, the City adopted the planning commission's resolution, which included this reasoning, as part of its own resolution approving the Project.

Plaintiff also argues the Project is inconsistent with policies 6.15.6 and 6.15.13 with respect to the Project's park. Plaintiff argues first that the park is a "public park," not a "neighborhood park," as required by policy 6.15.6. For this proposition, plaintiff relies on the language of the Addendum, which states, "The Project does not include a neighborhood park; it does include a 1.1-acre public park that would be accessible during daytime hours."

Just as the trial court was, we are puzzled by this statement. The only distinction between a public park and a "neighborhood park" within the meaning of the land use policy is the size and dimension requirements imposed by policy 6.15.13; a public park that complies with those requirements *is* a "neighborhood park." And the Addendum states, just two pages later, that the park complies with those requirements. Thus, we conclude this statement in the Addendum, standing alone, does not constitute some sort of irrevocable admission by the City that the Project is inconsistent with policy 6.15.6. Instead, we evaluate whether the park complies with the substantive requirements of policy 6.15.13.

Plaintiff does not appear to dispute that the park is sufficiently large in terms of area. Instead, plaintiff argues the park does not have a "minimum dimension" of 150 feet or greater. The term "minimum dimension" is not defined in the City's land use policies. A "dimension" is a "measure in one direction." (Webster's Collegiate Dict. (10th ed. 1996) p. 325.) The City is describing a park on a map, which is a two-dimensional space, having a length and a width. Thus, we conclude the "minimum dimension" is the lesser of the length or width of the park.

However, the policy is ambiguous as applied to parks having irregular (i.e., nonrectangular) shapes. As the trial court noted, ****450** even a simple triangular park poses problems for the City in determining compliance; is the width to be ***279** measured at the base of the triangle or at some other point? Plaintiff argues the minimum dimension must be "an outside perimeter dimension."[4] We reject that conclusion, as it creates absurd results.

Consider, for example, a park composed of two adjoining squares. The larger square is a mile long on each side, exceeding by many times the 150-foot requirement. The smaller square, however, is only 100 feet long on each side. Because this arrangement creates a portion of the perimeter spanning only 100 feet in length, under plaintiff's reading of the policy, this short span becomes the "minimum dimension," which disqualifies the park from being considered a "neighborhood park." Perversely, removing the smaller square, and therefore reducing the amount of park available for residents, would restore the park's status as a neighborhood park.

The purpose of policy 6.15.13 is "[t]o provide a focus and identity for the entire neighborhood and to serve the daily recreational and commercial needs of the community within easy walking distance of homes," not to create a specific geometric shape. We therefore conclude the "minimum dimension" requirement simply requires the park to contain a space that exceeds 150 feet in two dimensions, measured from any point within the park's space. The Project's park qualifies: it exceeds 150 feet in length along Von Karman and is more than 150 feet deep through the linear portion of the park. Accordingly, the City acted within its discretion in deeming the park a "neighborhood park" and concluding it was consistent with land use policies 6.15.6 and 6.15.13.

CEQA Compliance

Plaintiff argues new conditions required preparation of a subsequent EIR. Plaintiff argues we should, in making this determination, apply the reverse substantial evidence test described in *Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th 1307, 1319, 8 Cal.Rptr.2d 473 (*Sierra Club*). That test applies in limited circumstances—only where the initial EIR is a "program EIR" (as opposed to a more typical "project EIR")[5] and a subsequent project is ***280** proposed which is not "the same as or within the scope of the Project, program, or plan described in the program EIR." (*Sierra Club*, at p. 1321, 8 Cal.Rptr.2d 473.) The first of these circumstances is present here; the 2006 EIR is indeed a "program EIR." The latter circumstance is not. The

2006 EIR expressly contemplated the construction of higher density housing within the Airport Area. Accordingly, the *Sierra Club* standard does not apply here.

Instead, the appropriate standard is the deferential substantial evidence standard, applied to section 21166. (**451 *Santa Teresa Citizen Action Group v. City of San Jose* (2003) 114 Cal.App.4th 689, 703-704, 7 Cal.Rptr.3d 868.) Under that standard, we consider whether substantial evidence supports the City's determination that none of the three conditions for requiring a subsequent or supplemental EIR under section 21166 exist. (*Santa Teresa Citizen Action Group*, at p. 704, 7 Cal.Rptr.3d 868.) Those conditions are: "Substantial changes are proposed in the Project which will require major revisions of the [EIR]," "[s]ubstantial changes occur with respect to the circumstances under which the Project is being undertaken which will require major revisions in the [EIR]," or "[n]ew information, which was not known and could not have been known at the time the [EIR] was certified as complete, becomes available." (§ 21166.)

"We independently review the administrative record. [Citation.] We resolve reasonable doubts in favor of the administrative decision. [Citation.] 'We do not judge the wisdom of the agency's action in approving the Project or pass upon the correctness of the EIR's environmental conclusions. [Citation.] Our function is simply to determine whether the agency followed proper procedures and whether there is substantial evidence supporting the agency's determination that the changes in the Project (or its circumstances) were not substantial enough to require [a subsequent EIR].' " (*Santa Teresa Citizen Action Group v. City of San Jose, supra*, 114 Cal.App.4th at p. 704, 7 Cal.Rptr.3d 868.)

Plaintiff identifies five changes or items of new information that it contends require preparation of a subsequent EIR. The first of these, inconsistency with the City's land use policies, we addressed and rejected above. The remaining four are traffic issues, hazardous materials, the CC&Rs, and geology/soil issues. We address each in turn.

Traffic Issues

As described above, plaintiff argues the City erred by using the LOS measure of traffic impact, despite California's adoption of CEQA Guidelines section 15064.3, which requires use of the VMT method. The City used the LOS measure because that was the measure used in the 2006 EIR. Plaintiff admits the VMT measure is "completely incompatible with LOS." Nevertheless, plaintiff argues the City should have used the VMT method to measure *281 traffic impacts in its Addendum. Plaintiff makes no attempt to explain how the City could compare LOS apples with VMT oranges to determine whether there have been substantial changes in the Project or the circumstances under which the Project was undertaken.

Moreover, CEQA Guidelines section 15064.3 operates only "prospectively." (Cal. Code Regs., tit. 14, § 15064.3, subd. (c).) And it is settled law in California that subsequent changes to the guidelines are not "new information" triggering section 21166, subdivision (c), so long as the underlying environmental issue was understood at the time of the initial EIR. (*Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1318-1320, 154 Cal.Rptr.3d 682.) Indeed, the rule could hardly be any different—if each change to guidelines constituted "new information," section 21166 would require a new EIR nearly every time any change is made to a project, no matter how inconsequential.

Accordingly, we conclude the City was not required to undertake a VMT study of the traffic impact of the Project.

**452 *Hazardous Materials*

Plaintiff contends the hazardous waste associated with the Project's proximity to a preexisting semiconductor plant requires preparation of a subsequent EIR. As discussed above, the record contains two competing expert opinions, one from plaintiff's expert, and one from an expert retained by the City in response. Plaintiff's expert contends the Project will disturb hazardous waste and create environmental problems; the City's expert opines there is no environmental issue.

The standard of review determines the outcome here. If, as plaintiff contends, the *Sierra Club* standard applied, plaintiff's expert's opinion might constitute substantial evidence requiring preparation of a subsequent or supplemental EIR. But, as we

explain above, that standard does not apply. The City's expert's opinion is substantial evidence in support of the City's position that the hazardous waste will not create environmental problems for the Project.

The CC&Rs

Plaintiff argues the Project will violate the existing CC&Rs. Plaintiff contends this is more than "a private matter," because it involves "known use restrictions that are being ignored or improperly overridden by the City." Plaintiff argues the CC&Rs would protect the existing building owners from "disharmony through tiny setbacks, conflicting internal circulation, parking ***282** shortages, noise and concerns about quiet enjoyment, safety of children thrown into the middle of a commercial development, and many others."

These underlying concerns and policy goals may be environmental issues, but to the extent they are, they were discussed in the 2006 EIR and Addendum. The CC&Rs themselves, by contrast, are covenants between private parties conveying certain private property rights. Plaintiff identifies no authority, whether in the form of a statute, regulation, or published case, that requires consideration of CC&Rs in an EIR. Moreover, as TPG points out, the CC&Rs predate the 2006 EIR by several decades, meaning they cannot constitute changes in the Project or its circumstances since the 2006 EIR, or "new information" developed thereafter. [6]

Geology and Soil Issues

Lastly, plaintiff argues a subsequent EIR is required because of two geological or soil-related issues. The first issue involves a geotechnical report prepared as part of the Appendix. The geotechnical report identifies certain technical recommendations for the construction of the Project. These recommendations are based upon the soil conditions at the Project site and are designed to ensure that the Project's construction is successfully completed without issues arising from soil composition (e.g., structural issues caused by soil settlement, moisture, temperature, etc.).

Plaintiff contends these recommendations demonstrate that "impacts associated with geology and soils could be significant, and that Project-specific mitigation measures are required to reduce impacts to less than significant levels." However, other than certain shoring recommendations, which could potentially affect adjacent properties, the geotechnical recommendations are not aimed at mitigating environmental or soil issues, but rather at ensuring that the Project can be successfully built and remain intact. For example, the ****453** recommendation to encase buried metal materials with plastic or other corrosion-resistant material has nothing to do with protecting the environment from the Project; rather, it aims to protect the Project from the environment.

As to the shoring recommendations, as the trial court observed, shoring is a standard construction practice primarily designed to maintain a safe workplace and a functional construction site and is regulated principally by the California Division of Occupational Safety and Health, not through the CEQA process. The effects of shoring on adjacent properties (perhaps more accurately described as the protection to adjacent properties provided by ***283** shoring) are ancillary to the primary purpose of the shoring, and in any event, are minimal. Substantial evidence supported the City's determination that the shoring recommendations by the geotechnical engineer did not constitute a substantial change to the Project or its circumstances or new information requiring preparation of a subsequent or supplemental EIR.

The second (and final) issue relates to paleontological monitoring of the Project site. The City's general plan policy HR 2.2 requires "a qualified paleontologist/archeologist to monitor all grading and/or excavation where there is a potential to affect cultural, archeological or paleontological resources." The City's standard conditions and requirements, meanwhile, require anyone excavating previously undisturbed soil to "retain a qualified paleontologist to be available on-call during ground-disturbing activities onsite."

Plaintiff argues that these policies conflict, and that the City allowed TPG to adopt the standard conditions and requirements (with an on-call paleontologist) instead of requiring permanent on-site monitoring. However, the policies do not conflict. HR 2.2.'s requirement that a paleontologist "monitor" the site does not include a requirement for constant physical presence.

DISPOSITION

The judgment is affirmed. Respondents shall recover their costs on appeal.

WE CONCUR:

BEDSWORTH, ACTING P. J.

DELANEY, J.

*284 APPENDIX A

**454



*285 APPENDIX B



All Citations

93 Cal.App.5th 270, 310 Cal.Rptr.3d 442, 23 Cal. Daily Op. Serv. 6858, 2023 Daily Journal D.A.R. 7097

Footnotes

1 All statutory references are to the Public Resources Code unless otherwise stated.

2 The term "CEQA Guidelines" refers to the regulations for the implementation of CEQA authorized by the Legislature (§ 21083), codified in title 14, section 15000 et seq., of the California Code of Regulations, and will be referred to as the "CEQA Guidelines."

3 Interveners YIMBY Law and Californians for Homeownership intervened in the litigation at the trial court level and have also appeared in this proceeding.

4 Plaintiff argues the trial court also adopted this view, but the trial court's written ruling suggests otherwise, as it discusses the possibility of a "dimension" measured through the interior of an equilateral triangle, which is not part of the "outside perimeter."

5 A program EIR is "an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either: [¶] (1) Geographically, [¶] (2) [a]s logical parts in the chain of contemplated actions, [¶] (3) [i]n connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or [¶] (4) [a]s individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways." (Cal. Code Regs., tit. 14, § 15168.) In plain English, a program EIR is an EIR about a broad program or plan, as opposed to a specific project.

6 Our opinion on this point has no bearing on whether plaintiff or other property owners in the Koll Center may have claims against other private parties arising from the Project based on the CC&Rs. Those questions are not before us.

End of Document

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EXHIBIT E

2002 WL 1265632
Not Officially Published
(Cal. Rules of Court, Rules 8.1105 and 8.1110, 8.1115)
Only the Westlaw citation is currently available.

California Rules of Court, rule 8.1115, restricts citation of unpublished opinions in California courts.

Court of Appeal, First District, Division 1, California.

ANDERSON VALLEY ENVIRONMENTAL PROTECTION GROUP, Plaintiff and Appellant,
v.
COUNTY OF MENDOCINO, Defendant and Respondent;
Gary KALIHER et al., Real Parties in Interest and Respondents.

No. A095009.
|
(Mendocino County Super. Ct. No. 0083256).
|
June 7, 2002.

Synopsis

Environmental group filed petition for writ of mandate challenging county's modification of use permit issued to winery. The Superior Court, Mendocino County, denied petition, and group appealed. The Court of Appeal, Marchiano, P.J., held that county's negative declaration for proposed modification of use permit did not violate California Environmental Quality Act (CEQA).

Affirmed.

Opinion

MARCHIANO, P.J.

***1** This case involves the decision of the Mendocino County Board of Supervisors to modify a use permit to allow increased wine production, a tasting room, and retail wine sales at a small winery located within a residential subdivision between the Anderson Valley towns of Philo and Navarro. The Anderson Valley Environmental Protection Group appeals from a judgment denying its petition for writ of mandate challenging respondent County of Mendocino's modification of the use permit issued to Pepperwood Springs Winery. Appellant contends that the modification was approved in violation of the California Environmental Quality Act (CEQA) (Pub. Res.Code, § 21000 et seq.) and is inconsistent with the Mendocino County general plan and zoning ordinance. We disagree and affirm.

I. FACTS

We take the facts from the administrative record of proceedings before the Mendocino County Planning Commission (Commission) and the Mendocino County Board of Supervisors (Board), as well as from the detailed statements of fact in the trial court's order denying appellant's mandamus petition.

The Pepperwood Springs Winery is part of the Holmes Ranch subdivision, which was incorporated in May 1972 in a rural and unincorporated area of Mendocino County. The subdivision consists of 68 parcels, none of which are smaller than 20 acres. It

has a brief set of covenants, conditions and restrictions (CC & R's), which primarily provide for dues and assessments for the maintenance of the subdivision's private roads.

The subdivision is a beehive of diverse activity. The administrative record includes a 1993 letter from the Holmes Ranch Association, which maintains the private roads within the subdivision. According to that letter, 53 subdivision parcels were developed for residential use, while 15 were vacant. [1] Eleven homeowners operated cottage industries, which included dental labs, ceramic studios, a manufacturer of furniture or cabinets, and a "publishing press." Three homeowners bred and trained horses, at times offering public instruction. Two homeowners used their home workshops to teach classes for the Mendocino Community College and the Mendocino Office of Education Regional Occupation Program (ROP). In addition, according to a June 10, 1993 letter to the county from the president of the Holmes Ranch Association, the subdivision then included three wineries (including Pepperwood Springs): two with tasting rooms; five vineyards; and two apple orchards.

The Holmes Ranch subdivision is classified by the Mendocino County general plan as "Remote Residential: 20 acres." The parcels are zoned "UR," or "Upland Residential," with a minimum lot size of 20 acres.

The history of the Pepperwood Springs Winery (Winery) begins in 1975, three years after the creation of the Holmes Ranch subdivision, when a 10 acre vineyard was planted on the parcel that is the Winery's present site. As the trial court noted, the county's general plan and zoning ordinance permit the growing of grapes within the Holmes Ranch subdivision but a winery requires a use permit.

*2 Larry and Nicki Ann Parsons purchased the vineyard parcel in 1980. In 1981, the Parsonses applied to the Mendocino County Planning Department (Department) for a use permit to build and operate a winery. Their application contemplated the construction of a single wine cellar, with projected production of 1,000 gallons of wine in 1981 and 5,000 gallons per year by 1990. The Parsonses "want[ed] to make wine from the crops of grapes from the vineyard already existing on the property," but never indicated in their application that they would not import grapes from off-site if the need arose.

The Department's staff report on the Parsonses' application noted that the proposed winery operation would be "primarily wholesale with very little retail," since the winery would be two miles off the nearest highway, Highway 128. The staff report also noted the Parsonses' "plans do not include a tasting room." As the trial court found, the Department staff "made no recommendation with regard to [a] tasting room" and "made no comment concerning the source of the grapes to be used in the winery."

The use permit was issued but on one condition pertinent here: a one-page "Zoning Administrator Action Sheet" indicates, "Use is restricted by eliminating any retail sales of products and/or tasting facilities on site." Nevertheless, the Parsonses operated Pepperwood Springs Winery with a tasting room and made retail sales.

Larry Parsons died in an automobile accident in April 1986. Real parties in interest Gary and Phyllis Kaliher bought the winery in December of that year. Real parties began producing wine in 1987, and made less than 200 cases from grapes crushed in that year's September harvest.

In March 1989, real parties applied for a renewal of the Winery's Mendocino County Business License. Their application, plus a cover letter, indicated they conducted retail sales by appointment only, although their sales were primarily wholesale. Their application was granted.

For the next 10 years, real parties operated Pepperwood Springs Winery with a tasting room and on-site retail sales. As noted, wine tasting and retail sales were not permitted under the original use permit issued to the Parsonses for Pepperwood Springs Winery.

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In September 1999, real parties filed an application to modify the original use permit to allow a tasting room and retail sales.[2] Real parties asked that the use permit be modified "to allow: [¶][c]ontinued wine tasting and retail sales by appointment only" and an increase in permissible wine production from 5,000 to 7,500 gallons per year. Their application admits they "have been operating a winery with tasting and retail sales by appointment only for the last ten ... years."

The application described the winery site, i.e., the vineyard parcel originally purchased by the Parsonses, as including the 10-acre vineyard; a 1,600 square-foot house; a 1,450 square-foot agricultural building; a 1,774 square-foot winery; and a 200 square-foot storage shed. In a related letter to the Commission, real parties described Pepperwood Springs as "a very tiny operation," producing at most 3,000 cases of wine per year as compared to nearby wineries such as Navarro Vineyards (30,000 cases per year) and Handly Cellars (15,000 cases per year).

***3** The Commission's staff report on the proposed modification, dated December 2, 1999, conducted an environmental review of several issues. The staff observed that increased wine production would increase water demand, a "contentious" issue in Anderson Valley. But the staff concluded that "[m]uch of [the Winery parcel] is used for the production of grapes, which is a permitted use by zoning, and it is the vineyards that would likely utilize the majority of water, as opposed to the actual wine production and tasting. Staff does not find that the expansion of the winery production from 5,000 to 7,500 gallons per year and the wine tasting would significantly increase water usage."

The staff also noted the concern of other Holmes Ranch homeowners that tasting and retail sales would cause "increased traffic on [the] privately maintained roads." But the staff received a memo from the State Department of Transportation stating that the roads were "in relatively good condition."

The Commission had in its files an August 1981 letter from the Holmes Ranch Association, sent with regard to the Parsonses' use permit application, which stated that, "All roads in the subdivision are owned, operated, and maintained by the Association. Public access to said roads is not permitted, nor has the Board of Directors ever granted such permission." While noting that "the County does not enforce CC & Rs of subdivisions or otherwise regulate private roads," the staff indicated it was "concerned about the potential for increased traffic" on the private roads "serving the predominantly residential subdivision."

Accordingly, the staff recommended restrictions on vehicular traffic similar to those imposed on cottage industries in residential areas. Sales and tasting would be limited to "by appointment only" between 10:00 a.m. and 5:00 p.m., and would be further limited to a maximum of 10 customers per day. The Winery would be required to maintain a guest register clearly identifying the number of daily visitors.

The Commission staff recommended the application for modification be granted, subject to these limitations. The staff recommended that the Commission find "that no significant environmental impacts would result from the proposed [modification] which can not [*sic*] be adequately mitigated through the conditions of approval," and accordingly the Commission should adopt a negative declaration. The staff also recommended that the proposed modification was consistent with the "applicable goals and policies of the [g]eneral [p]lan," especially the encouragement of agricultural enterprises.

The Commission held a public hearing on December 2, 1999. A number of local property owners testified against the modification. At the conclusion of the public hearing, the Commission continued the matter to its meeting of January 7, 2000. At that meeting, the Commission approved the modification application and adopted a negative declaration, finding that the modification would not pose any significant environmental impacts that could not be mitigated by the conditions of approval. The Commission further found that the modification was consistent with the general plan.

***4** As part of the conditions of approval, the Commission ruled that real parties could *not* conduct on-site tasting or retail sales. But the glass was at least half-full: while denying the request for tasting and sales, the Commission did grant real parties' request for increased wine production. The Commission ruled that real parties could produce 10,000 gallons of wine per year-2,500 more than the 7,500 they had asked for.

Believing that a tasting room and sales were necessary for the Winery to prosper, real parties appealed the Commission's ruling to the Board. In an agenda summary submitted to the Board for its March 14, 2000 hearing on real parties' appeal, the Commission advised the Board that its staff originally supported the modification of the use permit, "with limitations that would keep the size and scale of the business at a level of a 'cottage industry .' The basis for that recommendation was that, in staff's opinion, a cottage industry level of activity would generally be compatible with surrounding residential development."

The Commission further advised the Board as follows: "However, after hearing [the] concerns of the majority of the property owners in the area and considering the Planning Commission's concerns with these and other recent cases which sought to place visitor related services in rural residential and resource lands, staff no longer supports the wine tasting aspect of [the proposed modification]. Staff concurs with the Commission's general position that rural and remote residential and resource areas should be protected from the intrusion of tourists and visitor related commercial uses where such uses generate noise, traffic, wear and tear on private roads, etc., adversely impacting the privacy, peace and comfort of the people who make their homes in the area. Such uses would be more appropriately located in more urbanized areas or along major transportation corridors where the related impacts are more acceptable and less likely to be significant. Therefore, staff recommends that the appeal be denied."

After a public hearing at which numerous people spoke for and against the proposed modification, the Board overturned the Commission's ruling. The Board granted real parties' request for modification of the use permit and reinstated the provisions allowing wine tasting and retail sales. The modification was subject to the following conditions pertinent to this appeal:

(1) On-site wine tasting and retail sales would be by appointment only, with a limit of 70 customers per week. The Winery would be required to maintain a guest register or appointment log clearly identifying the number of guests per day. The register or log would be subject to review upon request by the Department.

(2) Wine tasting and retail sales could only occur between 10:00 a.m. and 5:00 p.m.

(3) Maximum wine production would be limited to 10,000 gallons per year.

The Board also adopted a negative declaration, agreeing with the Commission's finding that the modification posed no significant environmental impact that would not be mitigated by the conditions on the modification.

***5** Appellant filed a petition for writ of mandate in the superior court, alleging the County's decision to modify the use permit violated CEQA and was inconsistent with the County's general plan and zoning ordinance.[3] In a lengthy order that included a detailed review of the facts, the superior court rejected appellant's arguments and found that the modification did not violate CEQA and was consistent with the general plan and applicable zoning laws. The court did find the 10,000 gallon wine production limit was invalid because the Board's notice of public hearing gave notice that the modification would permit only 7,500 gallons of wine per year. After the Board corrected its ruling to reduce the maximum wine production to the noticed amount of 7,500 gallons per year, the trial court denied appellant's mandate petition.

II. DISCUSSION

Appellant contends that the County's environmental review of the proposed modification was inadequate, because the County used the wrong baseline, failed to adequately consider numerous alleged environmental impacts, imposed insufficient mitigation measures, and allowed a modification in purported violation of the general plan and applicable zoning provisions.

The central issue of our review is the County's issuance of a negative declaration under CEQA for real parties' project, i.e., the modification of the use permit to allow tasting, retail sales, and increased wine production. Our review is carefully limited by settled law.

When it enacted CEQA, "the Legislature sought to protect the environment by the establishment of administrative procedures drafted to 'Ensure that the long-term protection of the environment shall be the guiding criterion in public decisions.' " (*No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68, 74, 118 Cal.Rptr. 34, 529 P.2d 66, quoting Pub. Resources Code, § 21001, subd. (d).)[4] In essence, CEQA requires local agencies to prepare an Environmental Impact Report (EIR) for any project which will have a significant effect on the environment. (§ 21151; *Citizen Action to Serve All Students v. Thornley* (1990) 222 Cal.App.3d 748, 753, 272 Cal.Rptr. 83.)

If a project is not exempt from CEQA and there is a reasonable possibility the project may have a significant environmental impact, the public agency must conduct an initial threshold study. If that study shows there will be no significant environmental impact, the agency may issue a negative declaration for the project. (*Citizen Action to Serve All Students v. Thornley, supra,* 222 Cal.App.3d at p. 753, 272 Cal.Rptr. 83; *Friends of "B" Street v. City of Hayward* (1980) 106 Cal.App.3d 988, 1000, 165 Cal.Rptr. 514; Guidelines, § 15070.)

"The decision to adopt a negative declaration and dispense with an EIR is essentially a determination that a project will have no meaningful environmental effect" and terminates the environmental review process. (*Citizen Action to Serve All Students v. Thornley, supra,* 222 Cal.App.3d at p. 754, 272 Cal.Rptr. 83; *Citizens of Lake Murray Area Assn. v. City Council* (1982) 129 Cal.App.3d 436, 440, 181 Cal.Rptr. 123.) Thus, CEQA imposes "a low threshold requirement for preparation of an EIR." (*No Oil, Inc. v. City of Los Angeles, supra,* 13 Cal.3d at p. 84, 118 Cal.Rptr. 34, 529 P.2d 66; see *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 309-310, 248 Cal.Rptr. 352.) An EIR must be prepared if "it can be fairly argued on the basis of substantial evidence that the project may have significant environmental impact." (*No Oil, Inc. v. City of Los Angeles, supra,* 13 Cal.3d at p. 75, 118 Cal.Rptr. 34, 529 P.2d 66.)

***6** "The standard of judicial review of an agency decision to adopt a negative declaration is whether there is substantial evidence in support of a 'fair argument' of potential environmental impact." (*Citizen Action to Serve All Students v. Thornley, supra,* 222 Cal.App.3d at p. 754, 272 Cal.Rptr. 83.) Substantial evidence " 'means enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion....' " (*Id.* at p. 755, 272 Cal.Rptr. 83, quoting Guidelines, § 15384, subd. (a).) Substantial evidence does not include argument, speculation, or unsubstantiated opinions or concerns about a project's environmental impact. (Guidelines, § 15384, subd. (a); *Citizen Action to Serve All Students v. Thornley, supra,* 222 Cal.App.3d at p. 756, 272 Cal.Rptr. 83; *Leonoff v. Monterey County Bd. of Supervisors* (1990) 222 Cal.App.3d 1337, 1352, 272 Cal.Rptr. 372.)

Appellant first contends that the County used the incorrect baseline when it evaluated the proposed modification. The term "baseline," in this context, essentially means the exact physical and environmental conditions that exist prior to a proposed project. Proper environmental review requires comparison of the significant environmental impacts and mitigation measures against the correct baseline conditions. (Guidelines, § 15125; see discussion in Remy et al., Guide to the Cal. Environmental Quality Act (10th ed.1999) pp. 162-171.)

The parties agree, as did the trial court, that the proper baseline in this case is the existing *authorized* winery operation: i.e., no wine tasting, no on-site retail sales, and yearly production of 5,000 gallons. It would be improper to review the impacts of the proposed project against a baseline of environmentally unauthorized activity, thus allowing the Winery to argue the modification poses no environmental impact because it essentially memorializes the status quo. This would allow the Winery to benefit from its 10 years of tasting and sales activity in violation of the use permit.

But that is not what happened here. Because real parties' application for modification refers to "continued" wine tasting and retail sales, appellant claims the County used the existing, unauthorized activity as a baseline, rather than a no tasting/no sales baseline. Examination of the record reveals that the County used the proper baseline of no tasting/no sales. The Commission staff report on the proposed modification clearly indicates the County's awareness that no tasting or sales were authorized by the use permit. As the trial court found, the staff report reviewed the impacts of the proposed modification based on the proper no tasting/no sales baseline.

Next, appellant contends the County failed to analyze all significant environmental impacts of the project. The record does not support appellant's contention.

Traffic & Road Impacts

A tasting room and on-site retail sales will obviously increase vehicular traffic to and from the Winery, which is two miles from the nearest highway. Appellant claims that the County failed to consider the impact of increased traffic on the physical condition of the subdivision's private roads. Apparently, the County did not perform a study of the road conditions. But the trial court correctly found that appellant "cites no evidence in the [administrative] record that would lead to the conclusion that a potential increase of 70 cars per week or several truck loads of grapes during harvest would be detrimental to the road[s]."

***7** Appellant does cite the opinion of a Holmes Ranch resident that the roads "are not in satisfactory condition for the current residential and agricultural use by owners." But as we noted above, the State Department of Transportation reported to the County that the roads were "in relatively good condition." And "[c]onflicting assertions do not ipso facto give rise to substantial 'fair argument' evidence. [Citation.]" (*Citizen Action to Serve All Students v. Thornley, supra,* 222 Cal.App.3d at p. 755, 272 Cal.Rptr. 83.)

The record shows the roads are widely used by a variety of traffic. The 1993 letter from the Association, after describing the bustling activity on the subdivision, states the roads are used "by owners, tenants, guests, business and tradespeople, agricultural workers, loggers, employees, clients, customers, students of the community college or the ROP program and emergency responders." The Winery's tasting room and retail sales would add to this substantial traffic only 70 customers per week, an average of 10 per day-and it stands to reason that the 70 people would not all come in separate cars.

The trial court aptly concluded that the 1993 letter "makes it clear that at least at the time of writing the Holmes Ranch Association was of the opinion that the ranch roads were in a condition to adequately provide for a number of quasi-commercial uses. The court finds no evidence in the record that rebuts this claim by the [A]ssociation." We agree with the trial court's conclusion. There is simply no substantial evidence to support a fair argument that the project would result in a significant impact on the physical condition of the roads. [5]

Public Access

Appellant claims the project approval was flawed because it "requires travel by the public across a private road." As we have noted, the record contains a letter written to the Commission by the association's board of directors in 1981, in connection with the Parsonses' use permit application. That letter states that, "All roads in the subdivision are owned, operated, and maintained by the Association" and that, "Public access to said roads is not permitted nor does the Board of Directors grant such permission at this time."

But the question of public access is not pertinent to a CEQA analysis of the project. As the trial court properly concluded, if the association wants to enforce the private-road provisions of the subdivision CC & R's against real parties, they are free to take appropriate action. The public access issue is not before us, and we express no opinion thereon.

Importation of Grapes

Appellant claims the County failed to consider the impact caused by the importation of grapes from off-site, presumably by heavy trucks. This issue is a red herring. Appellant *assumes* that because annual wine production will increase from 5,000 to 7,500 gallons, the increase *must* require the importation of grapes i .e., that 5,000 gallons per year is the maximum wine yield of real parties' vineyard. There is no evidence to support this assumption. "Speculation is not evidence." (*Citizen Action to Serve All Students v. Thornley, supra,* 222 Cal.App.3d at p. 756, 272 Cal.Rptr. 83, fn. omitted .)

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***8** Furthermore, the County Code defines a winery as a place where grapes "grown on or off premises" are processed into wine. (Mendocino County Code, § 20.032.040, subd. (B).) Thus, a Mendocino winery operator has the right to make wine from grapes grown in other vineyards. Although the Parsonses said in their 1981 use permit application that they intended to use only grapes grown in their own vineyard, they did not give up their right to import. As the trial court correctly observed, importation of grapes "was a permitted activity, and the right to conduct that activity is not lost simply by not asserting it."

Water Supply

Appellant claims the County failed to consider the impact on the water supply of producing an additional 2,500 gallons of wine per year. Appellant claims the County concluded that the increase in annual wine production would not significantly increase water usage without knowing the amount of water needed to produce a given amount of wine. Appellant's argument is not supported by the record.

While the Commission was reviewing the modification application, County Planner Frank Lynch received a memo from Glenn McGourty, a viticulture and plant science advisor for the University of California Cooperative Extension. The McGourty memo states that it takes 178 gallons of water to make one gallon of wine. Lee Edmundson, who appeared at the Commission's public hearing and spoke against the project, also received a copy of the memo. The memo was discussed at the hearing, and an unidentified speaker-apparently Planner Lynch-indicated he had spoken to McGourty and that the 178 gallon figure referred to the amount of water needed to *grow grapes* sufficient for one gallon of wine, not to *process* the grapes into a gallon of wine. The speaker referred to a post-it note on the memo, which reads: "1 gal. of wine = 3 gallons of water for processing[,] per Fetzer."

It thus appears the County had information, which does not appear to be controverted by appellant, that it took only three gallons of water to *process* grapes into one gallon of wine. Based on this information, the Commission's staff report concluded that the increased wine production would not significantly affect the water supply. It is the *growing* of grapes, not their processing, which uses a great deal of water. The growing of grapes is a permitted use of the property and is not the subject of the modification; neither is it at issue here.

The trial court found that "[t]he only issue concerning water presented by this application was the difference in the amount of water that would be required to produce the permitted 5000 gallons and the amount that would be required to produce the applied for additional gallons.... The [County] reasonably deduced from [the] evidence that the amount of water used to produce wine is insignificant when compared to the amount of water used to produce grapes. [Appellant] points to no evidence in the record that would support a fair argument to the contrary."

***9** We agree with the trial court. Appellant has not shown substantial evidence of a fair argument that the increased wine production would significantly impact the available water supply.

Mitigation Measures

Appellant also contends that the mitigation measures are inadequate. Appellant claims the visitor log provision is inadequate to police the number of visitors to the winery per week. But appellant has failed to show substantial evidence of inadequacy. (See *Citizens' Com. to Save Our Village v. City of Claremont* (1995) 37 Cal.App.4th 1157, 1167, 44 Cal.Rptr.2d 288.) Appellant refers to comments about the difficulty of enforcing the visitor restrictions-but as the trial court pointed out, these comments are expressions of opinion, not evidence. The County retains the power to spot-check the visitor log, and the association is perfectly free to observe the public comings and goings of winery visitors. Should real parties violate the 70 visitor/week restriction, the association may take the appropriate steps. But appellant has failed to show by substantial evidence that the mitigation measures are inadequate. [6]

Finally, appellant contends the modification is inconsistent with the County's general plan and zoning laws. In essence, appellant claims the Winery's tasting room and retail sales amount to an impermissible commercial use of property that, under the plan and zoning laws, is limited to low-level agricultural uses.

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The County's decision essentially interprets its own plan and zoning laws. As such, that decision comes to us "with a strong presumption of regularity." (*Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 717, 29 Cal.Rptr.2d 182; see *Families Unafraid to Uphold Rural etc. County v. Board of Supervisors* (1998) 62 Cal.App.4th 1332, 1338, 74 Cal.Rptr.2d 1.)

We see no inconsistency between the modification and the plan and zoning laws. The general plan classifies Holmes Ranch subdivision as "Remote Residential." As the trial court noted, the general plan provides that "Remote Residential" property can be used for cottage industries and agricultural uses. The zoning laws classify a winery as an agricultural use and specifically include winery tasting rooms. (Mendocino County Code, §§ 20.032.040, subd. (B), 20 .056.020, subd. (D).) Thus, the modification is entirely consistent with the plan and the zoning laws, and appellant's claim to the contrary is without merit. [7]

III. DISPOSITION

The judgment denying the petition for writ of mandate is affirmed.

We concur: SWAGER, and MARGULIES, JJ.

All Citations

Not Reported in Cal.Rptr.2d, 2002 WL 1265632

Footnotes

1 Fifty-three and fifteen, of course, total sixty-eight. For reasons not clear to us, elsewhere in the record the subdivision is described as consisting of 64 and of 75 parcels. The discrepancy is not material to the issues raised on appeal.

2 Real parties believed that tasting and retail sales were permitted when they bought the Winery. Apparently, real parties filed their application after they were informed that their sales and tasting room were not authorized under the original permit.

3 A few matters of procedural housekeeping need to be discussed.

(1) From this point forward we refer to the Commission and the Board as "County" when discussing the decision to approve the modification of the use permit.

(2) The mandate petition identifies appellant as a group of County residents and property owners, some of whose members participated in the administrative proceedings and objected to the proposed modification. The group includes Holmes Ranch subdivision homeowners.

(3) Apparently, the Kalihers sold the Winery in December 2000 to Eric Sterling. Mr. Sterling has not been added as a party to this appeal, but that is not material to the outcome of this case.

4 Subsequent statutory citations are to the Public Resources Code. The administrative guidelines promulgated under CEQA, California Code of Regulations, title 14, § 15000 et seq. are cited in this opinion as "Guidelines."

5 Appellant claims the County "ignored" a report published by the Mendocino County Resource Conservation District and the California Department of Fish & Game, which, according to appellant, concluded that sediment from the roads

adversely impacted the coho salmon spawning ground in nearby Mill Creek. Appellant cites only to a comment letter to the Commission, in which a project opponent referred to the report. There is no indication that the report does in fact exist and was submitted to the County.

6 Appellant briefly argues the County has failed to provide for a mitigation and monitoring program, as required by section 21081.6, subdivision (a)(1). But the County did not so fail; rather, it imposed the monitoring program centered around the visitors log and the County's right to inspect it.

7 Appellant also claims that even if the project is an agricultural use, it still is not permitted by the plan and zoning laws because of inadequate access and hazard exposure. We have discussed and rejected the access issue, and appellant's hazard exposure argument is based on an unestablished premise that the roads are in bad condition.

End of Document

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Via Email

November 3, 2026

Honorable Mayor Tamala Takahashi and Members of the City Council
City of Burbank
275 East Olive Avenue
Burbank, California 91502

Re: 2500 N. Hollywood Way
Dual Brand Hotel Project (SCH No. 2019110032)
Response to October 12, 2026 Comment Letter Submitted On Behalf of UNITE HERE Local 11

Dear Honorable Mayor Takahashi and Members of the City Council,

We represent AWH Burbank Hotel, LLC ("**AWH**"), the applicant for the 2500 North Hollywood Way Dual Brand Hotel Project, Project No. 16-0003953 ("**Project**"), in the City of Burbank ("**City**"). As you know, the Planning Commission considered the Project at its October 12, 2026, meeting and unanimously recommended approval of the Project to the City Council. On the day of the Planning Commission meeting, Channel Law Group, LLP, on behalf of UNITE HERE Local 11 ("**Local 11**"), submitted a lengthy comment letter opposing the Project. While we believe that City staff and AWH adequately addressed Local 11's concerns at the public hearing, we submit this letter to further respond to Local 11's comments.

I. Greenhouse Gas Emissions Analysis

A. Background

The California Environmental Quality Act ("**CEQA**") requires that a lead agency analyze a project's potential greenhouse gas ("**GHG**") emissions.[1] CEQA does not set out a specific threshold of significance for GHG; a lead agency has discretion to establish this threshold.[2] The City's "City of Burbank California Environmental Quality Act (CEQA) Greenhouse Gas (GHG)

[1] Cal. Code Regs., tit. 14 ("**CEQA Guidelines**"), Appendix G.
[2] *Id.* §§ 15064.4, subd. (b)(2), 15064.7, subd. (c).

Emissions Thresholds and Guidance" ("**GHG Guidance**") document sets out the City's methodology for calculating and evaluating GHG impacts.

Where, as is the case here, a project requires a rezone and proposes new development that will generate GHG emissions that exceed existing conditions, the City evaluates GHG using an "efficiency threshold":

> An efficiency threshold is a threshold expressed as a per-person metric (e.g., per resident, per employee, or per service person). Efficiency thresholds are calculated by dividing the allowable GHG emissions inventory in a selected calendar year by the resident, employee, or service population in that year. The efficiency threshold identifies the quantity of GHG emissions that can be generated on a per-person basis without significantly impacting the environment.[3]

The City has established a significance threshold of 3.12 metric tons of carbon dioxide equivalents ("**MTCO2e**") per service person per year.[4]

A project's GHG efficiency is calculated by modeling total GHG emissions and dividing that number by the number of residents, employees, or service people.[5] Projects above the 3.12 MTCO2e threshold have a significant GHG impact; projects below this threshold have a less-than-significant impact.

B. The Project's GHG Emissions

As discussed in the Draft Environmental Impact Report ("**DEIR**"), the Project's GHG emissions were projected using the California Emissions Estimator Model, yielding a total of 4,751.66 MTCO2e per year.[6] This number was divided by the Project's "service population" of 673 people, which includes both employees (85) and hotel guests (588).[7] The resulting GHG efficiency is 7.06 MTCO2e per service person, which exceeds the City's significance threshold.[8] Though various Project design features and mitigation measures will lessen GHG emissions to the extent feasible, the DEIR concluded that the Project's GHG impact will be significant and unavoidable.[9]

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[3] GHG Guidance, p. 26.
[4] GHG Guidance, Table 7.
[5] GHG Guidance, pp. 34, 36-37.
[6] DEIR, pp. 5.5-14, -15.
[7] *Id.* at pp. 5.5-13, -15.
[8] *Id.* at p. 5.5-15.
[9] *Id.* at p. 5.5-24.

C. Local 11's Claims

Local 11 argues that the Project's service population should not have included hotel guests, and that such methodology artificially lowered the Project's GHG per service person.[10] Local 11's position fails for numerous reasons, as discussed below.

The GHG Guidance provides that GHG efficiency is "expressed as a per-person metric (e.g., per resident, per employee, or per service person)" and calculates a project's GHG emissions on a "per-person basis."[11] While GHG efficiency for non-residential uses is typically expressed on a per-employee basis, the Final Environmental Impact Report ("**FEIR**") explains that the Project warrants a different methodology. The Project's hotel guests are analogous to "residents" in that they generate similar emissions to long-term occupants of a dwelling unit. "Specifically, short-term occupants of the proposed Project, similar to long-term occupants of the City, would still generate mobile (trips departing and arriving [to] the Project site), energy (heating[,] cooling, lighting, etc.), and water (potable water and showers) demands."[12] As the hotel guests will generate emissions that are comparable to residents of a residential project, the EIR calculated the Project's GHG efficiency on a per-service person basis that accounts for both employees and guests.

Hotels differ from other non-residential uses in that they house occupants who spend prolonged periods of time there engaging in basic life activities (e.g., traveling, sleeping, eating, and showering). Rigidly calculating a hotel's GHG efficiency in the same manner as a retail or office building would ignore the practical realities of this use and result in a calculation that does not fully capture the nature of its GHG emissions. Accordingly, the EIR recognizes that a hotel contains both residential and non-residential elements and accounts for that by including both employees and guests in the service population. Such methodology is consistent with the underlying intent of the GHG Guidance, which is to calculate GHG emissions on a "per-person basis."

The FEIR also explains that removing hotel guests from the GHG calculation would result in a flawed equation:

> Excluding hotel guests/patrons from the service population without a corresponding reduction in the total project-related emissions would lead to an inaccurate GHG calculation. Specifically, the majority of the Project's GHG emissions are attributed to mobile source emissions, which are calculated using the net trips associated with the Project. Project mobile source emissions assumed 4,099 net daily trips, which accounts for and includes trips generated by hotel patrons. Removing hotel guests/patrons from the service population … would also require removing hotel guests/patrons from the

[10] October 12, 2026, Letter from Channel Law Group, LLP ("**Letter**"), pp. 3-5.
[11] GHG Guidance, p. 26.
[12] FEIR, pp. 2-56, -57.

> calculation of the Project's trips and corresponding mobile source emissions. Otherwise, the GHG calculation would include hotel guests/patrons in the numerator (emissions) but would exclude them from the denominator (service population), resulting in an imbalanced equation.[13]

Moreover, the EIR states that the Project will have a significant and unavoidable GHG impact and discloses the Project's gross emissions.[14] Even if the service population were reduced as the commenter suggests, the significance conclusion would remain the same and the Project's total emissions (the numerator of the equation) would not change. Thus, the EIR has properly disclosed the Project's GHG emissions to the public.[15]

While Local 11 may disagree with the methodology employed in the EIR, such disagreement is not indicative of a flaw in the environmental analysis. The City may exercise broad discretion in interpreting and applying its own GHG Guidance, and has appropriately done so here.[16]

II. Project Design Features

Local 11 points out that draft Condition of Approval ("**COA**") No. 16 mandates that the Project provide 10 percent of its power demand via an on-site photovoltaic system, while the EIR lists 11 percent as the relevant requirement.[17] At the Planning Commission hearing, AWH and City

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[13] FEIR, p. 2-57.
[14] DEIR, pp. 5.5-16, -24.
[15] *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority* (2013) 57 Cal.4th 439, 463 (holding that an omission is prejudicial only "if it deprive[s] the public and decision makers of substantial relevant information about the project's likely adverse impacts," and that "[i]nsubstantial or technical omissions are not grounds for relief").
[16] See CEQA Guidelines, § 15064.4, subd. (c) ("The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project's incremental contributions to climate change"); *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal.4th 204, 255 ("The new guidelines provide that a lead agency should attempt to 'describe, calculate or estimate' the amount of greenhouse gases the project will emit, but recognizes that agencies have discretion in how to do so"); *Ocean Street Extension Neighborhood Association v. City of Santa Cruz* (2021) 73 Cal.App.5th 985, 1028 (holding that it is appropriate to show deference to a city's interpretation of its own regulations); Burbank Municipal Code ("**BMC**"), § 9-3-105.A.11 (providing that the planning director may "[f]ormulate rules and regulations as [they] may determine are necessary or desirable to further the purposes of [CEQA]").
[17] Letter, p. 5; DEIR, p. 5.5-16; October 12, 2026, Planning Commission Staff Report ("**Staff Report**"), Attachment 1, p. 149.

staff agreed to modify COA No. 16 to reflect an 11 percent requirement, thereby aligning the COAs with the EIR.

Additionally, Local 11 states that, while the EIR indicates the Project will observe certain Tier 2 requirements from the 2022 CalGreen Code, COA No. 14 provides that the Project will comply with Tier 1.[18] The references to Tier 2 in the EIR were made in error and will be corrected via an errata to the EIR. City staff have confirmed that all relevant modeling and analysis for the Project was based on the assumption that the Project would comply with CalGreen Tier 1.

III. Mitigation Measure GHG-1

Local 11 claims that Mitigation Measure ("**MM**") GHG-1 constitutes impermissible, deferred mitigation, as it indicates that the Project's Transportation Demand Management Plan will be drafted subsequent to Project approval.[19] However, CEQA provides that "[t]he specifics of a mitigation measure ... may be developed after project approval when it is impractical or infeasible to include those details during the project's environmental review provided that the agency (1) commits itself to the mitigation, (2) adopts specific performance standards the mitigation will achieve, and (3) identifies the type(s) of potential action(s) that can feasibly achieve that performance standard and that will be considered, analyzed, and potentially incorporated in the mitigation measure."[20]

Here, the FEIR explains that "details regarding the Project's Transportation Demand Management Plan designed to reduce trips are still unknown and unquantifiable during this planning stage. Full details of the program would be finalized and identified prior to the operation of the proposed Project."[21] The Transportation Demand Management Plan will be a "living" document, intended to be designed, implemented, and subsequently adjusted over time based on achievement of the objective performance standard contained in the mitigation measure. Thus, it is "impractical or infeasible" to finalize the Transportation Demand Management Plan before the Project is ready to open, and moreover the Transportation Demand Management Plan is expected to be modified over time once the Project is operational.

Further, MM GHG-1 satisfies the other relevant criteria allowing for post-approval finalization:

- The City has "committed itself" to the mitigation. MM GHG-1 is memorialized in the Project's Mitigation Monitoring and Reporting Program ("**MMRP**") and is subject to multiple enforcement mechanisms: (1) prior to the issuance of building permits, AWH must provide documentation to the City indicating that the Project

[18] Letter, p. 5.
[19] Letter, p. 6; DEIR, p. 5.5-24.
[20] CEQA Guidelines, § 15126.4, subd. (a)(1)(B).
[21] FEIR, p. 2-61.

will comply with this MM; and (2) prior to issuance of a certificate of occupancy, the City will verify implementation of the corresponding requirements.[22]

- Local 11 indicates that the MMRP is faulty because "[t]here is no monitoring [of compliance with MM GHG-1] after the hotel opens."[23] As a threshold matter, CEQA does not universally require monitoring of all MMs during project operations. Further, Local 11's statement is incorrect. Pursuant to the City's Development Agreement procedures, the City will annually review the Project's compliance with the Development Agreement, which incorporates MM GHG-1 pursuant to COA No. 5.[24] Additionally, the City's Transportation Demand Management ("**TDM**") regulations require annual reporting of the "efforts made to reduce PM peak trips and the actual reduction achieved."[25]

- The Project is subject to a trip reduction goal, which is the operative performance standard. MM GHG-1 requires that AWH "join the Burbank Transportation Management Organization (TMO), which helps provide services to employees that encourage[] the use of public transit, carpooling, vanpooling, walking, and biking."[26] COA No. 42 further indicates that the corresponding trip reduction measures seek to "reduce peak hour commute trips by 38 percent."[27]

  - Local 11 claims that "[t]here is no consequence if the [trip reduction] target is never met."[28] This is incorrect. The City's TDM regulations provide as follows: "Should the annual reports indicate that the trip-reduction goals are not being met, the City may impose specific trip-reduction activities on employers individually or collectively and/or use the enforcement provisions of the Burbank Municipal Code to compel compliance with trip-reduction requirements."[29]

- MM GHG-1 identifies the "types of potential actions" that shall be incorporated into the Transportation Demand Management Plan. These actions include "voluntary and mandatory trip reduction measures such as discouraging single-occupancy vehicle

[22] DEIR, p. 5.5-24.
[23] Letter, p. 6.
[24] BMC, § 10-1-19114.A; Staff Report, Attachment 1, pp. 127-128, 148.
[25] BMC, §§ 10-1-2135, -2137.
[26] DEIR, p. 5.5-24.
[27] Staff Report, Attachment 1, p. 158.
[28] Letter, p. 6.
[29] BMC, § 10-1-2139.

> trips and encouraging alternative modes of transportation such as carpooling, taking transit, walking, and biking, [and] implement[ing] employee parking cash-outs."[30]

Local 11 further claims that MM GHG-1 and the City's CEQA findings are incongruous. According to Local 11, the findings indicate that MM GHG-1 will incorporate carbon offsets, but "[t]he text of [MM] GHG-1 does not require carbon offsets."[31] The City has confirmed that the reference to carbon offsets was an error that will be corrected.

In sum, MM GHG-1 complies with CEQA and does not constitute deferred mitigation.

IV. Consistency With Advisory Plans

Local 11 states that the Project is inconsistent with various GHG reduction measures proposed by the California Air Pollution Control Officers Association ("**CAPCOA**") in its "Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity" ("**Handbook**").[32] The FEIR previously explained that the Handbook is an advisory document, and the Project need not comply with every measure enumerated therein:

> According to CAPCOA, the Handbook is intended for use as a "planning resource" and "should not be used to dictate public policy or private legal advice." Further, "the Handbook measures ... should not be automatically applied to a project without thoughtful consideration of project-specific circumstances." ... The CAPCOA Handbook ... provided helpful guidance to the City in its consideration and analysis of various GHG emissions reduction measures, many of which are incorporated into the Project Description or mitigation measures. However, the effectiveness of the suggested GHG emissions reduction measures depends on the specific project, and the CAPCOA Handbook ... [is a] non-binding guidance document[]. The Draft EIR appropriately identified mitigation measures applicable and practical for the proposed Project.[33]

Local 11 also states that the EIR must analyze the Project's purported inconsistency with the mixed-use development policies set out in the Handbook, the 2020 – 2045 Regional Transportation

[30] DEIR, p. 5.5-24.
[31] Letter, p. 6.
[32] Letter, p. 7.
[33] FEIR, p. 2-59, citations omitted.

Plan/Sustainable Communities Strategy ("**RTP/SCS**"), and the City's Greenhouse Gas Reduction Plan ("**GGRP**").[34] The FEIR also dispensed with this claim:

> The CAPCOA Handbook, 2020-2045 RTP/SCS, and the City's GGRP encourage[] the development of mixed-use development. However, [these documents] do not specifically require the construction of mixed-use developments in any one area. Accordingly, the standards cited by the commenter are merely advisory and compliance is not required.[35]

Local 11 further argues that any conflict with these plans must be analyzed in the EIR pursuant to CEQA Guidelines section 15125, subdivision (d), which requires a discussion of "any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans." However, a plan is only "applicable" when it has been adopted and the project is subject to it.[36] As explained in the FEIR, the plans cited by Local 11 are advisory and only "apply" to the extent the City elects to impose them upon the Project. Further, the Project is not inconsistent with the mixed-use development policies referenced by Local 11, as they do not require mixed-use development on the Project site.

V. Mixed-Use Alternative

Local 11 claims that the EIR's alternatives discussion is faulty as it does not analyze the hotel/residential mixed-use ("**H/RMU**") alternative that Local 11 has proposed.[37] As further discussed below, the EIR's alternatives analysis is sufficient and inclusion of Local 11's suggested alternative is not required.

As a threshold matter, an EIR is required to "describe a reasonable range of alternatives to 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."[38] CEQA clearly states that "an EIR need not consider every conceivable alternative to a project."[39] Potential alternatives may be eliminated from consideration if they fail to meet most of the project objectives, are infeasible, or do not avoid any of the project's significant environmental impacts.[40]

Here, the DEIR considered six potential alternatives: (1) a "no project" alternative; (2) a reduced intensity alternative; (3) an alternate site alternative; (4) an office alternative; (5) a

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[34] Letter, p. 7.
[35] FEIR, p. 2-62.
[36] *Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 544.
[37] Letter, pp. 7-8.
[38] CEQA Guidelines, § 15126.6, subd. (a).
[39] *Ibid.*
[40] *Id.* § 15126.6, subds. (a), (c).

residential mixed-use alternative; and (6) a reduced parking alternative.[41] The DEIR concluded that the latter four alternatives would not achieve most of the Project objectives and were infeasible, and therefore dismissed them from further consideration.[42] The DEIR engaged in a comprehensive analysis of the remaining "no project" and reduced intensity alternatives.[43]

The FEIR indicates that the City does not need to consider Local 11's proposed H/RMU alternative for the following reasons:

- This alternative would achieve the Project objectives to a lesser extent than the Project. The FEIR analyzes each objective and outlines the corresponding disadvantages of this alternative as compared to the Project.[44]

- Lending uncertainty, rising costs, decreasing rents, and AWH's inexperience in developing residential projects render this alternative economically infeasible.[45] As AWH is a hotel developer, they are not equipped to undertake a project with a residential component. Any analysis of such an alternative would therefore be moot.[46]

- The proposed alternative would not lessen the Project's significant and unavoidable impacts.[47] Accordingly, it does not warrant inclusion in the alternatives analysis.[48]

The fact that Local 11 has suggested an H/RMU alternative does not mean that such alternative must be included in the EIR. Indeed, "CEQA does not require that an agency consider specific alternatives that are proposed by members of the public or other outside agencies.... [I]f an EIR discusses a reasonable range of alternatives, it is not rendered deficient merely because it excludes other potential alternatives."[49] Here, the DEIR analyzes a reasonable range of alternatives, and the FEIR explains that the H/RMU alternative fails to pass muster under CEQA. Nothing more is required.

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[41] DEIR, pp. 7-3 to 7-16.
[42] DEIR, pp. 7-3 to 7-6.
[43] *Id.* at pp. 7-6 to 7-15.
[44] FEIR, pp. 2-63 to 2-66.
[45] FEIR, p. 2-66.
[46] See CEQA Guidelines, § 15126.6, subd. (f)(3) ("An EIR need not consider an alternative . . . whose implementation is remote and speculative").
[47] FEIR, p. 2-67.
[48] See CEQA Guidelines, § 15126.6, subd. (b) ("[T]he discussion of alternatives shall focus on alternatives to the project . . . which are capable of avoiding or substantially lessening any significant effects of the project").
[49] *City of Maywood v. Los Angeles Unified School District* (2012) 208 Cal.App.4th 362, 420-421.

VI. Rejection of the Environmentally Superior Alternative

Local 11 argues that the City's Findings of Fact are deficient because they do not indicate that the Reduced Intensity Alternative is "infeasible" or provide support for this conclusion.[50] By way of background, CEQA provides that a lead agency must make a finding "with respect to each significant effect" that "[s]pecific economic, legal, social, technological, or other considerations ... make infeasible the mitigation measures or alternatives identified in the environmental impact report."[51]

Here, the City's findings include statements of infeasibility relating to each of the Project's significant and unavoidable impacts and the alternatives analyzed in the DEIR.[52] With respect to the Reduced Intensity Alternative, the DEIR and Findings of Fact explain that this alternative would meet the Project's objectives to a lesser extent than the Project and would not eliminate any of the Project's significant and unavoidable impacts:

> As shown in Table 7-1 of the [DEIR], in comparison to the proposed Project, the Reduced Intensity Alternative would have similar impacts in all environmental topic areas except for air quality, energy, GHG emissions, noise, and public services. Although noise impacts would be reduced when compared to the proposed Project, the significant and unavoidable project and cumulative construction noise impacts ... would not be eliminated. Additionally, the GHG impact would be slightly greater due to the increased MTCO2e per service population associated with the alternative.[53]

The City's Findings of Fact are sufficient.

VII. GHG Mitigation

Local 11 claims that the DEIR's analysis of GHG mitigation measures is insufficient because it does not address "performance-based trip reduction targets with monitoring and remedies, guest-oriented measures (such as transit and rail incentives tied to reservations, and parking pricing for guests), and ... carbon offsets."[54]

CEQA requires that an EIR "describe feasible measures which could minimize significant adverse impacts."[55] Here, the DEIR engages in a comprehensive discussion of Project design

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[50] Letter, p. 9.
[51] Pub. Resources Code, § 21081, subd. (a)(3).
[52] Staff Report, Attachment 1, pp. 44, 51, 52, 61, 64, 67, 69, 71, 73-75, 77.
[53] Staff Report, Attachment 1, p. 84.
[54] Letter, p. 9.
[55] CEQA Guidelines, § 15126.4, subd. (a)(1).

features and mitigation measures that will reduce GHG emissions. This analysis is based on the GHG reduction measures set out in the CAPCOA Handbook.[56] Relevant Project features include: (1) location within a Transit Priority Area and urbanized area that provides pedestrian circulation opportunities; (2) electric vehicle parking spaces; (3) sidewalk and bikeway improvements and bicycle parking that will encourage alternative modes of transportation; (4) onsite solar renewable energy generation; (5) energy efficient appliances; (6) high efficiency lighting; (7) drought tolerant landscaping; (8) low flow fixtures; (9) water efficient irrigation; and (10) electric landscaping equipment.[57]

The DEIR also sets out MM GHG-1, which requires that AWH:

- Develop a Transportation Demand Management Plan with the help of a certified traffic engineer that includes trip reduction measures that reduce Vehicle Miles Traveled and GHG emissions.

- Join the Burbank Transportation Management Organization, which provides services to employees that encourage the use of public transit, carpooling, vanpooling, walking, and biking.

- Demonstrate that new vehicles used by Project operators to provide transport between the Hollywood Burbank Airport and the Project will be clean-fuel vehicles.

- Prohibit wood-burning or gas-powered fireplaces.

- Provide that all major appliances shall be electric-powered EnergyStar-certified or of equivalent energy efficiency.[58]

Local 11 states that the GHG analysis is deficient because it does not include their preferred mitigation measures, and notes that "[t]he [City's] findings do not explain why [the suggested] measures are infeasible."[59] However, Local 11 asks too much. "Nothing in CEQA requires an EIR to explain why certain mitigation measures are infeasible. Rather, the statute directs agencies to propose feasible mitigation measures in an EIR."[60] Here, the EIR proposes feasible measures that address the Project's GHG impacts. This is sufficient to satisfy CEQA.

[56] DEIR, pp. 5.5-19 to -25.
[57] *Id.* at pp. 5.5-19 to -23.
[58] DEIR, pp. 5.5-24, -25.
[59] Letter, p. 9.
[60] *Clover Valley Foundation v. City of Rocklin* (2011) 196 Cal.App.4th 200, 245.

VIII. Statement of Overriding Considerations

Local 11 claims that the City's Statement of Overriding Considerations ("**SOC**") is erroneous for several reasons, which are discussed below. Local 11's assertions are meritless.

- "Benefit 7 states that the Project 'enables business and leisure travelers to utilize regional passenger rail and air travel without relying on private automobiles.' The EIR, however, confirms that the Project will involve substantial use of, and impacts from, private vehicles."[61]
    - The SOC indicates that the Project will allow travelers to utilize rail and air travel without relying on private automobiles due to its proximity to two Metrolink rail stations, a planned California High-Speed Rail Station, and the Hollywood Burbank Airport.[62] While it is true that some Project guests and employees may continue to use automobiles to travel to and from the Project, this does not render the SOC's finding inaccurate. The Project will enable guests to forgo vehicular travel should they so choose.
- "Benefits 4, 5, and 6 rely on the all-electric design, the rooftop solar and battery system, and EV charging. As discussed above, the solar requirement is conditioned at a lower level than the EIR assumed and only to the extent feasible."[63]
    - As stated above, AWH and City staff have agreed to modify COA No. 16 to reflect an 11 percent requirement, thereby aligning the COAs with the EIR. Additionally, City staff will strike the feasibility language from this condition.
- "Benefit 9 states that the Project 'meets all project objectives.' According to the findings, so does the environmentally superior Reduced Intensity Alternative. This is a reason to adopt the alternative, not to override the Project's impacts."[64]
    - As discussed above, the Findings of Fact indicate that the Reduced Intensity Alternative meets the Project objectives to a lesser extent than the Project and does not eliminate any of the Project's significant and unavoidable impacts.[65]

[61] Letter, p. 10, citations omitted.
[62] Staff Report, Attachment 1, p. 87.
[63] Letter, p. 10, citations omitted.
[64] Letter, p. 10, citations omitted.
[65] Staff Report, Attachment 1, p. 84.

- "The [SOC] also does not quantify the transient occupancy tax or other fiscal benefits it cites."[66]

    - The Staff Report provides that "the Project would provide community benefits and other public improvements through the Development Agreement with a total anticipated value of approximately $1,112,000."[67] Additionally, AWH testified at the Planning Commission hearing that it anticipates the Project will generate approximately $2.6 million annually in transient occupancy tax.

IX. General Plan Consistency

Local 11 claims that the City's General Plan Consistency Analysis ("**Consistency Analysis**") is deficient. As outlined below, these arguments are erroneous.

First, Local 11 claims that the Consistency Analysis fails to address Air Quality and Climate Change Element Goal 3, which provides for the reduction of GHG emissions.[68] However, the DEIR indicates that the City has implemented this goal on a citywide basis by adopting the GGRP.[69] The Project satisfies this goal via its compliance with the GGRP.

Local 11 also indicates that the Consistency Analysis neglects to address Policy 3.4, which encourages GHG reductions "by promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian-friendly, and transit-oriented; promoting energy-efficiency building design and site planning; and improving the job/housing ratio."[70] As acknowledged by the commenter, the DEIR indicates that the Project is consistent with this policy due to its array of energy efficiency and water conservation measures and its location near transit.[71] While Local 11 indicates that this analysis does not account for the "mixed-use or jobs/housing components of the policy," the Project need not incorporate every single provision of Policy 3.4 in order to be deemed consistent with such.[72]

The commenter attacks the Consistency Analysis as to Policy 1.5, repeating its arguments relating to the Project COAs and MM GHG-1. Such claims are addressed above.

Local 11 also indicates that the findings regarding Land Use Policy 1.1 are insufficient as the policy "calls for a mix of residential and non-residential uses," but the analysis "discusses only

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[66] Letter, p. 10.
[67] Staff Report, p. 15.
[68] Letter, p. 11.
[69] DEIR, p. 5.5-12.
[70] Letter, p. 11.
[71] DEIR, p. 5.8-11.
[72] Letter, p. 11.

visitor-serving and commercial uses."[73] However, Policy 1.1 does not require that every project is a mixed-use development or that development of the Project site, specifically, is mixed-use. The City properly found that the Project aligns with this policy as it provides additional hotel accommodations that are vital to the area.[74]

X. Design Criteria

Local 11 reiterates several of its previous arguments relating to the COAs and GHG mitigation.[75] These claims are sufficiently addressed above.

Local 11 further states that the City Council must find the proposed Planned Development to be consistent with the General Plan.[76] Such finding is included in the draft resolution approving the Planned Development.[77]

For all of the above reasons, Local 11's arguments are meritless. We respectfully request that the City Council adopt the Planning Commission's recommendation and approve the Project.

Very truly yours,

Emily L. Murray

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[73] Letter, p. 11.
[74] Staff Report, Attachment 7, p. 2.
[75] Letter, p. 12.
[76] Letter, p. 12.
[77] Staff Report, Attachment 1, p. 3.

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: October 14, 2026 at 01:42:19 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion at 2500 N Hollywood Way (Planning Commission Agenda 10/12/26, Item #1, Project No. 16-0003953)**

Burbank needs more housing near jobs and transit. That is why I encourage significant changes to the proposed Marriott Airport Hotel expansion at 2500 N Hollywood Way before approval.

The proposed expansion would add a 420-room dual-brand hotel with no additional housing. The proposed Planned Development zoning allows multifamily residential development, including housing combined with nonresidential uses. The current project represents a missed opportunity to develop a project that includes both housing and hotel uses.

Housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Please decline to recommend certification of the Final Environmental Impact Report or approval of the project as proposed. Urge the developer to include housing and ask staff to revise the environmental analysis, meaningfully evaluate a hotel and housing alternative, and recirculate the revised analysis for public review.

Paula Grace

[redacted]

Burbank, CA Calif

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: October 13, 2026 at 04:46:46 PM ET

Subject: **Require Stronger Transit Benefits Before Recommending the Marriott Expansion (Planning Commission Agenda 10/12/26, Item #1, Project No. 16-0003953)**

Before recommending approval of the proposed 420-room Marriott expansion at 2500 North Hollywood Way, please require stronger, ongoing transit benefits for hotel employees and meaningful measures to reduce hotel guests' vehicle trips.

The proposed conditions would provide a subsidy covering only 75 percent of a monthly transit pass, available upon request and capped at 20 percent of hotel employees. Based on the environmental analysis's estimate of 85 employees, that would cover no more than 17 workers. Employees who need help getting to work without driving should not be excluded by this cap.

The proposed conditions also allow the developer to stop providing the transit subsidy and a transportation coordinator if a one-week employee survey shows that the hotel has achieved its 38 percent peak-hour commute trip reduction target. A short survey should not allow the hotel to end benefits that workers may depend on and that help sustain reduced driving.

Please require fully subsidized transit passes for every hotel employee who wants one, with ongoing monitoring and corrective action if trip-reduction targets are missed.
Vehicle trips account for approximately 87 percent of the project's estimated greenhouse gas emissions. Employee transit benefits should therefore be accompanied by measures addressing hotel guests, such as transit passes and rail incentives offered when guests book their rooms.

Please decline to recommend approval of the project as proposed until the transportation requirements provide lasting, enforceable benefits for workers and meaningful reductions in vehicle trips and greenhouse gas emissions.

Bill Chapman
[redacted]
Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: October 13, 2026 at 10:24:20 AM ET

Subject: **Add a Housing Component to the Burbank Marriott Expansion at 2500 N Hollywood Way (Planning Commission Agenda 10/12/26, Item #1, Project No. 16-0003953)**

Burbank needs more housing near jobs and transit. That is why I encourage significant changes to the proposed Marriott Airport Hotel expansion at 2500 N Hollywood Way before the Planning Commission recommends approval.

The proposed expansion would add a 420-room dual-brand hotel with no additional housing. The proposed Planned Development zoning allows multifamily residential development, including housing combined with nonresidential uses. The current project represents a missed opportunity to develop a project that includes both housing and hotel uses.

Housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Please decline to recommend certification of the Final Environmental Impact Report or approval of the project as proposed. Urge the developer to include housing and ask staff to revise the environmental analysis, meaningfully evaluate a hotel and housing alternative, and recirculate the revised analysis for public review.

Hailey Hays
[redacted]
Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: October 13, 2026 at 09:45:17 AM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way) (Planning Commission Agenda 10/12/26, Item #1, Project No. 16-0003953)**

The proposed expansion at the Marriott Burbank Airport Hotel should be made more sustainable by incorporating housing. The developer is seeking a new Planned Development zone and a ten-year Development Agreement for a 420-room hotel at 2500 North Hollywood Way. Before recommending these approvals, the City should not miss an opportunity to build housing near transit and employment.

The City's Housing Element describes a nearly three-to-one jobs-to-housing imbalance, exacerbated by rapid employment growth and limited new housing production. Providing homes close to jobs can help shorten commutes and reduce associated greenhouse gas emissions. Yet the current proposal would add jobs without adding any residential units.

A ten-year Development Agreement should secure lasting benefits for Burbank. Please decline to recommend approval of the project as proposed and ask the developer to incorporate housing, along with enforceable measures to reduce greenhouse gas emissions and vehicle trips.

Karen Lisson

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: October 13, 2026 at 02:12:49 AM ET

Subject: **Do Not Miss an Opportunity to Include Housing in the Marriott Expansion (Planning Commission Agenda 10/12/26, Item #1, Project No. 16-0003953)**

The proposed Marriott expansion at 2500 North Hollywood Way should include housing. We should not miss the opportunity presented by this site to provide homes near jobs and transit.

The proposal would add 420 hotel rooms to the site of the existing 488-room Burbank Airport Marriott, but no residential units. The proposed Planned Development zoning allows multifamily housing, including housing combined with nonresidential uses. A hotel and housing development deserves serious consideration.

The combination of hotel and residential uses is not unusual for Burbank. The Front Street project, for example, was approved with 573 apartment units and 307 hotel rooms, among other uses. The City should meaningfully evaluate a similar combination of uses at this site.
The Final Environmental Impact Report rejects a hotel and housing alternative WITHOUT any specific analysis that doing so is infeasible on this site.

The City analysis must not rule out an alternative that could provide needed homes and reduce environmental impacts.

Please decline to recommend approval of the project as proposed. Ask staff and the developer to return with a meaningful hotel and housing alternative and revised environmental analysis for public review.

Simon Holden
[redacted]
Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: October 13, 2026 at 12:56:53 AM ET

Subject: **Do Not Miss an Opportunity to Include Housing in the Marriott Expansion (Planning Commission Agenda 10/12/26, Item #1, Project No. 16-0003953)**

The proposed Marriott expansion at 2500 North Hollywood Way should include housing. We should not miss the opportunity presented by this site to provide homes near jobs and transit.

The proposal would add 420 hotel rooms to the site of the existing 488-room Burbank Airport Marriott, but no residential units. The proposed Planned Development zoning allows multifamily housing, including housing combined with nonresidential uses. A hotel and housing development deserves serious consideration.

The combination of hotel and residential uses is not unusual for Burbank. The Front Street project, for example, was approved with 573 apartment units and 307 hotel rooms, among other uses. The City should meaningfully evaluate a similar combination of uses at this site.
The Final Environmental Impact Report rejects a hotel and housing alternative WITHOUT any specific analysis that doing so is infeasible on this site.

The City analysis must not rule out an alternative that could provide needed homes and reduce environmental impacts.

Please decline to recommend approval of the project as proposed. Ask staff and the developer to return with a meaningful hotel and housing alternative and revised environmental analysis for public review.

Nikki Parker Morgan
[redacted]
Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: October 13, 2026 at 12:01:34 AM ET

Subject: **Add a Housing Component to the Burbank Marriott Expansion at 2500 N Hollywood Way (Planning Commission Agenda 10/12/26, Item #1, Project No. 16-0003953)**

Burbank needs more housing near jobs and transit. That is why I encourage significant changes to the proposed Marriott Airport Hotel expansion at 2500 N Hollywood Way before the Planning Commission recommends approval.

The proposed expansion would add a 420-room dual-brand hotel with no additional housing. The proposed Planned Development zoning allows multifamily residential development, including housing combined with nonresidential uses. The current project represents a missed opportunity to develop a project that includes both housing and hotel uses.

Housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Please decline to recommend certification of the Final Environmental Impact Report or approval of the project as proposed. Urge the developer to include housing and ask staff to revise the environmental analysis, meaningfully evaluate a hotel and housing alternative, and recirculate the revised analysis for public review.

Susan Frederick
[redacted]
Burbank, CA 91505-4966

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: October 12, 2026 at 10:58:12 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion at 2500 N Hollywood Way (Planning Commission Agenda 10/12/26, Item #1, Project No. 16-0003953)**

Burbank needs more housing near jobs and transit. That is why I encourage significant changes to the proposed Marriott Airport Hotel expansion at 2500 N Hollywood Way before approval.

The proposed expansion would add a 420-room dual-brand hotel with no additional housing. The proposed Planned Development zoning allows multifamily residential development, including housing combined with nonresidential uses. The current project represents a missed opportunity to develop a project that includes both housing and hotel uses.

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Please decline to recommend certification of the Final Environmental Impact Report or approval of the project as proposed. Urge the developer to include housing and ask staff to revise the environmental analysis, meaningfully evaluate a hotel and housing alternative, and recirculate the revised analysis for public review.

Joyce Lifshin
[redacted]
Burbank, CA 91505-2413

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: October 12, 2026 at 09:31:56 PM ET

Subject: **Do Not Miss an Opportunity to Include Housing in the Marriott Expansion (Planning Commission Agenda 10/12/26, Item #1, Project No. 16-0003953)**

The proposed Marriott expansion at 2500 North Hollywood Way should include housing. We should not miss the opportunity presented by this site to provide homes near jobs and transit.

The proposal would add 420 hotel rooms to the site of the existing 488-room Burbank Airport Marriott, but no residential units. The proposed Planned Development zoning allows multifamily housing, including housing combined with nonresidential uses. A hotel and housing development deserves serious consideration.

The combination of hotel and residential uses is not unusual for Burbank. The Front Street project, for example, was approved with 573 apartment units and 307 hotel rooms, among other uses. The City should meaningfully evaluate a similar combination of uses at this site.
The Final Environmental Impact Report rejects a hotel and housing alternative WITHOUT any specific analysis that doing so is infeasible on this site.

The City analysis must not rule out an alternative that could provide needed homes and reduce environmental impacts.

Please decline to recommend approval of the project as proposed. Ask staff and the developer to return with a meaningful hotel and housing alternative and revised environmental analysis for public review.

Clayton Holt
[redacted], Burbank CA 91505
Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: October 12, 2026 at 09:19:08 PM ET

Subject: **Add a Housing Component to the Burbank Marriott Expansion at 2500 N Hollywood Way (Planning Commission Agenda 10/12/26, Item #1, Project No. 16-0003953)**

Burbank needs more housing near jobs and transit. That is why I encourage significant changes to the proposed Marriott Airport Hotel expansion at 2500 N Hollywood Way before the Planning Commission recommends approval.

The proposed expansion would add a 420-room dual-brand hotel with no additional housing. The proposed Planned Development zoning allows multifamily residential development, including housing combined with nonresidential uses. The current project represents a missed opportunity to develop a project that includes both housing and hotel uses.

Housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Please decline to recommend certification of the Final Environmental Impact Report or approval of the project as proposed. Urge the developer to include housing and ask staff to revise the environmental analysis, meaningfully evaluate a hotel and housing alternative, and recirculate the revised analysis for public review.

Matthew Kim
[redacted]
Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: October 12, 2026 at 09:18:50 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion at 2500 N Hollywood Way (Planning Commission Agenda 10/12/26, Item #1, Project No. 16-0003953)**

Burbank needs more housing near jobs and transit. That is why I encourage significant changes to the proposed Marriott Airport Hotel expansion at 2500 N Hollywood Way before approval.

The proposed expansion would add a 420-room dual-brand hotel with no additional housing. The proposed Planned Development zoning allows multifamily residential development, including housing combined with nonresidential uses. The current project represents a missed opportunity to develop a project that includes both housing and hotel uses.

Housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Please decline to recommend certification of the Final Environmental Impact Report or approval of the project as proposed. Urge the developer to include housing and ask staff to revise the environmental analysis, meaningfully evaluate a hotel and housing alternative, and recirculate the revised analysis for public review.

Laurie O'Leary
[redacted]
Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: October 12, 2026 at 08:40:21 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion at 2500 N Hollywood Way (Planning Commission Agenda 10/12/26, Item #1, Project No. 16-0003953)**

Burbank needs more housing near jobs and transit. That is why I encourage significant changes to the proposed Marriott Airport Hotel expansion at 2500 N Hollywood Way before approval.

The proposed expansion would add a 420-room dual-brand hotel with no additional housing. The proposed Planned Development zoning allows multifamily residential development, including housing combined with nonresidential uses. The current project represents a missed opportunity to develop a project that includes both housing and hotel uses.

Housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Please decline to recommend certification of the Final Environmental Impact Report or approval of the project as proposed. Urge the developer to include housing and ask staff to revise the environmental analysis, meaningfully evaluate a hotel and housing alternative, and recirculate the revised analysis for public review.

Becky DePalma
[redacted]
Glendale, CA 91201

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: October 12, 2026 at 08:38:59 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion at 2500 N Hollywood Way (Planning Commission Agenda 10/12/26, Item #1, Project No. 16-0003953)**

Burbank needs more housing near jobs and transit. That is why I encourage significant changes to the proposed Marriott Airport Hotel expansion at 2500 N Hollywood Way before approval.

The proposed expansion would add a 420-room dual-brand hotel with no additional housing. The proposed Planned Development zoning allows multifamily residential development, including housing combined with nonresidential uses. The current project represents a missed opportunity to develop a project that includes both housing and hotel uses.

Housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Please decline to recommend certification of the Final Environmental Impact Report or approval of the project as proposed. Urge the developer to include housing and ask staff to revise the environmental analysis, meaningfully evaluate a hotel and housing alternative, and recirculate the revised analysis for public review.

Irene Lingad

[redacted]

Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: October 12, 2026 at 08:21:43 PM ET

Subject: **Require Stronger Transit Benefits Before Recommending the Marriott Expansion (Planning Commission Agenda 10/12/26, Item #1, Project No. 16-0003953)**

Before recommending approval of the proposed 420-room Marriott expansion at 2500 North Hollywood Way, please require stronger, ongoing transit benefits for hotel employees and meaningful measures to reduce hotel guests' vehicle trips.

The proposed conditions would provide a subsidy covering only 75 percent of a monthly transit pass, available upon request and capped at 20 percent of hotel employees. Based on the environmental analysis's estimate of 85 employees, that would cover no more than 17 workers. Employees who need help getting to work without driving should not be excluded by this cap.

The proposed conditions also allow the developer to stop providing the transit subsidy and a transportation coordinator if a one-week employee survey shows that the hotel has achieved its 38 percent peak-hour commute trip reduction target. A short survey should not allow the hotel to end benefits that workers may depend on and that help sustain reduced driving.

Please require fully subsidized transit passes for every hotel employee who wants one, with ongoing monitoring and corrective action if trip-reduction targets are missed.
Vehicle trips account for approximately 87 percent of the project's estimated greenhouse gas emissions. Employee transit benefits should therefore be accompanied by measures addressing hotel guests, such as transit passes and rail incentives offered when guests book their rooms.

Please decline to recommend approval of the project as proposed until the transportation requirements provide lasting, enforceable benefits for workers and meaningful reductions in vehicle trips and greenhouse gas emissions.

Anabel Casillas
[redacted]
Burbank, CA 91502

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: October 12, 2026 at 08:12:49 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way) (Planning Commission Agenda 10/12/26, Item #1, Project No. 16-0003953)**

The proposed expansion at the Marriott Burbank Airport Hotel should be made more sustainable by incorporating housing. The developer is seeking a new Planned Development zone and a ten-year Development Agreement for a 420-room hotel at 2500 North Hollywood Way. Before recommending these approvals, the City should not miss an opportunity to build housing near transit and employment.

The City's Housing Element describes a nearly three-to-one jobs-to-housing imbalance, exacerbated by rapid employment growth and limited new housing production. Providing homes close to jobs can help shorten commutes and reduce associated greenhouse gas emissions. Yet the current proposal would add jobs without adding any residential units.

A ten-year Development Agreement should secure lasting benefits for Burbank. Please decline to recommend approval of the project as proposed and ask the developer to incorporate housing, along with enforceable measures to reduce greenhouse gas emissions and vehicle trips.

Julia Chan-Lopez
[redacted]
Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: October 12, 2026 at 08:00:04 PM ET

Subject: **Require Stronger Transit Benefits Before Recommending the Marriott Expansion (Planning Commission Agenda 10/12/26, Item #1, Project No. 16-0003953)**

Before recommending approval of the proposed 420-room Marriott expansion at 2500 North Hollywood Way, please require stronger, ongoing transit benefits for hotel employees and meaningful measures to reduce hotel guests' vehicle trips.

The proposed conditions would provide a subsidy covering only 75 percent of a monthly transit pass, available upon request and capped at 20 percent of hotel employees. Based on the environmental analysis's estimate of 85 employees, that would cover no more than 17 workers. Employees who need help getting to work without driving should not be excluded by this cap.

The proposed conditions also allow the developer to stop providing the transit subsidy and a transportation coordinator if a one-week employee survey shows that the hotel has achieved its 38 percent peak-hour commute trip reduction target. A short survey should not allow the hotel to end benefits that workers may depend on and that help sustain reduced driving.

Please require fully subsidized transit passes for every hotel employee who wants one, with ongoing monitoring and corrective action if trip-reduction targets are missed.
Vehicle trips account for approximately 87 percent of the project's estimated greenhouse gas emissions. Employee transit benefits should therefore be accompanied by measures addressing hotel guests, such as transit passes and rail incentives offered when guests book their rooms.

Please decline to recommend approval of the project as proposed until the transportation requirements provide lasting, enforceable benefits for workers and meaningful reductions in vehicle trips and greenhouse gas emissions. Also priority should be building affordable housing there for our own City residents rather than creating more profits for the Marriott

Bridgette Baca
[redacted]
Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: October 12, 2026 at 07:54:13 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way) (Planning Commission Agenda 10/12/26, Item #1, Project No. 16-0003953)**

The proposed expansion at the Marriott Burbank Airport Hotel should be made more sustainable by incorporating housing. The developer is seeking a new Planned Development zone and a ten-year Development Agreement for a 420-room hotel at 2500 North Hollywood Way. Before recommending these approvals, the City should not miss an opportunity to build housing near transit and employment.

The City's Housing Element describes a nearly three-to-one jobs-to-housing imbalance, exacerbated by rapid employment growth and limited new housing production. Providing homes close to jobs can help shorten commutes and reduce associated greenhouse gas emissions. Yet the current proposal would add jobs without adding any residential units.

A ten-year Development Agreement should secure lasting benefits for Burbank. Please decline to recommend approval of the project as proposed and ask the developer to incorporate housing, along with enforceable measures to reduce greenhouse gas emissions and vehicle trips.

Bob Heiffer

[redacted]

Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: October 12, 2026 at 07:53:20 PM ET

Subject: **Add a Housing Component to the Burbank Marriott Expansion at 2500 N Hollywood Way (Planning Commission Agenda 10/12/26, Item #1, Project No. 16-0003953)**

Burbank needs more housing near jobs and transit. That is why I encourage significant changes to the proposed Marriott Airport Hotel expansion at 2500 N Hollywood Way before the Planning Commission recommends approval.

The proposed expansion would add a 420-room dual-brand hotel with no additional housing. The proposed Planned Development zoning allows multifamily residential development, including housing combined with nonresidential uses. The current project represents a missed opportunity to develop a project that includes both housing and hotel uses.

Housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Please decline to recommend certification of the Final Environmental Impact Report or approval of the project as proposed. Urge the developer to include housing and ask staff to revise the environmental analysis, meaningfully evaluate a hotel and housing alternative, and recirculate the revised analysis for public review.

Sherri French
[redacted]
Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: October 12, 2026 at 07:40:31 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way) (Planning Commission Agenda 10/12/26, Item #1, Project No. 16-0003953)**

The proposed expansion at the Marriott Burbank Airport Hotel should be made more sustainable by incorporating housing. The developer is seeking a new Planned Development zone and a ten-year Development Agreement for a 420-room hotel at 2500 North Hollywood Way. Before recommending these approvals, the City should not miss an opportunity to build housing near transit and employment. Priority should be single residence or small unit apartments, not mega hotels.

The City’s Housing Element describes a nearly three-to-one jobs-to-housing imbalance, exacerbated by rapid employment growth and limited new housing production. Providing homes close to jobs can help shorten commutes and reduce associated greenhouse gas emissions. Yet the current proposal would add jobs without adding any residential units.

A ten-year Development Agreement should secure lasting benefits for Burbank. Please decline to recommend approval of the project as proposed and ask the developer to incorporate housing, along with enforceable measures to reduce greenhouse gas emissions and vehicle trips.

Single residence housing is preferred over more apartments that add more cars to the road. However, small unit apartments are better than hotels. Out family is 3rd generation in Burbank and there are more and more strangers, unhoused individuals, and increased crime.

Burbank is losing is small hometown feel that made it Burbank.

Cindy Evangelista
[redacted]
Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: October 12, 2026 at 07:37:05 PM ET

Subject: **Require Stronger Transit Benefits Before Recommending the Marriott Expansion (Planning Commission Agenda 10/12/26, Item #1, Project No. 16-0003953)**

Before recommending approval of the proposed 420-room Marriott expansion at 2500 North Hollywood Way, please require stronger, ongoing transit benefits for hotel employees and meaningful measures to reduce hotel guests' vehicle trips.

The proposed conditions would provide a subsidy covering only 75 percent of a monthly transit pass, available upon request and capped at 20 percent of hotel employees. Based on the environmental analysis's estimate of 85 employees, that would cover no more than 17 workers. Employees who need help getting to work without driving should not be excluded by this cap.

The proposed conditions also allow the developer to stop providing the transit subsidy and a transportation coordinator if a one-week employee survey shows that the hotel has achieved its 38 percent peak-hour commute trip reduction target. A short survey should not allow the hotel to end benefits that workers may depend on and that help sustain reduced driving.

Please require fully subsidized transit passes for every hotel employee who wants one, with ongoing monitoring and corrective action if trip-reduction targets are missed.
Vehicle trips account for approximately 87 percent of the project's estimated greenhouse gas emissions. Employee transit benefits should therefore be accompanied by measures addressing hotel guests, such as transit passes and rail incentives offered when guests book their rooms.

Please decline to recommend approval of the project as proposed until the transportation requirements provide lasting, enforceable benefits for workers and meaningful reductions in vehicle trips and greenhouse gas emissions.

Ellen Green
[redacted]
Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: October 12, 2026 at 07:35:42 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion at 2500 N Hollywood Way (Planning Commission Agenda 10/12/26, Item #1, Project No. 16-0003953)**

Burbank needs more housing near jobs and transit. That is why I encourage significant changes to the proposed Marriott Airport Hotel expansion at 2500 N Hollywood Way before approval.

The proposed expansion would add a 420-room dual-brand hotel with no additional housing. The proposed Planned Development zoning allows multifamily residential development, including housing combined with nonresidential uses. The current project represents a missed opportunity to develop a project that includes both housing and hotel uses.

Housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Please decline to recommend certification of the Final Environmental Impact Report or approval of the project as proposed. Urge the developer to include housing and ask staff to revise the environmental analysis, meaningfully evaluate a hotel and housing alternative, and recirculate the revised analysis for public review.

Alissandra Valdez

[redacted]

Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: July 11, 2026 at 10:40:23 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Paula Grace
[redacted]
Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: March 9, 2026 at 10:46:41 AM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Lynn Harrill

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: February 4, 2026 at 07:52:39 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

I have lived in Burbank, as a homeowner, for 16 years and am raising two children here. I vote in every election, have voted for many of you, and have met a few of you around town from time to time. I appreciate all that you do and your commitment to this city, and I want to urge you to prioritize housing over new hotels.

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

That is why I encourage significant changes to the proposed Mariott Airport Hotel expansion at 2500 N Hollywood Way. The proposed expansion would add two new hotels to the Marriott and a total of 420 rooms with no additional housing. However, the Draft EIR states that the site's zoning allows for unique development opportunities, outside of the airport noise contours, and designated Regional Commercial under the City's General Plan, which allows the combination of residential and other uses. Additionally, the conceptual map proposed for the Golden State Specific Plan would allow housing at a density of 58-120 dwelling units per acre on this site, and specifically includes this site in a graphic identifying "mixed use TOD." The current project proposal represents a missed opportunity to develop a project that includes both housing and hotel uses.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis. Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option

Colin Doty

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: February 4, 2026 at 04:04:47 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Judith Brealey

[redacted]

Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: February 2, 2026 at 12:12:54 AM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Margo Rowder

[redacted]

Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 31, 2026 at 03:36:18 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Christine Torrance

[redacted]

Burbank, CA 91505-1417

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 31, 2026 at 03:33:21 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

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Please require that the developer add a housing component to the project.

Christine Torrance

[redacted]

Burbank, CA 91505-1417

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 30, 2026 at 02:53:02 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

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Please require that the developer add a housing component to the project.

We URGENTLY need more affordable housing in beautiful Burbank. Please, please advocate for housing.

Hermila Fernandez
[redacted]
Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 28, 2026 at 10:26:32 AM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

That is why I encourage significant changes to the proposed Mariott Airport Hotel expansion at 2500 N Hollywood Way. The proposed expansion would add two new hotels to the Marriott and a total of 420 rooms with no additional housing. However, the Draft EIR states that the site's zoning allows for unique development opportunities, outside of the airport noise contours, and designated Regional Commercial under the City's General Plan, which allows the combination of residential and other uses. Additionally, the conceptual map proposed for the Golden State Specific Plan would allow housing at a density of 58-120 dwelling units per acre on this site, and specifically includes this site in a graphic identifying "mixed use TOD." The current project proposal represents a missed opportunity to develop a project that includes both housing and hotel uses.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis. Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option

Hermila Fernandez

[redacted]

Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 27, 2026 at 09:49:03 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Juan Riojas
[redacted]
Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 27, 2026 at 03:05:15 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

Housing first.
I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Chela Fiorini
[redacted]
Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 27, 2026 at 11:23:44 AM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Pablo Milian Gutierrez
[redacted]
Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 27, 2026 at 02:07:57 AM ET

Subject: **The Marriott Expansion at 2500 N Hollywood Way should be saved for affordable housing**

I learned three things about Burbank's hotels by patrolling their parking lots each morning looking for ICE:

1. They sometimes collaborate with ICE! Not cool. Marriott in particular has been confirmed to have hosted ICE agents several times across the country, and I feel that it would go against the morals of many proud members of our community to reward a company that has been so hospitable towards this country's secret police

2. None of Burbank's hotels are unionized. I find this to be especially damming in Marriott's case because of their union-busting practices, their reliance on undocumented workers and their aforementioned willingness to work with deportation agents. Any jobs that this expansion would create would be non-union and possibly rely on exploiting people for their immigration status

3. Burbank's hotels have room to spare. By visiting numerous hotels and documenting their parking lots early in the mornings (the time of day hotel parking lots are most full, I assume) I can reasonably guess that Burbank has slack hotel room capacity. By my own estimation, our community is not in need of more hotel capacity at all.

By now I hope I've made a compelling case against the Marriott expansion, and I'm sure that you are well aware of the urgent need for more affordable housing in this community, so I will not belabor those points.
Please rule against the expansion, thank you for your time.

Max Meserve
[redacted]
Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 26, 2026 at 10:37:51 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

That is why I encourage significant changes to the proposed Mariott Airport Hotel expansion at 2500 N Hollywood Way. The proposed expansion would add two new hotels to the Marriott and a total of 420 rooms with no additional housing. However, the Draft EIR states that the site's zoning allows for unique development opportunities, outside of the airport noise contours, and designated Regional Commercial under the City's General Plan, which allows the combination of residential and other uses. Additionally, the conceptual map proposed for the Golden State Specific Plan would allow housing at a density of 58-120 dwelling units per acre on this site, and specifically includes this site in a graphic identifying "mixed use TOD." The current project proposal represents a missed opportunity to develop a project that includes both housing and hotel uses.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis. Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option

Amanda Sanchez

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 26, 2026 at 03:19:11 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Sousanna Keshishian

[redacted]

Burbank, CA 91502

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 24, 2026 at 07:05:50 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Joshua Berg

[redacted]

RANCHO PALOS VERDES, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 24, 2026 at 12:10:40 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Zachary Hagen-Smith

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 23, 2026 at 04:16:27 AM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

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Please require that the developer add a housing component to the project.

Markk DrNunzio

[redacted]

Reseda, CA 91335

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 23, 2026 at 02:06:03 AM ET

Subject: **A letter from Bob, one of your concerned constituent: Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

I hope this letter finds you well.

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

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Please require that the developer add a housing component to the project!

Bob C

[redacted]

Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 22, 2026 at 04:02:08 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Nicole Brannon

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 22, 2026 at 01:46:50 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Marina Cuevas

[redacted]

Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 21, 2026 at 10:08:01 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

Simple, hotel rooms do not qualify as housing. 400 more hotel rooms will only increase traffic, noise and pollution. The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

yolanda borner

[redacted]

burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 21, 2026 at 08:13:10 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Mildred Outlaw

[redacted]

Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 21, 2026 at 07:14:52 PM ET

Subject: **The Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should absolutely include housing. We cannot miss the opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Sarah MacMillan
[redacted]
Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 21, 2026 at 03:26:00 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Ruby Cardona
[redacted]
Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 21, 2026 at 02:47:34 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

London Outlaw
[redacted]
Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 21, 2026 at 12:52:51 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

That is why I encourage significant changes to the proposed Mariott Airport Hotel expansion at 2500 N Hollywood Way. The proposed expansion would add two new hotels to the Marriott and a total of 420 rooms with no additional housing. However, the Draft EIR states that the site's zoning allows for unique development opportunities, outside of the airport noise contours, and designated Regional Commercial under the City's General Plan, which allows the combination of residential and other uses. Additionally, the conceptual map proposed for the Golden State Specific Plan would allow housing at a density of 58-120 dwelling units per acre on this site, and specifically includes this site in a graphic identifying "mixed use TOD." The current project proposal represents a missed opportunity to develop a project that includes both housing and hotel uses.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis. Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option

Madalaine Brooks-Kinder

[redacted]

Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 21, 2026 at 12:43:32 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Dylan Sognalian

[redacted]

Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 21, 2026 at 10:11:36 AM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Kathryn Hagen

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 21, 2026 at 09:20:02 AM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Debbiee Palaski

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 21, 2026 at 02:29:26 AM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

That is why I encourage significant changes to the proposed Mariott Airport Hotel expansion at 2500 N Hollywood Way. The proposed expansion would add two new hotels to the Marriott and a total of 420 rooms with no additional housing. However, the Draft EIR states that the site's zoning allows for unique development opportunities, outside of the airport noise contours, and designated Regional Commercial under the City's General Plan, which allows the combination of residential and other uses. Additionally, the conceptual map proposed for the Golden State Specific Plan would allow housing at a density of 58-120 dwelling units per acre on this site, and specifically includes this site in a graphic identifying "mixed use TOD." The current project proposal represents a missed opportunity to develop a project that includes both housing and hotel uses.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis. Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option

Nyah Beck

[redacted]

Burbank, CA 91504-4244

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 21, 2026 at 01:32:32 AM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Simon Holden

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 21, 2026 at 01:19:31 AM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

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Please require that the developer add a housing component to the project.

Javier Solis

[redacted]

Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 21, 2026 at 01:14:17 AM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

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Please require that the developer add a housing component to the project.

Ryan Pena

[redacted]

Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 21, 2026 at 12:31:00 AM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Rick Costello

[redacted]

Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 11:59:52 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Diana Abasta

[redacted]

Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 11:50:14 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

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Please require that the developer add a housing component to the project.

BRENDA Robles

[redacted]

Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 11:04:30 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

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Please require that the developer add a housing component to the project.

Susan Freder

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 10:37:39 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Rhiana Villasenor
[redacted]
Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 09:53:16 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress),which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Mark Lnad

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 09:32:41 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

David Carliner

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 09:32:15 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

That is why I encourage significant changes to the proposed Mariott Airport Hotel expansion at 2500 N Hollywood Way. The proposed expansion would add two new hotels to the Marriott and a total of 420 rooms with no additional housing. However, the Draft EIR states that the site's zoning allows for unique development opportunities, outside of the airport noise contours, and designated Regional Commercial under the City's General Plan, which allows the combination of residential and other uses. Additionally, the conceptual map proposed for the Golden State Specific Plan would allow housing at a density of 58-120 dwelling units per acre on this site, and specifically includes this site in a graphic identifying "mixed use TOD." The current project proposal represents a missed opportunity to develop a project that includes both housing and hotel uses.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option.

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Please urge the developer to include a housing option

Sierra Pall

[redacted]

Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 09:22:57 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Paula Grace
[redacted]
Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 08:45:11 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Charline Mcmurray

[redacted]

Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 08:39:29 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

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Please require that the developer add a housing component to the project.

Cristina Torres

[redacted]

Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 08:33:51 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

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Please require that the developer add a housing component to the project.

George Saikali

[redacted]

Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 08:23:50 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Nastasha DeJesus
[redacted]
Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 08:11:04 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

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Please require that the developer add a housing component to the project.

Jessica Rosales

[redacted]

Burbank, CA 91502

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 08:05:51 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.
Housing only,we don't need hotels/motels in Burbank. Too much traffic and no parking anywhere.

Patricia Crownover
[redacted]
Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 07:58:11 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

That is why I encourage significant changes to the proposed Mariott Airport Hotel expansion at 2500 N Hollywood Way. The proposed expansion would add two new hotels to the Marriott and a total of 420 rooms with no additional housing. However, the Draft EIR states that the site's zoning allows for unique development opportunities, outside of the airport noise contours, and designated Regional Commercial under the City's General Plan, which allows the combination of residential and other uses. Additionally, the conceptual map proposed for the Golden State Specific Plan would allow housing at a density of 58-120 dwelling units per acre on this site, and specifically includes this site in a graphic identifying "mixed use TOD." The current project proposal represents a missed opportunity to develop a project that includes both housing and hotel uses.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option.

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Please urge the developer to include a housing option

Susan Masback

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 07:47:08 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

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Please urge the developer to include a housing option

Izalina Bittencourt

[redacted]

Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 07:45:59 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

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Please urge the developer to include a housing option

Lori Pastor

[redacted]

Burbank, CA 91504-2614

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 07:44:00 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

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Please urge the developer to include a housing option

Oscar Castrellon

[redacted]

Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 07:37:54 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Ani Yeghnazar
[redacted]
Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 07:26:19 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Ricardo Molina
[redacted]
Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 07:23:51 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Norma Smith

[redacted]

Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 07:20:40 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Pam Johnson
[redacted]
Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 07:13:52 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Steve Dealph

[redacted]

Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 06:59:15 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Rosalyn Greenhaw

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 06:47:50 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

That is why I encourage significant changes to the proposed Mariott Airport Hotel expansion at 2500 N Hollywood Way. The proposed expansion would add two new hotels to the Marriott and a total of 420 rooms with no additional housing. However, the Draft EIR states that the site's zoning allows for unique development opportunities, outside of the airport noise contours, and designated Regional Commercial under the City's General Plan, which allows the combination of residential and other uses. Additionally, the conceptual map proposed for the Golden State Specific Plan would allow housing at a density of 58-120 dwelling units per acre on this site, and specifically includes this site in a graphic identifying "mixed use TOD." The current project proposal represents a missed opportunity to develop a project that includes both housing and hotel uses.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis. Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option

Felipe Batista

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 06:29:35 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component.

The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

roy perez
[redacted]
Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 06:27:49 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

That is why I encourage significant changes to the proposed Mariott Airport Hotel expansion at 2500 N Hollywood Way. The proposed expansion would add two new hotels to the Marriott and a total of 420 rooms with no additional housing. However, the Draft EIR states that the site's zoning allows for unique development opportunities, outside of the airport noise contours, and designated Regional Commercial under the City's General Plan, which allows the combination of residential and other uses. Additionally, the conceptual map proposed for the Golden State Specific Plan would allow housing at a density of 58-120 dwelling units per acre on this site, and specifically includes this site in a graphic identifying "mixed use TOD." The current project proposal represents a missed opportunity to develop a project that includes both housing and hotel uses.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

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Please urge the developer to include a housing option.

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Please urge the developer to include a housing option

Arpine Gulgulyan

[redacted]

Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 06:15:33 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Keith Matten
[redacted]
Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 06:11:32 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Greg Myers

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 06:05:53 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Kim Bonaccorso

[redacted]

Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 06:00:00 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

Hello,

Burbank has fallen short in creating affordable housing. Many are upset by the expensive properties that landed on the old ice rink at Riverside Drive. This was not an affordable solution for Burbank.

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Thank you,

Beth Hilton

Beth Hilton
[redacted]
Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:58:59 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

That is why I encourage significant changes to the proposed Mariott Airport Hotel expansion at 2500 N Hollywood Way. The proposed expansion would add two new hotels to the Marriott and a total of 420 rooms with no additional housing. However, the Draft EIR states that the site's zoning allows for unique development opportunities, outside of the airport noise contours, and designated Regional Commercial under the City's General Plan, which allows the combination of residential and other uses. Additionally, the conceptual map proposed for the Golden State Specific Plan would allow housing at a density of 58-120 dwelling units per acre on this site, and specifically includes this site in a graphic identifying "mixed use TOD." The current project proposal represents a missed opportunity to develop a project that includes both housing and hotel uses.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option.

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Please urge the developer to include a housing option

Calvin Jung

[redacted]

Burbank, CA 91505-3450

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:56:56 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

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Please urge the developer to include a housing option

Christine Ginty

[redacted]

Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:55:19 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

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Please urge the developer to include a housing option.

Pavithra Menon
[redacted]
Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:53:21 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

McKenzie Alexander

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:50:18 PM ET

Subject: **Strong Support: Proposed Marriott Expansion (2500 N Hollywood Way)**

As a homeowner in Burbank, I support the expansion of the Marriott.

We DO NOT need more housing in Burbank. We need to support the economy/revenue in our city by providing great revenue generation like hotels to support visitors to come and stay when flying into Burbank. We don’t want them to stay at a hotel outside of the city. When they stay at the hotel, they shop at our shops, and eat at our restaurants. This supports economic growth and revenue generation in Burbank without putting increased housing burden on our infrastructure.

Please do not let special interest groups disrupt the right economic expansion in our city.

Carrie He

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:49:36 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Michele Higginbotham
[redacted]
Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:49:02 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Danielle Oberg

[redacted]

Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:48:56 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Deirdre Doherty
[redacted]
Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:45:42 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

That is why I encourage significant changes to the proposed Mariott Airport Hotel expansion at 2500 N Hollywood Way. The proposed expansion would add two new hotels to the Marriott and a total of 420 rooms with no additional housing. However, the Draft EIR states that the site's zoning allows for unique development opportunities, outside of the airport noise contours, and designated Regional Commercial under the City's General Plan, which allows the combination of residential and other uses. Additionally, the conceptual map proposed for the Golden State Specific Plan would allow housing at a density of 58-120 dwelling units per acre on this site, and specifically includes this site in a graphic identifying "mixed use TOD." The current project proposal represents a missed opportunity to develop a project that includes both housing and hotel uses.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis. Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option

Vivian sampson

[redacted]

Burbank, CA 91502

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:35:12 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Nancy Pickering

[redacted]

Burbank, CA, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:31:20 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Jason Bell
[redacted]
Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:29:16 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is NOT flawed. I would prefer to see the hotel expansion instead of more housing with the Fry's project and 2814 Empire and the additional projects in the 2800-3000 blocks of Empire the area will be flooded with too much housing and not enough parking. Please allow the Marriott to expand.

Kerry McAloon

[redacted]

Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:28:22 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Seth Williams

[redacted]

Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:25:54 PM ET

Subject: **Please Consider Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component too include multiple units of various economic levels, from low to mid-income, to high income.
And additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Tammi DeMasters
[redacted]
Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:25:42 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Beth Trussell

[redacted]

Burbank, CA 91502

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:24:33 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Furthermore, finding the right balance is important. There has to be some commercial developments, but at the same time to me it's important to preserve homes, that maybe aren't the most modern constructions, but that doesn't mean they don't carry value. I don't want to think of the future, where there is only super modern designs and nothing else. It's good to preserve homes that once belonged to our ancestors.

Mariann Dib

[redacted]

Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:23:47 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Angel Martinez
[redacted]
Burbank, CA 91505-2007

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:21:26 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Claudia Ellis

[redacted]

Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:18:28 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

That is why I encourage significant changes to the proposed Mariott Airport Hotel expansion at 2500 N Hollywood Way. The proposed expansion would add two new hotels to the Marriott and a total of 420 rooms with no additional housing. However, the Draft EIR states that the site's zoning allows for unique development opportunities, outside of the airport noise contours, and designated Regional Commercial under the City's General Plan, which allows the combination of residential and other uses. Additionally, the conceptual map proposed for the Golden State Specific Plan would allow housing at a density of 58-120 dwelling units per acre on this site, and specifically includes this site in a graphic identifying "mixed use TOD." The current project proposal represents a missed opportunity to develop a project that includes both housing and hotel uses.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis. Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option

Michale McGee

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:18:17 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

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Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Hollis Trainor

[redacted]

Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:18:09 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Dolly Brittan

[redacted]

Burbank, CA 91502

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:17:46 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

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Please require that the developer add a housing component to the project.

Emma Berrelleza O'Brien

[redacted]

Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:17:32 PM ET

Subject: **Marriott expansionPlease Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

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Please require that the developer add a housing component to the project.

Carolyn Grogan
[redacted]
Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:15:47 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Lisa Bottari

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:12:31 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Jennifer Hawkins

[redacted]

Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:12:11 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Erin Regan

[redacted]

Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:12:00 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Annabella Goff
[redacted]
Burbank, CA 91502

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:11:17 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

That is why I encourage significant changes to the proposed Mariott Airport Hotel expansion at 2500 N Hollywood Way. The proposed expansion would add two new hotels to the Marriott and a total of 420 rooms with no additional housing. However, the Draft EIR states that the site's zoning allows for unique development opportunities, outside of the airport noise contours, and designated Regional Commercial under the City's General Plan, which allows the combination of residential and other uses. Additionally, the conceptual map proposed for the Golden State Specific Plan would allow housing at a density of 58-120 dwelling units per acre on this site, and specifically includes this site in a graphic identifying "mixed use TOD." The current project proposal represents a missed opportunity to develop a project that includes both housing and hotel uses.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis. Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option

Tim Heinrich

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:10:37 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Karin Costa
[redacted]
Glendale, CA 91201

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:10:14 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Celia Needum
[redacted]
Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:09:47 PM ET

Subject: **The proposed Marriott expansion should include housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Please do not support the project unless it is changed to incorporate a housing component.

Adam Reese
[redacted]
BURBANK, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:09:29 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Mary Beth Kedzior

[redacted]

Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:09:27 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Karen Lisson

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:08:42 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

David Brandt
[redacted]
Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:08:03 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

That is why I encourage significant changes to the proposed Mariott Airport Hotel expansion at 2500 N Hollywood Way. The proposed expansion would add two new hotels to the Marriott and a total of 420 rooms with no additional housing. However, the Draft EIR states that the site's zoning allows for unique development opportunities, outside of the airport noise contours, and designated Regional Commercial under the City's General Plan, which allows the combination of residential and other uses. Additionally, the conceptual map proposed for the Golden State Specific Plan would allow housing at a density of 58-120 dwelling units per acre on this site, and specifically includes this site in a graphic identifying "mixed use TOD." The current project proposal represents a missed opportunity to develop a project that includes both housing and hotel uses.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis. Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option

Laurie Kilmartin

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:07:07 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Alexi Stein

[redacted]

Burbank, CA 91502

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:06:14 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Jocelyn Oliveros
[redacted]
Burbank, CA 91502

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:05:58 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Berhta Gonzalez
[redacted]
Burbank, CA 91502

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:04:14 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

John Urena
[redacted]
Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:03:39 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Julia Chan-Lopez
[redacted]
Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:02:30 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Delbert Howison

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:02:20 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

That is why I encourage significant changes to the proposed Mariott Airport Hotel expansion at 2500 N Hollywood Way. The proposed expansion would add two new hotels to the Marriott and a total of 420 rooms with no additional housing. However, the Draft EIR states that the site's zoning allows for unique development opportunities, outside of the airport noise contours, and designated Regional Commercial under the City's General Plan, which allows the combination of residential and other uses. Additionally, the conceptual map proposed for the Golden State Specific Plan would allow housing at a density of 58-120 dwelling units per acre on this site, and specifically includes this site in a graphic identifying "mixed use TOD." The current project proposal represents a missed opportunity to develop a project that includes both housing and hotel uses.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

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Please urge the developer to include a housing option.

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Please urge the developer to include a housing option

Hannah Berg

[redacted]

Burbank, CA 91502

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:02:14 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

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Please urge the developer to include a housing option

Mike Van Gorder

[redacted]

Burbank, CA 91502

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:02:09 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Xilonen Oreshnick
[redacted]
Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:02:01 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Rachel Bibb

[redacted]

Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:01:46 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

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Please urge the developer to include a housing option

Bruce Muller

[redacted]

Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:01:37 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Amy Martínez

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:01:20 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

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Please urge the developer to include a housing option

BRIAN T MORIN

[redacted]

Burbank, CA 91502

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:01:15 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

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Please urge the developer to include a housing option

Walter Bost

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:00:58 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

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Please urge the developer to include a housing option.

brandon jarratt
[redacted]
Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:00:39 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

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Please urge the developer to include a housing option

Patrick Duncan

[redacted]

Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:00:09 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

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Please urge the developer to include a housing option

Shirley Waters

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:00:09 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

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Please urge the developer to include a housing option

Laura Ahern

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 05:00:08 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

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Please urge the developer to include a housing option

Adrienne May

[redacted]

Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:59:54 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Dale Chung

[redacted]

Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:59:52 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Mark Okumori

[redacted]

Burbank, CA 91502

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:59:30 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Nicole Brannon

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:59:12 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

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Please require that the developer add a housing component to the project.

John Atkison
[redacted]
Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:59:03 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

That is why I encourage significant changes to the proposed Mariott Airport Hotel expansion at 2500 N Hollywood Way. The proposed expansion would add two new hotels to the Marriott and a total of 420 rooms with no additional housing. However, the Draft EIR states that the site's zoning allows for unique development opportunities, outside of the airport noise contours, and designated Regional Commercial under the City's General Plan, which allows the combination of residential and other uses. Additionally, the conceptual map proposed for the Golden State Specific Plan would allow housing at a density of 58-120 dwelling units per acre on this site, and specifically includes this site in a graphic identifying "mixed use TOD." The current project proposal represents a missed opportunity to develop a project that includes both housing and hotel uses.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis. Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option

Melissa Zeigler

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:59:01 PM ET

Subject: **Do Not Miss a Golden Opportunity - the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Gabriella Lassos
[redacted]
Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:59:00 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Zoe DeVore
[redacted]
Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:58:35 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

James Alexander
[redacted]
Burbank, CA 91502

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:58:29 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

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Please require that the developer add a housing component to the project.

Kelli Fish

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:58:25 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

That is why I encourage significant changes to the proposed Mariott Airport Hotel expansion at 2500 N Hollywood Way. The proposed expansion would add two new hotels to the Marriott and a total of 420 rooms with no additional housing. However, the Draft EIR states that the site's zoning allows for unique development opportunities, outside of the airport noise contours, and designated Regional Commercial under the City's General Plan, which allows the combination of residential and other uses. Additionally, the conceptual map proposed for the Golden State Specific Plan would allow housing at a density of 58-120 dwelling units per acre on this site, and specifically includes this site in a graphic identifying "mixed use TOD." The current project proposal represents a missed opportunity to develop a project that includes both housing and hotel uses.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

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Please urge the developer to include a housing option.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis. Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option

Paulette Villanueva

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:57:59 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

NO to the approval of the proposed 420-room Marriot expansion.

Burbank is being destroyed one development project aftet another. ENOUGH IS ENOUGH!!

Keep Burbank Burbank.

Beverly Benton

[redacted]

Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:57:56 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

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Please urge the developer to include a housing option

Robert Amirian

[redacted]

Burbank, CA 91502

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:57:32 PM ET

Subject: **PLEASE Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component. There are so many people who need housing in the LA area instead of creating more hotel spaces.

Alexandra Hershey

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:57:31 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

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Please require that the developer add a housing component to the project.

Max Klein

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:57:19 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

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Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Tiana Camacho

[redacted]

Burbank, CA 91501-2438

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:57:18 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

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Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Jonas Janisse

[redacted]

Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:57:14 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Archini Nayak
[redacted]
Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:56:59 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

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Please urge the developer to include a housing option

Joseph Camarota

[redacted]

Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:56:56 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Elsa Zelada

[redacted]

Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:56:33 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

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Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Emily Marsh

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:56:32 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Barbara Regan
[redacted]
Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:56:30 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Saric Cooper

[redacted]

Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:56:28 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

McKenna Smack
[redacted]
Burbank, CA 91502

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:56:27 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Isabel Garcia
[redacted]
Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:56:11 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

For a young Gen Z adult like myself, being able to stay and live in my beloved hometown of Burbank would only be possible with the help of city council and the creation of housing, not hotels, for the people.

Please require that the developer add a housing component to the project.

Taylor Paterra

[redacted]

Burbank, CA, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:56:07 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

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Please require that the developer add a housing component to the project.

Kevin Thorsen

[redacted]

Burbank, CA 91502

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:55:59 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Nathan Adair
[redacted]
Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:55:51 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Jess Sims
[redacted]
Burbank, CA 91502

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:55:50 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

That is why I encourage significant changes to the proposed Mariott Airport Hotel expansion at 2500 N Hollywood Way. The proposed expansion would add two new hotels to the Marriott and a total of 420 rooms with no additional housing. However, the Draft EIR states that the site's zoning allows for unique development opportunities, outside of the airport noise contours, and designated Regional Commercial under the City's General Plan, which allows the combination of residential and other uses. Additionally, the conceptual map proposed for the Golden State Specific Plan would allow housing at a density of 58-120 dwelling units per acre on this site, and specifically includes this site in a graphic identifying "mixed use TOD." The current project proposal represents a missed opportunity to develop a project that includes both housing and hotel uses.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis. Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option

Sincerely,

Vicky Stafford

Vicky Stafford

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:55:48 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion at 2500 N Hollywood Way. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Benedectus Juwono
[redacted]
Burbank, CA 91605

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:55:48 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

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That is why I encourage significant changes to the proposed Mariott Airport Hotel expansion at 2500 N Hollywood Way. The proposed expansion would add two new hotels to the Marriott and a total of 420 rooms with no additional housing. However, the Draft EIR states that the site's zoning allows for unique development opportunities, outside of the airport noise contours, and designated Regional Commercial under the City's General Plan, which allows the combination of residential and other uses. Additionally, the conceptual map proposed for the Golden State Specific Plan would allow housing at a density of 58-120 dwelling units per acre on this site, and specifically includes this site in a graphic identifying "mixed use TOD." The current project proposal represents a missed opportunity to develop a project that includes both housing and hotel uses.

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Please urge the developer to include a housing option.

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Please urge the developer to include a housing option

Trailokya Shrestha

[redacted]

Burbank, CA 91504-3557

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:55:45 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project at 2500 N Hollywood Way should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

James Lin

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:55:43 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

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Bryan Villa
[redacted]
Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:55:39 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion (2500 N Hollywood Way)**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

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Please urge the developer to include a housing option

Deana Duvall

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:55:33 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

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Please require that the developer add a housing component to the project.

Michael Duarte

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:55:29 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

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Please require that the developer add a housing component to the project.

Harrison Kyriacou

[redacted]

BURBANK, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:55:28 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion (2500 N Hollywood Way))**

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By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Tyson Martin
[redacted]
Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: January 20, 2026 at 04:55:18 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion (2500 N Hollywood Way)**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel at 2500 N Hollywood Way is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Gustavo Hemstreet

[redacted]

Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 27, 2025 at 01:06:59 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Stephen Sollitto

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 20, 2025 at 02:50:46 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Maria Roque

[redacted]

Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 4, 2025 at 02:51:26 AM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

That is why I encourage significant changes to the proposed Mariott Airport Hotel expansion. The proposed expansion would add two new hotels to the Marriott and a total of 420 rooms with no additional housing. However, the Draft EIR states that the site's zoning allows for unique development opportunities, outside of the airport noise contours, and designated Regional Commercial under the City's General Plan, which allows the combination of residential and other uses. Additionally, the conceptual map proposed for the Golden State Specific Plan would allow housing at a density of 58-120 dwelling units per acre on this site, and specifically includes this site in a graphic identifying "mixed use TOD." The current project proposal represents a missed opportunity to develop a project that includes both housing and hotel uses.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis. Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option

Daniel Hernandez

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 4, 2025 at 01:20:18 AM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Kristina Agraviador

[redacted]

Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 4, 2025 at 12:05:28 AM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Yannira Gutierrez

[redacted]

Burbank Calif, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 3, 2025 at 09:27:24 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Michael Charteris

[redacted]

Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 3, 2025 at 07:42:28 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

That is why I encourage significant changes to the proposed Mariott Airport Hotel expansion. The proposed expansion would add two new hotels to the Marriott and a total of 420 rooms with no additional housing. However, the Draft EIR states that the site's zoning allows for unique development opportunities, outside of the airport noise contours, and designated Regional Commercial under the City's General Plan, which allows the combination of residential and other uses. Additionally, the conceptual map proposed for the Golden State Specific Plan would allow housing at a density of 58-120 dwelling units per acre on this site, and specifically includes this site in a graphic identifying "mixed use TOD." The current project proposal represents a missed opportunity to develop a project that includes both housing and hotel uses.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis. Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option

Paula Grace

[redacted]

Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 3, 2025 at 06:31:38 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Rachel Daniels
[redacted]
north hollywood, CA 91605

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 3, 2025 at 04:52:51 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Kay Bennett

[redacted]

Long Beach, CA 90805

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 3, 2025 at 03:55:42 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Gabrielle Mitchell-marell

[redacted]

BURBANK, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 3, 2025 at 03:47:01 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

That is why I encourage significant changes to the proposed Mariott Airport Hotel expansion. The proposed expansion would add two new hotels to the Marriott and a total of 420 rooms with no additional housing. However, the Draft EIR states that the site's zoning allows for unique development opportunities, outside of the airport noise contours, and designated Regional Commercial under the City's General Plan, which allows the combination of residential and other uses. Additionally, the conceptual map proposed for the Golden State Specific Plan would allow housing at a density of 58-120 dwelling units per acre on this site, and specifically includes this site in a graphic identifying "mixed use TOD." The current project proposal represents a missed opportunity to develop a project that includes both housing and hotel uses.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis. Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option

Javier Ramirez

[redacted]

Los Angeles, CA 90018

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 3, 2025 at 03:45:31 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

John Hammond

[redacted]

Canoga Park, CA 91303

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 3, 2025 at 02:37:00 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

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Please require that the developer add a housing component to the project.

Bryan Orozco

[redacted]

Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 3, 2025 at 02:04:02 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

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Please require that the developer add a housing component to the project. Perhaps even a split between the 2 would benefit the city better.

Cammeron Ellis Darling

[redacted]

Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 3, 2025 at 01:56:32 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Kathyrn Arriaga-Alva
[redacted]
Burbank, CA 91504

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 3, 2025 at 01:46:14 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Katryna Wuest
[redacted]
Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 3, 2025 at 12:51:14 PM ET

Subject: **The Marriott Expansion Should NOT Include Housing**

The proposed Marriott Expansion project shouldn’t include housing. This is a bad idea to jam more housing into spaces not designed to support and further erode the small town feel that makes Burbank an attractive place to live and why I decided to live here over 20 years ago.

Greg Grill

[redacted]

Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 3, 2025 at 12:43:16 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

John Atkison
[redacted]
Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 3, 2025 at 12:42:37 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Paulette Villanueva

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 3, 2025 at 12:41:28 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion**

Dumb idea. Burbank is now so crowded and housing is so expensive. And all the city can think of is adding more hotel space. Look around and see the homeless use the money for housing. How about adding a new modern animal shelter or replace the old library on Glenoaks. .

joyce minor

[redacted]

Burbank, CA 91502

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 3, 2025 at 12:35:37 PM ET

Subject: **Please Add a Housing Component to the Burbank Marriott Expansion**

Burbank is currently rezoning wide swathes of the City in order to produce more housing and meet state targets for housing production, including in the area by the Burbank Airport as part of the proposed Golden State Specific Plan which would allow housing and mixed-use projects near the airport.

That is why I encourage significant changes to the proposed Mariott Airport Hotel expansion. The proposed expansion would add two new hotels to the Marriott and a total of 420 rooms with no additional housing. However, the Draft EIR states that the site's zoning allows for unique development opportunities, outside of the airport noise contours, and designated Regional Commercial under the City's General Plan, which allows the combination of residential and other uses. Additionally, the conceptual map proposed for the Golden State Specific Plan would allow housing at a density of 58-120 dwelling units per acre on this site, and specifically includes this site in a graphic identifying "mixed use TOD." The current project proposal represents a missed opportunity to develop a project that includes both housing and hotel uses.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis.

Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option.

Indeed, housing uses can have fewer impacts than hotels on traffic and associated greenhouse gas emissions (GHGs). For example, as compared to a residential apartment dwelling unit, hotels tend to have higher trip generation per hotel room, which means more vehicle trips, vehicle miles traveled (VMTs) and associated mobile emissions on a unit for unit basis. Additionally, because the average hotel room (e.g., 300 square feet) is about half the size of the average apartment unit (e.g., 600 square feet), roughly two hotel rooms can fit within a single dwelling unit size, which can mean even more VMTs and mobile emissions on a square footage basis too.

Please urge the developer to include a housing option

Felipe Batista

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 3, 2025 at 12:15:10 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

CLARA BANDA

[redacted]

Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 3, 2025 at 12:15:09 PM ET

Subject: **STOP ADDING HOUSING IN BURBANK!!!**

WE ARE NOT SARDINES AND YOU ARE TURNING BURBANK INTO A CITY BURBANK HADD WORKING FAMILIES DO NOT RECOGNIZE AND CANNOT AFFORD!!!

THIS IS NOT A SUPPLY AND DEMAND ISSUE —WE ALL KNOW THAT IS A SCAM FUNDED BY THE REALTORS LOBBY GROUPS!

ENOUGH IS ENOUGH!!!!!

YOU ARE PRICING US ALL OUT!!!!

FOCUS ON THE FAMILIES WHO HAVE MADE BURBANK WHAT IT IS.

Jade Hamdan
[redacted]
Burbank, CA 91502

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 3, 2025 at 12:12:32 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

By including housing, the service population would increase and thus improve the project's GHG efficiency level. Please do not approve the project without a housing component.

Amanda Walling
[redacted]
Burbank, CA 91501

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 3, 2025 at 12:11:15 PM ET

Subject: **Please Consider the Environment and Good Planning Practices, Add a Housing Component to the Proposed Marriott Expansion**

The current proposal to build a new hotel expansion to the current site of the Marriott Burbank Airport Hotel is flawed and should be made more sustainable, which could easily be accomplished by adding a housing component. The developer is seeking an amendment to the development agreement to allow for the proposed expansion of the hotel. The City should ensure we do not miss an excellent opportunity to build more housing near transit. Providing housing close to jobs and reducing the housing-jobs imbalance in Burbank can help shorten commute times and reduce associated greenhouse gas emissions.

Additionally, adding housing would improve the City's jobs-housing balance. The City's Housing Element notes that the City has a nearly 3:1 jobs-to-housing imbalance that has been exacerbated in recent years by rapid employment growth and limited new housing production. The project site is located within the proposed Golden State Specific Plan (in progress) that would rezone this area of the city to allow additional housing, which would serve the goal of addressing the City's jobs-housing imbalance. Additionally, applicable land use plans identify the goal of improving jobs/housing balance and reducing commutes. Here, however, the current proposal would add no residential units and only jobs, which could worsen the jobs-housing balance.

Furthermore, the project likely underestimates the number of employees by suggesting the addition of 420 rooms will only add an additional 85 full-time employees, roughly 0.2 jobs per room. This is much lower than the 0.5 jobs per room estimated for hotels in the City of Los Angeles, or the roughly 0.80 jobs per room ratio assigned for the La Terra mixed-use development located at 777 N. Front Street, which anticipated 244 employees for a 307-room hotel.

Please require that the developer add a housing component to the project.

Laura Sympson

[redacted]

Burbank, CA 91506

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 3, 2025 at 12:10:50 PM ET

Subject: **Do Not Miss a Golden Opportunity- the Marriott Expansion Should Include Housing**

The proposed Marriott Expansion project should include housing. We cannot miss the golden opportunity presented by this site. The Draft EIR states the Site's zoning (i.e., PD Zone) allows for unique development opportunities, including the combination of residential and other uses. Additionally, the Site is outside of the Burbank Airport noise contours (suggesting noise compatibility) and is designated Regional Commercial under the City's General Plan that allows high-density, mixed-use housing. Also, the project site is within the "mixed use TOD" area of the Golden State Specific Plan (in progress), which would allow housing at a density of 58-120 dwelling units per acre. Furthermore, the combination of hotel and residential uses within a development site is not uncommon for Burbank (e.g., the Front Street project with 573 apartment units and 307 hotel rooms, among other uses) or other areas near convention centers like downtown Los Angeles.

Do not miss this golden opportunity. Please do not support the project unless it is changed to incorporate a housing component.

Ethan Strong

[redacted]

Pasadena, CA 91106

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 3, 2025 at 12:09:24 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

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Rosalyn Greenhaw

[redacted]

Burbank, CA 91505

From: [redacted]

To: Honorable Mayor and City Council <citycouncil@burbankca.gov>

Date: December 3, 2025 at 12:03:37 PM ET

Subject: **Please Consider More Environmental Mitigations, Including the Addition of a Housing Component, in the Proposed Marriott Expansion**

I encourage the addition of a housing component and additional environmental measures prior to approval of the proposed 420-room Marriott Expansion. The City's greenhouse gas (GHG) efficiency standard is 3.12 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) per service population (sp). The project admittedly does not conform to these environmental standards with an estimated efficiency level of 6.94 MTCO2e/yr/sp (i.e., more than double the City's threshold). However, the impact may be greater than estimated because the developer includes hotel guests and patrons as part of its service population even though the City's Greenhouse Gas Reduction Plan only allow the consideration of residents and employees. Taking out the hotel guests would balloon the efficiency level to 54.9 MTCO2e/yr/sp (i.e., more than 17x the City's threshold). While residents and employees typically live or work at locations on a semi-permanent basis, hotel guests do not and are considered transient. Even extended stays are transient in nature (i.e., 217 of the 420 rooms), which may be offered at discount rates for stays longer than five days, and do not preclude stays of a single night (akin to a traditional hotel stay). Additionally, the Draft EIR's estimated service population assumes 100% occupancy year-round, which is unrealistic. At more realistic occupancy levels and assuming the guests of the 217 extend-stay rooms are akin to residents (which they are not), the project's efficiency level would be roughly 14.9 MTCO2e/yr/sp (i.e., more than 4x the City's threshold).

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Kayla Santos

[redacted]

Los Angeles, CA 90027

Ph: (626) 314-3821
Em: info@mitchtsailaw.com

Mitchell M. Tsai
Law Firm

139 S. Hudson Ave., Suite 200
Pasadena, California 91101

VIA E-MAIL & E-COMMENT

November 17, 2026

Daniel Villa
Principal Planner
City of Burbank
150 North Third Street
Burbank, CA 91502
Em: DVilla@burbankca.gov
Em: Vquiroz@burbankca.gov

RE: City of Burbank's Marriott Hotel Expansion Project

Dear Daniel Villa:

On behalf of the Western States Regional Council of Carpenters ("**Western Carpenters**" or "**WSRCC**"), my Office is submitting these comments for the City of Burbank's November 17, 2026, City Council meeting addressing the Marriott Hotel Expansion Project located at 2500 North Hollywood Way ("**Project**").

WSRCC would like to express its support for this Project. After further reviewing this Project, WSRCC believes that the Project will benefit the environment and the local economy by practicing protocols that will protect worker health and safety and will incorporate adequate environmental mitigation.

Should the City have any questions or concerns, the City should feel free to contact my office.

Sincerely,

Jeremy Herwitt
Attorneys for Western States Regional Council of Carpenters

City Council Meeting

Meeting Time: 11-17-26 16:00

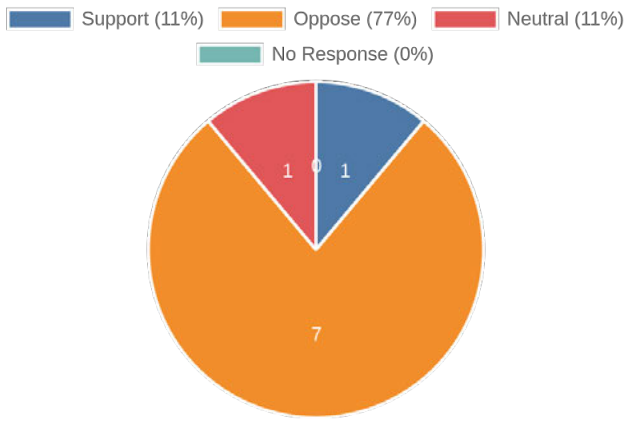
eComments Report

Meetings	Meeting Time	Agenda Items	Comments	Support	Oppose	Neutral
City Council Meeting	11-17-26 16:00	29	9	1	7	1

Sentiments for All Meetings

The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

Overall Sentiment



City Council Meeting

11-17-26 16:00

Agenda Name	Comments	Support	Oppose	Neutral
1. Adoption of a Resolution Certifying the Final Environmental Impact Report and Adopting the Mitigation Monitoring and Reporting Program, Statement of Overriding Considerations, and Findings of Fact Pursuant to the California Environmental Quality Act for the 2500 North Hollywood Way Dual-Brand Hotel Project (Project No. 16-0003953); and Introduction of an Ordinance Approving a Planned Development, Development Agreement, and Development Review for the Project - Community Development Department	3	1	2	0
2. Consideration to Approve the Terms and Conditions of a Proposed Agreement Between the City of Burbank and IKE Smart City, LLC, for the Installation, Operation, and Maintenance of Interactive Digital Wayfinding Kiosks - City Manager's Office	6	0	5	1

Sentiments for All Agenda Items

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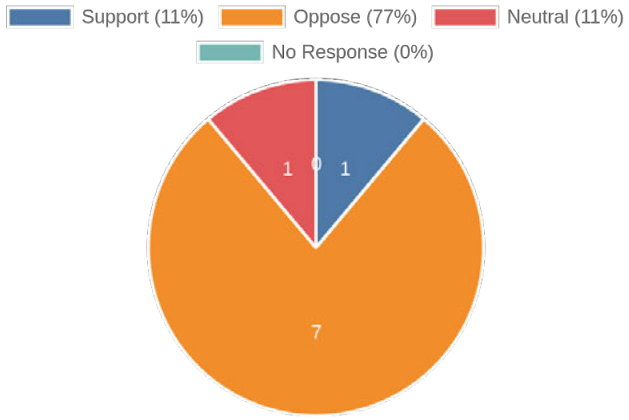
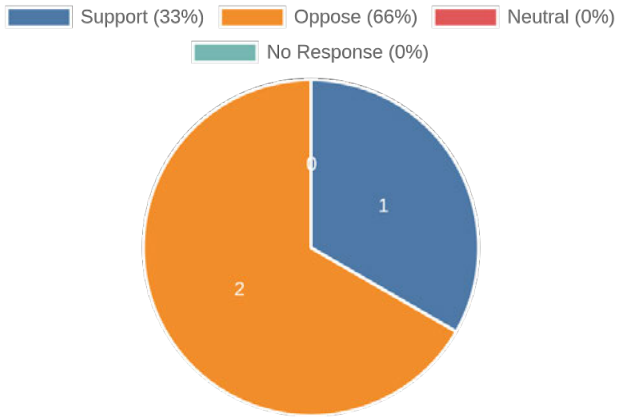
Overall Sentiment



Agenda Item: eComments for 1. Adoption of a Resolution Certifying the Final Environmental Impact Report and Adopting the Mitigation Monitoring and Reporting Program, Statement of Overriding Considerations, and Findings of Fact Pursuant to the California Environmental Quality Act for the 2500 North Hollywood Way Dual-Brand Hotel Project (Project No. 16-0003953); and Introduction of an Ordinance Approving a Planned Development, Development Agreement, and Development Review for the Project - Community Development Department

Overall Sentiment



David Holtzman
Location: 91502, Burbank
Submitted At: 12:59pm 11-17-26

Valet parking is an environmental hazard. The environmental documentation for this project should, at a minimum, describe and quantify that hazard. You, the city council, must make sure that it does so.
A large parking garage shown in the documentation for this project is labeled “VALET ONLY.”
Please, for the good of the public, customers, workers, and the environment, make sure that no “valet only” restriction is an enforceable or permitted condition of the project. Or, more simply, ensure that all mentions of valet parking are removed from the project’s documents.
AESTHETIC HAZARD:
Valet parking during the operation of the project as proposed is likely to result in the aesthetic problem of many cars parked askew when, for instance, there are too few valets, or when drivers are not present and ready to get in their cars and drive away. Self-driving cars dropping off or picking up passengers and their luggage at a valet location could only add to this stress-inducing appearance of confusion.
AIR QUALITY HAZARD:
Valet parking increases idling time and thus exposure of people to toxic vehicle emissions. The environmental documentation for this project should consider this problem and include it in air quality modeling and a health effects assessment.
TRAFFIC HAZARD:
Valet parking operations often disrupt traffic patterns and block drivers who do not want to use valet parking. Insufficient space or available valets can cause traffic to back up into the street. The environmental documentation for this project must address this.
PUBLIC SAFETY and ENVIRONMENTAL JUSTICE:
People often do not want to use valet parking because they are afraid of valets stealing from their vehicles, or getting into accidents or otherwise damaging their vehicles. Poorer people, or people in groups disproportionally victimized by crime, may fear valet parking more than others, or may simply not want to, or be in a position to, pay

for it. So failure to provide adequately for self-parkers could alter the demographics of visitors to, or patrons of, the hotel.
In the case of accidents caused by valets, people and property may be hurt. Because valet operations often work as independent contractors, it can be exceedingly difficult to recover damages caused by valets or valet parking. The environmental documentation here should address valet parking's externalities.
MITIGATION
If valet parking is part of the project, you should consider mitigation of its problems. That should include requiring that a minimum number of certified and bonded valets be on duty at all times, dedicating a substantial part or majority of the garage to self-parking, directing drivers to that self-parking whenever a valet area is near capacity or full enough to block through traffic, and forbidding valets from leaving vehicles parked in front of the hotels or retrieving vehicles for patrons when their drivers are not present to drive away.

Thank you for considering these comments.

Charlie Carnow
Location:
Submitted At: 3:50pm 11-16-26

On behalf of UNITE HERE Local 11, please see the attached letter previously sent to citycouncil@burbankca.gov.

Thank you,
Charlie Carnow

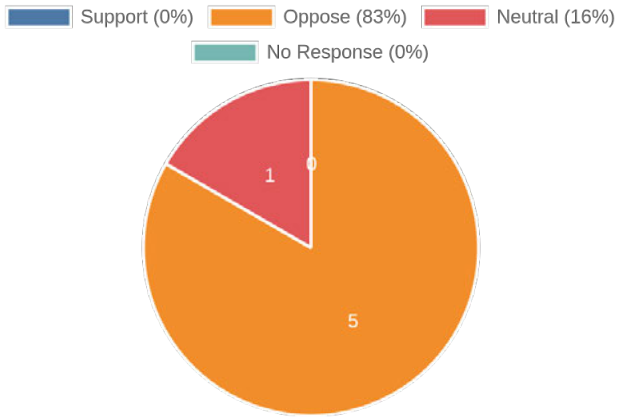
Hind Baki
Location:
Submitted At: 2:06pm 11-16-26

Dear Daniel Villa:
On behalf of the Western States Regional Council of Carpenters ("Western Carpenters" or "WSRCC"), my Office is submitting these comments for the City of Burbank's November 17, 2026, City Council meeting addressing the Marriott Hotel Expansion Project located at 2500 North Hollywood Way ("Project").
WSRCC would like to express its support for this Project. After further reviewing this Project, WSRCC believes that the Project will benefit the environment and the local economy by practicing protocols that will protect worker health and safety and will incorporate adequate environmental mitigation.
Should the City have any questions or concerns, the City should feel free to contact my office.

Sincerely,
Jeremy Herwitt
Attorneys for Western States Regional Council of Carpenters

Agenda Item: eComments for 2. Consideration to Approve the Terms and Conditions of a Proposed Agreement Between the City of Burbank and IKE Smart City, LLC, for the Installation, Operation, and Maintenance of Interactive Digital Wayfinding Kiosks - City Manager's Office

Overall Sentiment



C M
Location:
Submitted At: 2:54pm 11-17-26

Burbank City Council,

I have serious concerns about the process that brought the IKE Smart City proposal to Burbank.

IKE was initially invited by a single Councilmember and given the opportunity to pitch its product to the City, with more time to pitch its product than actual Burbank residents typically receive during public comment.

The Council then amended its municipal code to accommodate this particular company. No other kiosk providers were considered. We effectively created a special carve-out for one private vendor without a competitive process.

I urge Council to slow down and address the following:

Pause the agreement. Answer outstanding questions about finances, public safety, advertising, placement, and long-term impacts before signing.
Explain the process. Why was IKE selected? What alternatives were considered? Why was our municipal code changed to accommodate one company?
Protect the public. Establish enforceable standards for placement, brightness, nighttime operation, advertising, and pedestrian safety.
Make Phase 2 optional. Require a separate Council vote after evaluating the first 15 kiosks.
Protect the City's right to walk away. Require an unconditional termination-for-convenience clause allowing Burbank to terminate at any time, for any reason, without penalties or future payment obligations beyond amounts properly accrued before termination.
That last point is non-negotiable. No private company should have a 10- or 20-year lock on our public sidewalks. Future Councils must retain the ability to change course in the public's interest.

There is no reason to rush this agreement. Please continue negotiations and put Burbank residents first.

Thank you.

Warren Williams
Location: 91504, Burbank
Submitted At: 2:38pm 11-17-26

Dear Mayor and Members of the City Council,

I live here in Burbank, and I'm writing to share my thoughts on Reports to Council Item #2 regarding the proposed agreement with IKE Smart City. While I can see the value in having kiosks for emergency alerts and local directions, the current contract commits our city to up to 30 kiosks, which means 60 commercial ad screens, for potentially more than 20 years with very little room to adjust if things don't work out.

Please only approve this agreement if you include these changes:

-Require a separate vote for Phase 2. Don't let the second group of 15 kiosks move forward automatically under Section 3.1. Just as staff recommends in Consideration 1, the Council should evaluate how Phase 1 goes and hold a separate vote before expanding.

-Fix the timeline and renewal rules. Renewals should require a mutual written agreement, and we should remove the unilateral catch-up payment option in Exhibit A. The initial term also needs to start on the Effective Date so the contract can't stretch beyond 20 calendar years.

-Keep prediction market ads off our sidewalks. Follow staff's advice in Consideration 4 and cut the prediction market exception in Section 13.

-Set clear screen limits in the contract. Simply asking for "appropriate" brightness in Section 10.1 isn't enough when these screens can reach 4,000 nits. Put a hard numeric cap on nighttime brightness, require static images with no audio, and shut commercial ads off completely overnight.
-Protect all neighborhoods and parks. Expand the 150-foot buffers in Section 4.1 to cover every residential zone and public park, not just schools and single-family homes. Any exception that shrinks a buffer to 100 feet should require a Council vote, and the public notice process for new sites should be spelled out in the contract now instead of being negotiated later.

There is no hard deadline to sign this deal, and newly elected Councilmembers take office on December 14. Please go with Option 2c: have staff negotiate these updates and bring the contract back after the new Council is seated, so the members who will actually oversee this program get a vote on it.

Starting smaller with real checkpoints lets Burbank get the safety and revenue benefits without permanently handing our sidewalks over to two decades of advertising.

Thank you for your time and consideration.

Anna Rasmussen
Location:
Submitted At: 2:03pm 11-17-26

Dear Mayor and Members of the City Council,

I ask you to vote against the proposed agreement with IKE Smart City, LLC to install what are essentially digital advertising kiosks on Burbank's sidewalks, forgoing a 26 year ban on billboards.

Large, bright screens with adversitments will distract drivers, especially at night, making our city less safe.

Smart kiosks also often use digital tracking to collect data. People should be able to walk down a public street without a private company tracking their movements or phone data or being advertised to, especially in town that currently has a billboard ban.

Burbank belongs to its citizens, not to advertising companies. Please reject this agreement and protect the character, privacy, and walkability of our neighborhoods. There is no reason to clutter Burbank's sidewalks for two decades with thirty digital screens that will require constant upkeep.

Thank you for your consideration.

Patricia Padilla
Location: 91506, Burbank
Submitted At: 1:33pm 11-17-26

Our city does not need any more digital clutter on our sidewalks. Finding directions to where one needs to go is not difficult for anyone with a smartphone phone, which is nearly everyone. We are already digitally-tracked enough in the country. We do not need to invite more of that into our friendly neighborhood of Burbank.

Chris Chandler
Location:
Submitted At: 1:32pm 11-17-26

Comment provided in attached letter. Thank you.

Marvin Padilla
Location: 91506, Burbank
Submitted At: 12:50pm 11-17-26

Mayor and Members of the City Council,

I am writing to express my strong opposition to the proposed agreement with IKE Smart City, LLC for the installation and operation of interactive digital wayfinding kiosks throughout Burbank.

While modernizing civic communication is a worthwhile goal, bringing large, ad-supported digital kiosks onto our public sidewalks creates significant drawbacks for our neighborhoods, local businesses, and residents:

Sidewalk Clutter and Visual Pollution: Burbank’s walkable districts, such as Downtown Burbank and Magnolia Park, thrive because of their welcoming, small-town, pedestrian-friendly character. Placing large, brightly lit digital screens on our sidewalks introduces visual clutter, obstructs pedestrian flow, and detracts from the charm that makes these areas attractive to residents and visitors alike.

Privacy and Surveillance Concerns: Interactive smart city kiosks frequently rely on sensors, cameras, and Wi-Fi or Bluetooth tracking to measure foot traffic, gather demographic analytics, and serve targeted advertisements. Residents and visitors should be able to walk down a public street without their movements or device data being passively monitored or monetized by a private third-party vendor.

Redundancy in the Smartphone Era: Nearly every visitor already carries a GPS-enabled smartphone with real-time maps, transit schedules, and local business reviews in their pocket. Investing public space and administrative oversight into physical wayfinding hardware that duplicates existing technology is unnecessary, especially when the primary revenue model relies on turning our public right-of-way into commercial billboard space.

Light Pollution and Accessibility Impacts: Illuminated, animated digital displays create glare and light pollution, particularly in the evening hours, and can be distracting for drivers and disorienting for pedestrians with visual or sensory sensitivities.

Burbank’s public sidewalks belong to the community, not to third-party advertising networks. I urge the City Council to reject this agreement and preserve the character, privacy, and walkability of our streets.

Thank you for your time and consideration.

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November 16, 2026

VIA ELECTRONIC MAIL

Honorable Mayor and Members of the City Council
City of Burbank
c/o City Clerk's Office
275 East Olive Avenue
Burbank, CA 91502
citycouncil@burbankca.gov
CityClerks@burbankca.gov
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Re: Public Hearing Item 1, City Council Meeting of November 17, 2026: 2500 North Hollywood Way Dual Brand Hotel Project, Project No. 16-0003953; Final Environmental Impact Report (SCH No. 2019110032)

Dear Honorable Mayor and Members of the City Council:

This Firm represents UNITE HERE Local 11 ("Local 11"), a labor union that represents more than 25,000 workers employed in hotels, restaurants, airports, sports arenas, and convention centers throughout Southern California and Phoenix, Arizona, including many who live and work in Burbank, and has standing to raise these comments.[1] Local 11 submits these comments under the California Environmental Quality Act ("CEQA") on the proposed certification of the Final Environmental Impact Report ("FEIR") and approval of the 420-room dual brand hotel at 2500 North Hollywood Way (the "Project"). This letter supplements Local 11's comments on the Draft Environmental Impact Report ("DEIR") dated January 29, 2025, and this Firm's letter to the Planning Commission dated October 12, 2026, both of which are incorporated by reference.[2]

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[1] *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1198.

[2] For purposes of Pub. Res. Code §21167.6(e)(7), the court in *Consolidated Irrig. Dist. v. Superior Court* (2012) 205 Cal.App.4th 697, 723, held that such evidence has been submitted to the agency "when the commenter has made the document readily available for use or study by

Local 11 commissioned an expert report from Steve Rogers of Steve Rogers Acoustics, LLC to assess the Project's noise impacts (Exhibit A), and an expert report from Ray Kapahi of Environmental Permitting Specialists to assess the Project's impacts on air quality and public health (Exhibit B). Both experts reviewed the City's November 2026 revised FEIR. Although CEQA allows objections to be raised orally or in writing at any time before the close of the public hearing on the Project (Pub. Resources Code § 21177(a)), Local 11 is submitting these comments ahead of the upcoming hearing so that Staff and the City's consultants have the opportunity to review and respond to them.

Briefly, the FEIR should not be certified, and the CEQA findings and Statement of Overriding Considerations should not be adopted, because the EIR understates the Project's impacts and the City has not considered feasible mitigation that would substantially lessen them. Local 11 respectfully requests that the City Council decline to certify the FEIR, direct Staff to revise and recirculate the EIR pursuant to CEQA Guidelines § 15088.5, and decline to approve the Planned Development, Development Agreement, and Development Review at this time.

First, the EIR never analyzes construction noise at the homes closest to the Project's offsite electrical work, approximately 60 feet away, where noise would reach approximately 85 dBA, more than 20 dBA above the EIR's own threshold. The only construction noise mitigation measure, NOI-1, provides no measurable reduction, and feasible measures such as noise barriers, enforceable noise limits, limits on work duration, and temporary relocation were never evaluated. The EIR also understates nighttime noise from the hotel's mechanical equipment and outdoor gathering areas. (Section I.)

Second, the EIR's localized air quality analysis relies on screening tables that place the nearest homes 360 feet away, even though construction would occur within about 45 to 60 feet of homes. Dispersion modeling shows that construction emissions would exceed the federal 1-hour nitrogen dioxide ("NO2") standard at offsite locations, including in the residential neighborhood along the Wyoming Avenue sewer alignment. The EIR contains no construction health risk assessment, in a census tract among the most pollution-burdened in California, and it requires no measure to reduce construction emissions. (Section II.)

Third, the air quality appendix posted on the State's CEQAnet database is a different document from the one posted on the City's website, and the DEIR describes one version while reporting the numbers of the other. The public could not meaningfully review the technical basis for the DEIR's air quality conclusions. (Section III.)

Fourth, the November 2026 errata confirms that Mitigation Measure GHG-1 provides no quantified reduction, contrary to the City's own Greenhouse Gas Reduction Plan ("GGRP"), and

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lead agency personnel." The court concluded that citing the URL of a specific webpage amounts to submission of the document found on that page to the agency. (*Id.* at pp. 724-725.) Accordingly, the documents cited in this letter by URL have been submitted to the City, and Local 11 requests that they be included in the administrative record and made available to the decisionmakers.

the GGRP shows that counting 588 hotel guests in the Project's service population counts visitors twice. (Section IV.)

Fifth, the proposed findings reject the environmentally superior alternative without finding it infeasible, and the Statement of Overriding Considerations rests on benefits the record does not quantify. (Section V.) The new and more severe impacts, and the feasible mitigation, identified in this letter are significant new information that requires the EIR to be revised and recirculated before certification. (Section VI.)

I. THE EIR UNDERSTATES NOISE IMPACTS AND IGNORES FEASIBLE MITIGATION

A. The Homes Closest to the Offsite Electrical Work Were Never Analyzed

The DEIR acknowledges that the Project's electrical connection at Thornton Avenue and Ontario Street would occur approximately 60 feet from multi-family residences on Ontario Street, but it provides no analysis of construction noise at those homes. Instead, it relies on Table 5.9-5, which models onsite construction at receivers 360 and 640 feet away. (DEIR, pp. 5.9-13 to 5.9-14; Exhibit A, § 4(a).) The November 2026 errata revised this paragraph, but only to delete an incomplete sentence. As revised, the paragraph acknowledges multi-family residences approximately 60 feet from the electrical connection work at Thornton Avenue and Ontario Street, then states that the closest residences to the other offsite improvements along Thornton Avenue and North Avon Street are approximately 1,000 feet away, and treats the onsite modeling at 360 and 640 feet as a "conservative" representation of all of the offsite work, as shown in the screenshot below (FEIR, pp. 3-3 to 3-4):

> Thornton Avenue and Ontario Street intersection. The closest residential uses are multi-family residential units located on Ontario Street, approximately 60 feet south of the Thornton Avenue and Ontario Street intersection. These off-site improvements would occur nearer to the Project site boundary and would be in areas where residences are not located nearby. Specifically, the closest residences to the proposed off-site improvements along Thornton Avenue and North Avon Street are approximately 1,000 feet to the east. As such, construction noise from off-site improvements would be less than noise levels from sewer main improvements due to the farther distance from sensitive receptors. While the off-site improvements are located 1,000 feet from sensitive receptors, as a conservative analysis, construction noise levels as shown in Table 5.9-5 would be representative of off-site improvements within the vicinity of the Project site. Additionally, off-site improvements would occur concurrently with the construction of the proposed Project. ~~As such, off-site improvements along Thornton Avenue and North Avon Street.~~ Thus, noise impacts from off-site improvements would also be significant.

Neither distance is conservative for a home 60 feet away.

Mr. Rogers extrapolated the DEIR's own model of the comparable sewer work and estimates construction noise of approximately 84.9 dBA at the Ontario Street homes, more than 20 dBA above the EIR's 63.7 dBA significance threshold. (Exhibit A, § 4(a), Table 1.) An EIR must disclose the severity of a significant impact, not merely label it significant. (*Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 514; *Berkeley Keep Jets Over the Bay Com. v. Board of*

Port Cmrs. (2001) 91 Cal.App.4th 1344, 1371.) The EIR does not do so for the residents most exposed to the Project's construction.

B. The Noise Baseline Is Unreliable

The EIR's baseline rests on two short daytime readings. The DEIR's Table 5.9-1 and the detailed data in Appendix H report the two readings at opposite locations, so it is unclear which threshold applies where. (Exhibit A, § 2(a).) No measurement was taken anywhere on the Wyoming Avenue sewer alignment; the EIR borrows the reading at Lundigan Park instead. Mr. Rogers measured ambient noise on the alignment itself and found a lower level, which supports a threshold of approximately 62.1 dBA for those homes rather than 63.7 dBA. (*Id.*, § 2(b).) No nighttime or 24-hour data were collected at all, even though the EIR's operational thresholds depend on them: the City's stationary source limits include separate nighttime limits, and the federal criteria the DEIR cites compare 24-hour Community Noise Equivalent Levels, which cannot be calculated from daytime readings alone. (*Id.*, § 2(d).) An EIR must describe the existing physical conditions against which impacts are measured. (CEQA Guidelines § 15125(a).)

C. Mitigation Measure NOI-1 Provides No Measurable Reduction

NOI-1, which the errata left substantively unchanged (FEIR, p. 3-2), is a list of practices any responsible contractor would follow: mufflers, signs, a complaint coordinator, and barriers "where feasible." The DEIR suggests that mufflers can reduce noise by 15 to 25 dBA. But construction equipment is already equipped with factory mufflers, and the Federal Highway Administration's Roadway Construction Noise Model that the EIR uses is based on measurements of equipment that already has factory mufflers, so the muffler requirement adds no reduction at all. (Exhibit A, § 4(c).) The EIR quantifies no reduction from any part of NOI-1.

D. Feasible Measures Would Substantially Reduce Construction Noise

An EIR "shall describe feasible measures which could minimize significant adverse impacts." (CEQA Guidelines § 15126.4(a)(1).) Even where a project's benefits outweigh its unmitigated effects, the agency must still adopt all feasible mitigation measures unless they are truly infeasible. (*City of Marina v. Board of Trustees of California State University* (2006) 39 Cal.4th 341, 368-369; *City of San Diego v. Board of Trustees of California State University* (2015) 61 Cal.4th 945; Pub. Resources Code § 21002.) Mr. Rogers identifies six more stringent measures that the EIR did not evaluate. NOI-1 mentions temporary acoustic barriers only "where feasible," with no design, performance standard, or quantified reduction, and the EIR does not evaluate barriers of the kind Mr. Rogers recommends or any of the other measures. (Exhibit A, §§ 4(c), 4(d).)

Measure	What it would do
RNMM-1: Perimeter construction noise barriers	Reduce onsite construction noise at Ontario Street homes by an estimated 8 to 10 dBA, bringing every onsite phase below the EIR's threshold (Exhibit A, Table 2)

Measure	What it would do
RNMM-2: Barriers along the sewer and electrical alignments	Reduce noise at the closest homes and the number of homes significantly affected at any time
RNMM-3: Enforceable noise limit with monitoring	Give NOI-1 a measurable performance standard
RNMM-4: Limit on days of work in front of each home	Reduce the number of days each home is exposed, which the FEIR itself identifies as a way to lessen construction noise exposure (FEIR, p. 2-67)
RNMM-5: Quieter equipment and methods	Reduce source noise
RNMM-6: Temporary relocation above set exposure levels	Avoid the most severe exposures; hotel rooms are available on the Project site

The EIR's significant and unavoidable utilities impact is itself the construction noise from the Project's onsite and offsite infrastructure work. (FEIR, p. 2-35; PC Hearing.)[3] Because the offsite construction noise drives both the noise impact and the utilities impact, these measures would lessen two of the EIR's three significant and unavoidable impacts. The City cannot find these impacts unavoidable without explaining why each measure is infeasible. (Pub. Resources Code § 21081(a)(3); CEQA Guidelines § 15091(a)-(b).)

E. The EIR Understates Nighttime Operational Noise

The DEIR models the hotel's heating, ventilation, and air conditioning ("HVAC") noise as a single small residential air conditioner and concludes that it would reach only about 33 dBA at the Ontario Street homes. (DEIR, p. 5.9-17.) A 420-room hotel will likely require many large rooftop units. Mr. Rogers estimates that HVAC noise at those homes would be 55 dBA or more, which would exceed the 50 dBA nighttime limit for mechanical equipment at residential property (a 45 dBA nighttime base level plus 5 dBA). (Burbank Mun. Code § 9-3-208; Exhibit A, §§ 3, 5.) The DEIR's analysis of the outdoor event terrace and patio likewise assumes the sound of a single person talking; a crowd of 100 or more would produce approximately 50 dBA at the same homes, with no limit on evening or nighttime use. (*Id.*, § 6.) In Mr. Rogers's opinion, these are potentially significant impacts that the DEIR does not identify. Limits on the hours of the outdoor areas and on amplified sound would be feasible measures. (*Ibid.*)

[3] Citations to "PC Hearing" refer to the Planning Commission's October 12, 2026 public hearing on the Project (Item 1).

II. THE EIR UNDERSTATES THE AIR POLLUTION NEARBY RESIDENTS WOULD BREATHE

A. Construction Emissions Would Exceed the Federal 1-Hour NO2 Standard

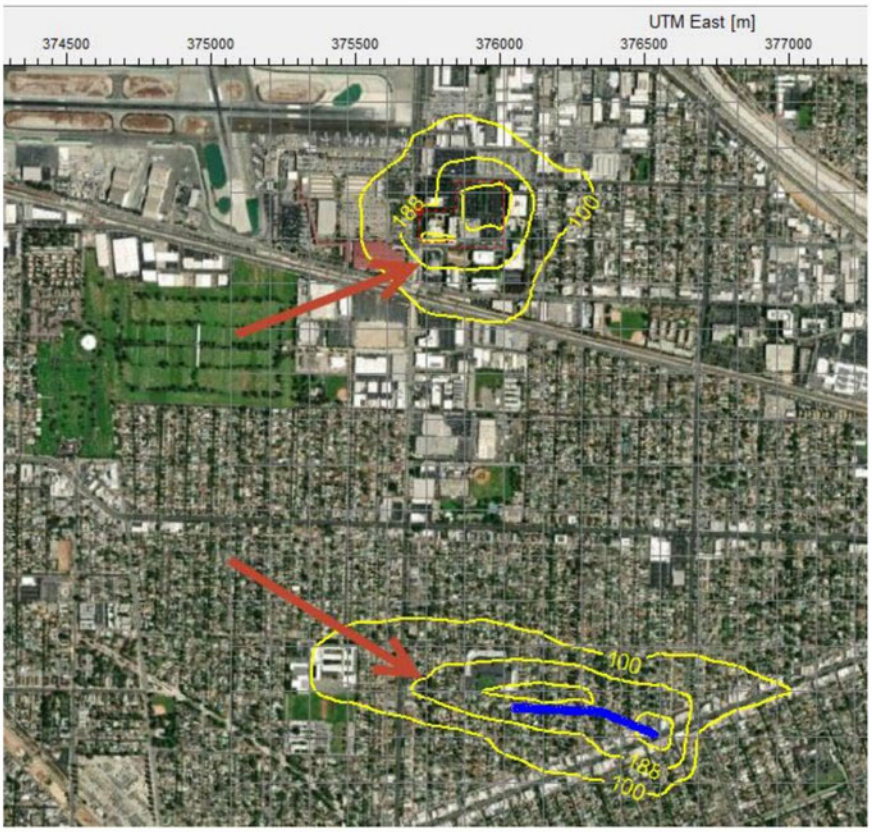
The DEIR finds localized air quality impacts less than significant by comparing onsite construction emissions to the South Coast Air Quality Management District's ("SCAQMD") Localized Significance Threshold ("LST") screening tables. (DEIR, pp. 5.1-26 to 5.1-27, Table 5.1-6.) Those tables are not a substitute for analyzing the concentrations residents would actually breathe. The DEIR applied the LST values for receptors 100 meters away, based on homes approximately 360 feet from the site boundary (*ibid.*), even though Table 5.1-6 itself includes the sewer main work, which would occur as close as about 45 feet from homes on Wyoming Avenue, and the offsite electrical work occurs about 60 feet from homes on Ontario Street. In addition, SCAQMD's localized thresholds are based on the state 1-hour NO2 standard of 0.18 parts per million (339 micrograms per cubic meter). (Exhibit B, Attachment 1.) They do not address the federal 1-hour NO2 standard of 100 parts per billion (188 micrograms per cubic meter), which is about 45 percent lower and, like the state standard, is set to protect public health. (*Id.*, Attachment 2.) The question under CEQA is whether the Project would expose sensitive receptors to substantial pollutant concentrations (DEIR, p. 5.1-25 [Impact AQ-3]), and the DEIR offers no reason for not evaluating the Project's construction emissions against the federal standard. SCAQMD itself recommended that the City perform a localized analysis using either its localized significance thresholds or dispersion modeling, and asked the City to provide all air quality modeling files. (SCAQMD NOP Comments, Dec. 3, 2019.)[4] An EIR must make a reasonable effort to connect a project's emissions to their likely health consequences. (*Sierra Club v. County of Fresno*, *supra*, 6 Cal.5th 502.)

Mr. Kapahi performed dispersion modeling. Using the DEIR's own construction emissions, he found that 1-hour NO2 concentrations would exceed the federal ambient air quality standard of 100 parts per billion (188 micrograms per cubic meter) at offsite locations, both around the Project site and along the Wyoming Avenue sewer alignment, where the area exceeding the standard extends into the residential neighborhood on either side of the work, as shown in Mr. Kapahi's Figure 1 below. (Exhibit B, AQ-3 discussion and Figure 1.)

[4] SCAQMD, Comments on the Notice of Preparation for the 2500 N. Hollywood Way Project (Dec. 3, 2019), https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2019/december/LAC191106-03.pdf; also reproduced in DEIR Appendix B.

Figure 1

Spatial Distribution of 1-hour NOx Concentration
In Micrograms per cubic meter



Note: Area enclosed by the contour labeled 188 would exceed the 1-hour NOx ambient air quality standard. The red arrow points to this contour

The South Coast Air Basin is in attainment for NO2, and SCAQMD treats a project as significant if it causes or contributes to an exceedance of an ambient standard. (*Id.*, Attachment 1.) A project that would cause new exceedances also conflicts with the region's Air Quality Management Plan. (*Id.*, AQ-1 discussion.) Neither impact is disclosed in the EIR.

B. The EIR Contains No Health Risk Assessment for Construction Diesel Emissions

Construction would involve diesel equipment operating over the more than 400 working days of building construction modeled in the DEIR, including the sewer work as close as about 45 feet from homes on Wyoming Avenue. Yet the EIR contains no assessment of cancer or non-cancer risk from diesel particulate matter. (Exhibit B, toxic air contaminants discussion.) SCAQMD recommended a health risk assessment of the Project's mobile sources and an analysis of toxic air contaminants from equipment. (SCAQMD NOP Comments, Dec. 3, 2019.) The omission matters here in particular. According to the DEIR's own modeling output, the

Project's census tract has a CalEnviroScreen 4.0 score of 92 out of 100, is designated a disadvantaged community under Senate Bill 535 and a low-income community under Assembly Bill 1550, and ranks at the 89th percentile statewide for diesel particulate matter exposure. (DEIR Appendix C, CalEEMod Health and Equity Details.) The DEIR's own output states:

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	92.0
Healthy Places Index Score for Project Location (b)	29.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

The relevant question is not the relative size of the Project's contribution, but whether any additional amount should be considered significant in light of the existing conditions. (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 718; *Los Angeles Unified School Dist. v. City of Los Angeles* (1997) 58 Cal.App.4th 1019, 1025.)

C. The EIR Requires No Measure to Reduce Construction Emissions

The DEIR's construction modeling assumes that all equipment would have "Average" engine tiers, and its mitigated and unmitigated construction emissions of nitrogen oxides ("NOx") are identical. (DEIR Appendix C, § 2.1.) The unmitigated equipment list is excerpted below; the mitigated list in Appendix C assigns the same "Average" tier to every piece of equipment. (*Id.*, §§ 5.2.1, 5.2.2.)

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45

No measure to reduce construction NOx or diesel particulate emissions was assumed or required. Mr. Kapahi identifies feasible measures commonly used in the South Coast Air Basin: Tier 4 Final off-road equipment; zero-emission and renewable-diesel equipment; phasing to avoid overlap of the most intensive phases and keeping equipment away from homes, including on Wyoming Avenue; and idling and haul truck controls. (Exhibit B, mitigation discussion.) The

City must consider these measures before it can approve the Project. (Pub. Resources Code § 21002.)

III. THE AIR QUALITY APPENDIX THE PUBLIC REVIEWED ON CEQANET IS A DIFFERENT DOCUMENT FROM THE ONE ON THE CITY'S WEBSITE

A. The Two Versions of Appendix C Do Not Match

The City posted the DEIR and its appendices on its project webpage, and the State Clearinghouse posted them on CEQAnet, the State's CEQA database, through which state agencies and the public review environmental documents.[5] The two versions of Appendix C describe the same Project, a 420-room, 262,338-square-foot hotel at 2500 North Hollywood Way with 673 garage spaces and 250 surface spaces, but they are different documents containing different modeling:

	City website version	**CEQAnet version**
Title	Air Quality, Energy, and Greenhouse Gas Emissions Data	Air Quality/Health Risk Assessment, Energy, and Greenhouse Gas Emissions Data
Length	172 pages	344 pages
CalEEMod model run	Two runs dated September 23, 2024, with and without project design features	One run dated March 7, 2024
Operational year modeled	2030	2027
Hotel electricity use	2,988 megawatt-hours per year	3,357 megawatt-hours per year
Daily vehicle trips (energy calculations)	4,315	4,099
Dispersion modeling and health risk	None	2021 AERMOD modeling and HARP health risk calculations for airport aircraft emissions

[5] Compare DEIR Appendix C as posted on the City's project webpage (https://www.burbankca.gov/web/community-development/2500NHW, archived at https://web.archive.org/web/20261112200044/https://www.burbankca.gov/web/community-development/2500NHW) with DEIR Appendix C as posted on CEQAnet (https://ceqanet.lci.ca.gov/2019110032/4, archived at https://web.archive.org/web/20261112200202/https://ceqanet.lci.ca.gov/2019110032/4).

Neither version contains the other's model runs. The differences are visible on the face of the documents, as shown in the screenshots below:

City website version (cover):



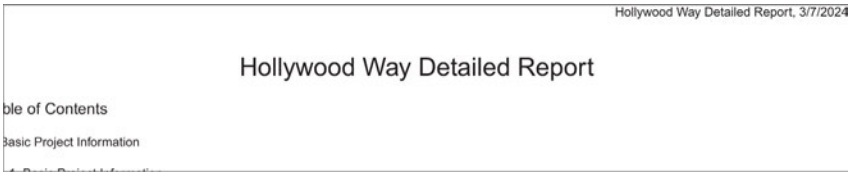
CEQAnet version (cover):



City website version (first page of model run):



CEQAnet version (first page of model run):



City website version (energy calculations):

Hollywood Way Project
Energy Calculations

Land Use	Natural Gas Use		Electricity Use	
	(kBTU/yr)	(Therms)	(kWh/yr)	(MWh/yr)
Hotel	0	0	2,988,151	2988.151
Enclosed Parking Structure	0	0	728,438	728.438
Parking Lot	0	0	85,857	85.857
Totals	**0**	**0**	**3,802,446**	**3,802**

CEQAnet version (energy calculations):

Hollywood Way Project
Energy Calculations

Land Use	Natural Gas Use		Electricity Use	
	(kBTU/yr)	(Therms)	(kWh/yr)	(MWh/yr)
Hotel	0	0	3,357,063	3357.063
Enclosed Parking Structure	0	0	728,438	728.438
Parking Lot	0	0	85,857	85.857
Totals	**0**	**0**	**4,171,358**	**4,171**

1 kBTU = 0.01 therms

Los Angeles County Annual Energy

Energy Type

The CEQAnet version also contains modeling the City's version does not: air dispersion modeling dated March 12, 2021 and health risk calculations dated March 16, 2021, prepared for airport aircraft emissions at a "Worker" receptor, as shown below:

CEQAnet version, p. 88:

```
**
****************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.9.0
** Lakes Environmental Software Inc.
** Date: 3/12/2021
** File: C:\Lakes\AERMOD View\2500 N Hollywood\2500 N Hollywood.ADI
**
```

CEQAnet version, p. 285:

```
HARP2 - HRACalc (dated 19044) 3/16/2021 2:42:00 PM - Output Log

GLCs loaded successfully
Pollutants loaded successfully
Pathway receptors set to 0
*********************************
RISK SCENARIO SETTINGS

Receptor Type: Worker
Scenario: All
Calculation Method: Derived
```

B. The DEIR Describes One Version but Reports the Numbers of the Other

The DEIR states that its air quality section is based on the "Hollywood Way Detailed Report prepared by Denovo Planning Group dated March 7th, 2024 included as Appendix C," as shown below (DEIR, p. 5.1-1):

5.1 AIR QUALITY

The purpose of this section is to describe the existing air quality characteristics and to identify the air pollutant emissions generated by the construction and operation of the proposed Project and address their potential impacts to air quality, including toxic air contaminants. This section is based in part upon *South Coast Air Quality Management District 2022 Air Quality Management Plan* (SCAQMD 2022 AQMP) adopted December 2, 2022 and *Hollywood Way Detailed Report* prepared by Denovo Planning Group dated March 7th, 2024 included as Appendix C, Air Quality, Energy, and Greenhouse Gas Emissions Data.

That March 7, 2024 report is the one posted on CEQAnet. It does not appear in the City's version. Yet the construction emissions the DEIR reports, including 45.0 pounds per day of NOx in 2026 (DEIR, p. 5.1-21, Table 5.1-3), match the September 23, 2024 model run in the City's version, not the March 7, 2024 run, which reports a maximum of 45.3 pounds per day. The CEQAnet version is also titled as containing a "Health Risk Assessment," but its only health risk calculations concern airport aircraft emissions at a worker receptor, and the DEIR's analysis of sensitive receptor exposure does not mention any health risk assessment at all. (DEIR, pp. 5.1-25 to 5.1-29.)

C. The Public Could Not Meaningfully Review the Air Quality Analysis

An EIR's technical data must be available to the public and reviewing agencies so that they can evaluate its conclusions. (CEQA Guidelines §§ 15087, 15147.) Here, anyone who reviewed Appendix C on CEQAnet, including any state agency, reviewed modeling that does not produce the emissions reported in the DEIR. Anyone who reviewed Appendix C on the City's website could not find the March 7, 2024 report on which the DEIR says it is based. Either way, the public was not given the technical basis for the DEIR's air quality conclusions. The City should identify which document is the DEIR's Appendix C, explain the discrepancy, and recirculate the correct appendix with the revised air quality analysis. (CEQA Guidelines § 15088.5(a)(4).)

IV. THE GREENHOUSE GAS ANALYSIS REMAINS UNSUPPORTED

A. The Errata Confirms That GHG-1 Provides No Quantified Reduction

Local 11's October 12 letter pointed out that the DEIR and the draft findings described GHG-1 as requiring CALGreen Tier 2 and carbon offsets, while the measure itself required neither. The City has now resolved that inconsistency by deleting the descriptions, not by adding the requirements. The November 2026 errata strikes the DEIR's statement that GHG-1 "would require the incorporation of Tier 2 requirements of the 2022 CALGreen Code," and strikes "purchasing carbon offsets" from the DEIR's description of GHG-1, because neither is part of GHG-1 or was included in the emission calculations. (FEIR, p. 3-3 [revising DEIR pp. 5.5-16, 5.5-23].) The revised text concedes that GHG-1's remaining features "are not quantifiable in CalEEMod." (*Ibid.*) Staff describes the errata as "non-substantive." (City Council Staff Report, p. 6, fn. 1.) Removing the only building efficiency and offset requirements the DEIR attributed to GHG-1 is not a non-substantive change. The errata reads as follows:

Section 5.5, Greenhouse Gas Emissions

Draft EIR Page 5.5-16 has been revised to remove references to CalGreen Code Tier 2 requirements as they are not identified in Mitigation Measure GHG-1 (Draft EIR page 5.5-24) and were not included within the GHG emission calculations. The Draft EIR text will be revised in the Final EIR , as follows:

> As the proposed Project would exceed the GGRP efficiency threshold of 3.12 $MTCO_2e$ per service population even with incorporation of Project design features, the Project would be required to implement Mitigation Measure GHG-1; refer to Table 5.5-3. ~~Mitigation Measure GHG-1 would require the incorporation of Tier 2 requirements of the 2022 CALGreen Code. Per the CALGreen Code, Tier 2 requirements are typically voluntary tiers that add additional requirements beyond the mandatory measures.~~ Mitigation Measure GHG-1 includes the following features: preparation of a Transportation Management Plan, joining the Burbank Transportation Management Organization, owning a clean-fuel vehicle fleet, and no wood-burning or gas-powered fireplaces. However, it should be noted that these features are not quantifiable in CalEEMod.

Draft EIR Page 5.5-23 inadvertently references purchasing carbon offsets as being included within Mitigation Measure GHG-1. Carbon offsets are not included in Mitigation Measure GHG-1 (Draft EIR page 5.5-24) and were not considered in potential reductions to GHG emissions. The Draft EIR text will be revised in the Final EIR, as follows:

> Based on Table 5.5-4, the Project would incorporate a majority of the GHG reduction measures as a part of the Project's description. However, the Project would be required to implement Mitigation Measure GHG-1, which requires the Project applicant to implement additional features in the Project that would reduce GHG emissions, including preparing a Transportation Management Plan, which includes voluntary and mandatory trip reduction measures, such as discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation, including, but not limited to, carpooling, taking transit, walking, and biking, and implementing employee parking cash-outs ~~and purchasing carbon offsets~~, thereby reducing VMT and GHG emissions to the maximum extent feasible.

The EIR therefore credits GHG-1 with no quantified reduction at all. The only quantified reductions come from project design features, which lower annual emissions by about 80 metric tons of carbon dioxide equivalent ("MTCO2e"), from 4,751.66 to 4,671.49 MTCO2e. Mobile sources account for 4,044 MTCO2e per year and are not reduced by any quantified measure. (DEIR Appendix C; City Council Staff Report, Att. 1, p. 40.) This does not comply with the City's own GGRP, which provides that when a project exceeds the threshold, "mitigation measures must be identified and respective GHG emissions reduction calculations included" to reduce emissions to or below the threshold. (GGRP, CEQA GHG Emissions Thresholds and Guidance, § 5.2 [GGRP PDF p. 407].)[6] The errata also confirms that the City considered offsets and excluded them without explaining why they are infeasible, although the CEQA Guidelines expressly recognize them as mitigation. (CEQA Guidelines § 15126.4(c)(3); see Exhibit B, GHG discussion.) The errata corrected the DEIR, but the CEQA findings are a separate document, and the draft findings now before the Council were not corrected. The staff report states that the

[6] City of Burbank, Greenhouse Gas Reduction Plan Update (adopted May 3, 2022), with appendices, https://www.burbankca.gov/documents/173607/0/GGRP+Update+Final_w.App.pdf/5c876fb6-fed4-49e5-d7b6-dbcf058491a1. Page citations to "GGRP PDF" refer to the page of that PDF file.

findings "were also updated to reflect these clarifications" (City Council Staff Report, p. 6), but they were not. They still state that "Mitigation Measure GHG-1 would require the incorporation of Tier 2 requirements of the 2022 CALGreen Code," and still describe GHG-1 as including "purchasing carbon offsets." (City Council Staff Report, Att. 1, pp. 38, 41.) The findings therefore contradict the EIR the Council is asked to certify, and they must be corrected before the Council can adopt them.

B. The GGRP Threshold Already Counts Visitor Trips

At the Planning Commission's October 12, 2026 hearing, Staff confirmed that the GGRP defines service population as residents and employees, and explained that the City added hotel guests as a matter of "city policy" because guests generate emissions that are counted in the Project's numerator. (PC Hearing.) The Applicant's counsel made the same "balanced equation" argument. (*Ibid.*; see FEIR, p. 2-57.) The GGRP itself shows why that reasoning fails.

The 3.12 MTCO2e threshold is 767,692 MTCO2e divided by 245,961 people, consisting of 109,686 residents and 136,275 employees. (GGRP, Tables 6-7 [GGRP PDF pp. 407-408].) The transportation emissions in that numerator come from a citywide vehicle miles traveled inventory that counts every trip produced by or attracted to Burbank in the regional travel model, allocating 50 percent of each trip with one end in the City. (GGRP, Iteris VMT Memorandum, Sept. 3, 2020 [GGRP PDF pp. 173-175].) Trips by visitors, including hotel guests and airport travelers, are therefore already in the threshold's numerator, and they are not in its denominator. Adding 588 guests to the Project's denominator compares the Project to the threshold on different terms than the threshold was built on. (*Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal.4th 204, 225-227.)

The GGRP also specifies how a hotel is measured. It classifies hotels as non-residential uses and explains that non-residential thresholds were derived by dividing emissions by employees. (GGRP PDF pp. 407, 410.) On those terms, the Project's efficiency ratio is about 55 MTCO2e per employee (4,671.49 divided by 85), roughly 17 times the threshold, not 6.94 per service person.

C. The Service Population Assumes a Hotel That Is Full Every Night

The Applicant's counsel described the EIR's guest estimate as "very conservative." (PC Hearing.) It is not. The 588 guests equal 1.4 guests per room in all 420 rooms every night of the year. For an efficiency ratio, a larger denominator produces a smaller result, so assuming 100 percent occupancy makes the Project look better, not worse. The record shows actual occupancy well below that level: the Applicant's representative testified that the existing Marriott runs at approximately 81 percent, and Staff reported citywide hotel occupancy of 74.3 percent. (*Ibid.*) Even on the EIR's own method, using 81 percent occupancy would raise the Project's ratio from 6.94 to approximately 8.3 MTCO2e per service person.

D. The Guest-Based Ratio Still Drives the Rejection of the Environmentally Superior Alternative

The Reduced Intensity Alternative would cut emissions by 1,172.77 MTCO2e per year, yet the DEIR rates its GHG impact as greater than the Project's because its per-person ratio is 0.07 higher. (DEIR, p. 7-12.) That result exists only because guests are counted in the denominator. An alternative that removes more than 1,100 tons of emissions a year is not the worse alternative for greenhouse gases.

V. THE FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS ARE NOT SUPPORTED

The proposed findings identify the Reduced Intensity Alternative as environmentally superior and as meeting all Project objectives, but reject it without finding it infeasible. (City Council Staff Report, Att. 1, pp. 77-78.) Nothing in the record shows that a 315-room hotel is impractical. At the hearing, the Applicant's representative stated that lenders would not finance a hotel with a residential component and that a preliminary analysis had been done. (PC Hearing.) No such analysis is in the record, and unsupported statements are not substantial evidence of infeasibility. (CEQA Guidelines § 15384(a); *Preservation Action Council v. City of San Jose* (2006) 141 Cal.App.4th 1336, 1352, 1356-1357.) One Commissioner noted that he would have liked to see an alternative "demonstrating that it's infeasible." (PC Hearing.)

The Statement of Overriding Considerations relies on transient occupancy tax and other fiscal benefits. The Council staff report now estimates $2 million to $2.5 million in transient occupancy tax annually (City Council Staff Report, p. 7), and the Applicant's representative cited $2.6 million in the first year and $123 million over 30 years (PC Hearing). But no fiscal analysis supporting any of these figures is in the record, and none accounts for the 217 extended-stay Residence Inn rooms, whose longer stays may not be subject to the tax.[7] A Statement of Overriding Considerations must be supported by substantial evidence in the record. (Pub. Resources Code § 21081(b); CEQA Guidelines § 15093(b).) Local 11 incorporates by reference Sections III and IV of its October 12 letter, which explain why the findings, the Statement of Overriding Considerations, and the Planned Development and Development Agreement findings are not supported.

[7] Burbank Municipal Code § 2-4-602 provides that "transient" does not include a natural person who, by advance monthly payment, occupies a hotel accommodation for a calendar month or 30 consecutive calendar days, or who, having occupied it for that period and paid the tax, continues to occupy it. (See https://www.burbankca.gov/documents/107269/1482865/20201210.TOTArticle6Ordinance.pdf/5a3ca7da-83ac-418a-8723-32fd1524ec22.) Staff described the 217 Residence Inn rooms as serving extended-stay guests (PC Hearing), and the record contains no analysis of how much of their occupancy would fall outside the tax.

VI. THE EIR MUST BE REVISED AND RECIRCULATED

An EIR must be recirculated when significant new information is added after public review, including a new significant environmental impact, a substantial increase in the severity of an impact, or a feasible mitigation measure or alternative that would clearly lessen significant impacts but that the project proponent declines to adopt. (CEQA Guidelines § 15088.5(a)(1)-(3); *Laurel Heights Improvement Assn. v. Regents of University of California* (1993) 6 Cal.4th 1112, 1129-1130.) The record now contains substantial evidence of each:

- New significant impacts: construction NO2 concentrations exceeding the federal ambient standard, and nighttime operational noise exceeding the City's limit (Exhibit A, §§ 5-6; Exhibit B);
- A substantial increase in severity: construction noise of approximately 85 dBA at homes 60 feet from the electrical work, which the EIR never analyzed (Exhibit A, § 4(a)); and
- Feasible mitigation that would clearly lessen significant impacts: the noise and air quality measures described above, and quantified, enforceable GHG measures.

Certifying the FEIR in its current form would not comply with CEQA.

VII. CONCLUSION

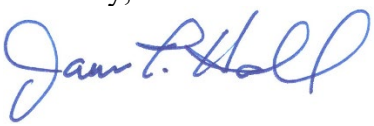
For these reasons, Local 11 respectfully requests that the Council decline to certify the FEIR and decline to approve the Planned Development, Development Agreement, and Development Review at this time, and instead direct Staff to:

1. Analyze construction noise at the homes nearest the offsite electrical and sewer work, correct the noise baseline, and analyze nighttime HVAC and outdoor gathering noise;
2. Analyze localized pollutant concentrations and construction health risk, and recirculate the version of Appendix C on which the DEIR relies;
3. Evaluate and adopt the noise and air quality measures described above, or explain with substantial evidence why each is infeasible;
4. Revise GHG-1 to include quantified, enforceable measures with a performance standard that brings the Project to the GGRP threshold, including measures directed at guest trips and carbon offsets, and recalculate the Project's efficiency on the GGRP's own terms;
5. Fully analyze a hotel and residential mixed-use alternative and either adopt the Reduced Intensity Alternative or support a finding of infeasibility with evidence; and
6. Recirculate the revised EIR for public review.

Local 11 adopts and incorporates by reference all Project comments and objections raised by all others during the environmental review and land use entitlement processes for the Project. Pursuant to Public Resources Code section 21167.6(e) and *Consolidated Irrig. Dist. v. Superior Court* (2012) 205 Cal.App.4th 697, please include all of the hyperlinked references cited in each of the comment letters submitted during the administrative process in the administrative record. Local 11 reserves the right to supplement these comments at future hearings on the Project. Please add my firm to the official notice list for the Project, including notice of any Notice of Determination. (Pub. Resources Code §§ 21092.2, 21167(f); Gov. Code § 65092.)

Thank you for your consideration of this matter. I may be contacted at jamie.hall@channellawgroup.com if you have any questions, comments or concerns.

Sincerely,



Jamie T. Hall

Encls.:

Exhibit A: Expert Report from Steve Rogers Acoustics dated November 7, 2026 and curriculum vitae

Exhibit B: Air Quality / Greenhouse Gas Expert Report from Ray Kapahi, Environmental Permitting Specialists, dated November 16, 2026 and curriculum vitae

EXHIBIT A

Expert Report from Steve Rogers Acoustics dated November 7, 2026 and curriculum vitae

Steve Rogers Acoustics

November 7, 2026

Jamie Hall
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Subject: **2500 N. Hollywood Way – Dual Brand Hotel**
Review of Noise Impact Analysis in the Draft & Final EIR

Dear Jamie:

We have reviewed the noise impact analysis presented in Section 5.9 and Appendix H of the Public Review Draft Environmental Impact Report for the Dual Brand Hotel project (the Project) proposed for the site at 2500 N. Hollywood Way in Burbank, as well as the Final Environmental Impact Report (Revised November 2026), including the responses to comments and Section 3.0, Errata to the Draft EIR and have the following comments:

1. BACKGROUND

   The Project is a new, 262,338 ft^2, seven-story hotel and a separate four-story parking garage providing 766 parking spaces with an additional 285 parking spaces at grade. The Project would be constructed on the same parcel as an existing Marriott Hotel, which would remain in operation during construction of the project and upon project completion.

   Offsite construction would include various improvements along Thornton Avenue, to the north of the Project site and extending approximately 300-feet east to the intersection of Thornton Avenue and Ontario Street – where an electrical service connection would be made to existing BWP facilities. Additional offsite construction would come in the form of 1,580-foot-long sewer main infrastructure improvements along Wyoming Avenue to the south of the Project site.

   The noise impact analysis in the DEIR was prepared on behalf of the Applicant by Michael Baker International (MBI). This work is presented in Section 5.9 of the DEIR, which establishes thresholds of significance, presents an evaluation of temporary noise impacts from the construction phase, and addresses potential permanent (operational) noise impacts once the Project is complete. Further detail (ambient noise measurements and construction noise impact calculations) are provided in Appendix H of the DEIR. The Final EIR does not revise he noise analysis, except for minor errata changes to Mitigation Measure NOI-1 and to the discussion of offsite construction noise, which are addressed below.

2. BASELINE CONDITIONS

   The analysis in Section 5.9 of the DEIR relies on daytime ambient noise level measurements made at two locations near the project site: at 2298 N. Ontario Street; on the edge of Robert E. Lundigan Park, at the northwestern corner of Thornton Avenue and Naomi Street. We find use of these two ambient noise level readings to establish baseline noise conditions for the project to be problematic, for the following reasons:

   a) <u>There is an Inconsistency in the Reported Ambient Noise Levels</u>

      Table 5.9-1 of the DEIR presents daytime ambient noise levels of 58.7 and 61.2 (dBA, Leq) at

Robert E. Lundigan Park and on Ontario Street, respectively. However, the more detailed reporting in Appendix H, has these values reversed – 61.2 dBA Leq at Robert E. Lundigan Park and 58.7 dBA Leq on Ontario Street.

b) No Noise Baseline Measured for Wyoming Avenue

MBI's ambient noise survey did not include any measurements on Wyoming Avenue. Instead, the analysis of noise impact from offsite sewer improvement work along Wyoming Avenue is based on noise levels measured on the edge of Robert E. Lundigan Park, at the northwestern corner of Thornton Avenue and Naomi Street.

MBI argues that the noise data from Robert E. Lundigan Park is applicable because Wyoming Avenue, Thornton Avenue and Naomi Street are all classified as "local streets" in the Mobility Element of the Burbank General Plan. In other words, the analysis in the DEIR assumes that noise levels on all local streets are the same. We disagree with this approach because of the dissimilarity of the streets in question (particularly Wyoming and Thornton Avenues) and the influence of noise from sources other than street traffic, such as aircraft movements.

We also believe that the use of baseline data measured at one location as a stand-in for the baseline at a second, distant location (Lundigan Park and Wyoming Avenue are more than a mile apart) falls short of the standard required by CEQA.

For a more realistic baseline, we measured ambient noise in front of 2911 Wyoming Avenue (the approximate mid-point of the proposed sewer alignment – as shown in Figure 1) between 2:42 and 2:52 PM on November 2, 2026. The measurement was made with a Bruel and Kjaer Type 2250 sound level meter. The calibration of the instrument was checked immediately prior to the reading using a Bruel and Kjaer Type 4231 acoustical calibrator.

The result was a 10-minute Leq of 57.1 dBA – i.e.: 1.6 dBA lower than the ambient noise level at Lundigan Park, as reported in the DEIR Table 5.9-1. Applying the DEIR's own approach (ambient plus 5 dBA), this measurement indicates a construction noise significance threshold of 62.1 dBA for the residences on Wyoming Avenue, which is lower than the 63.7 dBA threshold applied in the DEIR. This holds true regardless of which if the two conflicting DEIR ambient noise values for Lundigan Park is correct. This discrepancy shows that the DIER slightly understates the magnitude of the temporary noise impact of the Project on Wyoming Avenue during sewer improvement work. While our measurement is a single short-term sample, it was taken on the sewer alignment itself, whereas the DEIR's baseline for this alignment was measured at different location. The DEIR's approach is therefore less representative of conditions at the affected residences than our own measurement.

d) No Nighttime or CNEL Baseline Data is Provided

Table 5.9-4 in the DEIR includes noise limits for stationary sources taken from the Noise Element of the City of Burbank General Plan. These limits include maximum daytime (7AM – 10PM) and nighttime (10PM – 7AM) noise limits.

In addition, the discussion about significance thresholds for operational noise impacts on page 5.9-10 of the DEIR cites criteria established by the Federal Interagency Committee on Noise (FICON), which compare existing and future Community Noise Equivalent Level (CNEL) values to predict the annoyance caused by a new noise source (the Project in this case). Determination of CNEL requires measurement and/or prediction of noise levels over a 24-hour period and cannot be reliably calculated from daytime noise levels alone. However, the baseline data provided in the DEIR does not include 24-hour or nighttime noise levels.

Figure 1: Noise Measurement Location on Wyoming Avenue



3. SIGNIFICANCE CRITERIA & THRESHOLDS

a) Interpretation of BMC Noise Limits for Project HVAC Sources is Faulty

In its analysis of operational noise impacts, the DEIR cites the provisions in the City of Burbank Municipal Code, which read as follows:

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

A. Decibel Limit: No person shall operate any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device in such a manner as to cause the ambient noise level to be exceeded by more than five (5) decibels. In the case of leaf blowers, as defined by Section 9-3-214 of this article, the ambient noise level may not be exceeded by more than twenty (20) decibels.

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

Base Levels	***Time***	***Zone***
45 dBA	*Nighttime*	*Residential*
55 dBA	*Daytime*	*Residential*
65 dBA	*Anytime*	*Commercial*
70 dBA	*Anytime*	*All other zones*

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

the ambient noise base level for the adjacent property shall apply. Properties separated by a street shall be deemed to be adjacent to one another.

As the Project is located in a commercial zone, and its immediate neighbors are also commercial properties, the DEIR argues that the BMC noise limit for operational HVAC noise should be 70 dBA (65 + 5 = 70). This in spite of the fact that the base noise levels for the nearby residential properties on Ontario Street are as much as 20 dBA lower than the commercial property base level.

We believe that the DEIR interpretation of BMC 9-3-208 is faulty because the word "adjacent" does not necessarily mean *immediately* adjacent (i.e.: sharing a common property line, or being located directly across the street). According to Merriam-Webster, "adjacent" means close or neighboring, and may or may not imply contact. The word "adjoining", on the other hand, definitely implies contact between two uses or properties, and is used elsewhere in the noise ordinance (BMC 9-3-213 B. and BMC 9-3-214 E.) to denote residential units or properties that share a common boundary.

Use of "adjacent" instead of "adjoining" in BMC 9-3-208 therefore appears to be deliberate, intended to include sensitive properties that are in the vicinity of, but not necessarily adjoining, the source property in the determination of appropriate noise limits. In other words, the correct HVAC noise limit for receivers on Ontario Street should be the baseline (measured or minimum value in the BMC) at those receivers plus 5 dBA, as follows:

Time of Day	Baseline	BMC Noise Limit
DAYTIME	58.7 or 61.2 dBA *Depending on which of the two ambient noise levels reported in the DEIR for Ontario Street is correct.*	63.7 or 66.2 dBA
NIGHTTIME	45 dBA	50 dBA

These HVAC noise limits are significantly more stringent than the blanket 70 dBA value quoted in the DEIR, which is applied day and night.

4. CONSTRUCTION NOISE IMPACTS & MITIGATION MEASURES

a) <u>Noise of Offsite Construction on Thornton Avenue Not Properly Addressed</u>

At the top of page 5.9-14, the DEIR notes that proposed offsite improvements along Thornton Avenue (specifically the electrical connections to existing BWP facilities) will occur approximately 60 feet from the nearest residential use on Ontario Street. However, no analysis is provided to show the noise impact of this scenario.

Instead, the paragraph at the top of page 5.9-14 of the DEIR refers to the impact of noise from onsite construction work (per Table 5.9-5) which relates to construction noise predictions for receivers at 360 or 640 feet from the construction equipment.

The Final EIR revises this paragraph through its errata (Final EIR, Revised November 2026, pp. 3-3 to 3-4), but only to remove an incomplete sentence. As revised, the paragraph still acknowledges that the nearest residences are approximately 60 feet from the electrical connection work, then states two sentences later that the offsite improvements are approximately 1,000 feet from sensitive receptors, and relies on Table 5.9-5 (onsite construction at 360 and 640 feet) as a "conservative" representation. Neither distance is

conservative for a receiver at 60 feet and the Final EIR still provides no analysis of that receiver.

We expect that the construction activity for the electrical connection along Thornton Avenue will be very similar to that for the sewer line improvements on Wyoming Avenue, because the work will include similar steps – saw-cutting, excavation and shoring, backfilling/compaction and pavement restoration – and equipment. And we can model the likely impact of the construction on Thornton Avenue by extrapolating the output of the DEIR noise model for the Wyoming Avenue offsite construction, as shown in Table 1.

Table 1: Offsite Construction Noise Level Predictions (dBA, Leq)		
DEIR Model of Wyoming Avenue Construction noise for receiver at a distance of 45-feet	Additional distance loss to 60-feet	Model of Thornton Avenue Construction noise for receiver at a distance of 60-feet
87.4	2.5	84.9

As Table 1 shows, our model of Thornton Avenue offsite construction noise levels received at the residential uses on Ontario Street exceeds the DEIR significance threshold (63.7 dBA) by more than 20 dBA.

b) Construction Noise Impact on Wyoming Avenue is Slightly Understated

Construction noise analysis in the DEIR is based on the Federal Highway Administration Roadway Construction Noise Model (FHWA RCNM), which is standard practice for CEQA studies and we take no exception to this approach. However, the construction noise impacts for Wyoming Avenue are slightly understated, because they are based on a baseline noise level measured in a different (and slightly noisier) location over a mile away

Correcting this anomaly would not affect the overarching finding of significant impact during onsite and offsite construction but it would better convey the scale of the noise impact of the sewer alignment work along Wyoming Avenue.

c) NOI-1 is a BMP List Rather than an Effective Noise Mitigation Measure

Mitigation measure NOI-1 in the DEIR is a list of best management practices (BMPs), summarized as follows:

- Equipping all construction equipment with mufflers.
- Signs posted with schedule dates and contact information registering complaints.
- Making available a “Noise Disturbance Coordinator”.
- Use of construction noise reduction methods to be used “where feasible”, including maximizing distances between noisy equipment and residential uses and use of temporary “acoustic barriers”.
- Haul routes designed to avoid noise sensitive uses “to the extent feasible”.
- Orientation of equipment to direct noise away from sensitive noise receivers.

While these common-sense BMPs are welcome, they are nothing more than we would expect to see implemented on any responsibly-run construction site with sensitive uses nearby. NOI-1 offers no reliable, measurable reduction in construction noise exposure at the nearby residences and the DEIR appears to acknowledge this by providing no quantitative analysis of attenuation attributable to this measure.

For example, the first item – the requirement for mufflers – is not an actual mitigation at all. This is because any piece of construction equipment powered by a combustion engine leaves the factory with a muffler installed. Therefore, the source noise levels for construction equipment in the FHWA RCNM (which are based on real-world measurements on active construction sites) already include the benefits of typical factory-furnished mufflers. The requirement for mufflers in NOI-1 does not provide any additional attenuation beyond what is already baked into the FHWA RCNM model.

Nonetheless, on page 5.9-14, the DEIR claims that mufflers "can reduce noise by up to 15 to 25 dBA", citing information published by Donaldson Filtration Solutions (a manufacturer of engine mufflers). While there are caveats in the language of this part of the DEIR, the implication is that the muffler requirement in NOI-1 will reduce construction noise below the levels predicted using the FHWA RCNM model and therefore reduce the severity of the impact. This is not true. According to Donaldson's literature, the attenuation performance claimed for their muffler products is the difference between the noise levels of "an engine without a muffler and the same engine with a muffler". In other words, replacing the factory muffler (FHWA RCNM scenario) with a Donaldson muffler does not result in any net reduction in noise level.

Another example: Temporary noise barriers, which are mentioned as a BMP item in NOI-1, can be an effective means of construction noise control – provided that the barriers are properly designed and installed. However, the reference to noise barriers in NOI-1 is so vague and unenforceable that no net reduction in construction noise can be expected from this item.

NOI-1 is unchanged in the Final EIR, apart from corrections to the names of the City divisions responsible for review (Final EIR, Revised November 2026, pp. 3-1 to 3-2).

d) <u>DEIR Overlooks Effective, Enforceable Mitigation Measures</u>

NOI-1 is the only construction noise mitigation measure put forward by the DEIR, even though it offers no real reduction in noise exposure at sensitive uses and the DEIR provides no alternative or additional measures that *would* provide meaningful mitigation. In this way, the DEIR does not adequately support the finding that construction noise impacts are "unavoidable".

This matters for two impacts, not one: the Final EIR errata (p. 3-1) corrects the Utilities and Service Systems impact (UTIL-1) to significant and unavoidable, and the Final EIR responses to comments (p. 2-35) explain that this impact is the construction noise from the onsite and offsite infrastructure work. The offsite construction noise discussed in this letter therefore drives both the noise and utilities impacts.

CEQA Guidelines Section 15126.4(a)(1) provides that an EIR "shall describe feasible measures which could minimize significant adverse impacts." The DEIR does not quantitatively show that NOI-1 would reduce construction noise at the affected residences. In our opinion, additional noise control measures are available that would substantially reduce construction noise at these residences, even where they would not reduce it below the significance threshold. The DEIR analysis for this Project should therefore be supplemented by a much more robust evaluation of mitigation options – complete with a quantitative analysis to show the noise reduction and net received noise level at sensitive receivers for each one.

We recommend that the following measures be evaluated and adopted. Each is commonly used on urban construction projects near residences. For ease of reference, we refer to them as Recommended Noise Mitigation Measures (RNMM-1 through RNMM-6).

RNMM-1 – Perimeter Construction Noise Barriers

This measure would consist of a continuous noise barrier along the east and south sides of the Project perimeter, which would remain in-place for the duration of construction. This type of measure is a common feature of urban construction sites and is often proposed as mitigation in CEQA environmental noise studies. A construction noise barrier typically comprises overlapping, acoustically-rated sound-blocking "blankets" attached to a chain link fence of sufficient height to block sightlines and achieve effective reduction in noise levels received at nearby sensitive uses.

For the phases of the Project that are projected to be the noisiest – demolition and grading – as well as the paving phase, a perimeter noise barrier has great potential because the noise sources are close to the ground. As the hotel building and parking structure rise, the perimeter barrier would still be beneficial in reducing noise from construction vehicles and staging, but would need to be supplemented by barriers supported off the new structures to mitigate noise from elevated sources.

We would expect a system of properly designed and deployed noise barriers to attenuate construction noise levels received on Ontario Street by between 8 and 10 dBA, which would be enough take noise levels predicted during construction of the Project down below the 63.7 dBA significance threshold, as illustrated in Table 2.

Table 2: Projected Effect of Noise Barriers on Onsite Construction Noise Impacts

Onsite Construction Phase	Predicted Construction Noise Level with NOI-1 Only (dBA, Leq) [1]	Attenuation of Noise Barriers in Place for Duration of Construction (dBA)	Net Noise Level Received at Residential Uses on Ontario Street	Net Noise Level Below 63.7 dBA Significance Threshold?
Demolition	69.3	8 – 10	59.3 – 61.3	YES
Grading	71.1	8 – 10	61.1 – 63.1	YES
Building Constr.	69.1	8 – 10	59.1 – 61.1	YES
Paving	64.1	8 – 10	54.1 – 56.1	YES
Arch. Coating	56.5	8 – 10	46.5 – 48.5	YES

1. Worst-case construction noise level predictions for receivers on Ontario Street, DEIR Table 5.9-5

RNMM-2 – Noise Barriers Along the Offsite Construction Alignments

Carefully-designed noise barriers deployed along the routes of the offsite construction on Thornton Avenue (electrical connection) and Wyoming Avenue (sewer improvement) could reduce noise exposures at the nearby residential uses considerably. In these cases, all noise sources are low to the ground (or even below ground level) and would be close to the noise barriers – which makes for very favorable barrier geometry and a good chance of achieving a 10 dBA reduction.

Because of the very short distances involved, a 10 dBA noise barrier would not be enough to

reduce offsite construction noise levels at the closest homes to below the significance threshold. However, a 10 dBA reduction would bring some much-needed relief to the most impacted homes and would reduce the number of homes experiencing significant noise impact at any given time.

RNMM-3 – Construction Noise Limit and Monitoring at the Nearest Residences

Establish an enforceable construction noise limit (dBA, Leq 1-hour) at the nearest residences to the onsite work and the offsite alignments, verified by noise monitoring during construction, with work modified or paused when the limit is exceeded. A numeric limit with monitoring gives NOI-1's general practices a measurable performance standard.

RNMM-4 – Limit on the Duration of Offsite Work at Each Residence

Limit the number of working days during which noisy sewer and electrical construction may occur in front of any one residence, supported by a disclosed construction schedule for each segment of the alignment.

We note that the DEIR does not disclose how long sewer or electrical construction would last at any given residence. The Final EIR acknowledges that the number of days receptors are exposed is relevant to the severity of the construction noise impact (Final EIR responses to comments, citing DEIR p. 7-13), yet provides no such information for the offsite work.

RNMM-5 – Quieter Equipment and Construction Methods

Require low-noise equipment models and quieter construction methods where available, such as electrically or hydraulically powered equipment in place of diesel or pneumatic equipment, and acoustic enclosures for stationary equipment such as generators and compressors.

RNMM-6 – Temporary Relocation

Offer temporary relocation to residents of homes exposed to construction noise above a specified level for more than a specified number of days. The availability of hotel rooms on the Project site makes this measure particularly practical.

5. OPERATIONAL NOISE IMPACT – HVAC SYSTEMS

HVAC noise from the completed Project is addressed on page 5.9-17 of the DEIR. The basis of the noise projections is an assumption that:

"mechanical equipment (i.e., HVAC) would generate noise that is 55 dBA at 50-feet from the source."

Additional distance losses are then applied to calculate the noise level at 380-feet, which is reported as approximately 33 dBA. As 33 dBA is below the (daytime) ambient noise level on Ontario Street, the discussion in the DEIR concludes that the impact of HVAC equipment on the roof of the future hotel is less than significant.

This analysis has various errors in it. A trivial one – likely a typo – is that the quoted distance of 380-feet between the hotel and the residential uses on Ontario Street is misstated. The actual distance is around 600-feet, which matches the 22 dBA distance loss between the hotel and Ontario Street implied by the DEIR.

Other errors and omissions are more problematic, because they serve to greatly underestimate the potential noise impact of the HVAC systems that will be required for the hotel portion of the project, as follows:

a) DEIR Analysis Assumes that the Entire Hotel will be Served by a Single, Small HVAC Unit

55 dBA at a distance of 50-feet is a reasonable assumption for the noise produced by a single, small (4-ton), household air-conditioning unit of the type typically be used to condition smaller single-family homes.

However, the Project is a large hotel with hundreds of guestrooms and thousands of square feet of additional common space – support, food and beverage service, offices, etc. – that will require either a commercial grade central air conditioning system or (more likely) a combination of central air conditioning and VRF fan-coil units. In either scenario, a rule-of-thumb estimate of the total cooling demand from the hotel would be around 600-tons, or 150 times the cooling capacity of the single small air-conditioning unit that has been assumed in the DEIR calculations.

Toilets, bathrooms and kitchens will require additional exhaust air, provided by a number of fans on the roof.

While the Project description in the DEIR provides very little detail about the anticipated HVAC systems, the conceptual rooftop plan shows four large packaged AC units on the roof, together with what appear to be makeup air handling units and exhaust fans. Of course, this roof layout is illustrative, but it does reinforce the point that a hotel project of this size will require many pieces of HVAC equipment – some very large – as opposed to a single, small AC unit.

An estimate (likely conservative) of the total noise impact of the HVAC systems for the project, based on the assumption that total sound power would scale with cooling capacity/demand, would be 33 + 22 = 55 dBA on Ontario Street, where 33 dBA is the prediction in the DEIR and 22 dBA comes from $10*\log_{10}(150)$, where 150 is the ratio of the estimated cooling demand of the hotel to the cooling demand of a small single-family home.

b) Nighttime HVAC Operation is Not Considered

Large, busy hotels operate 24/7 and, while cooling demand in the middle of the night will naturally be much lower than during the hottest part of the day, there will be times when there is significant load after 10 PM or before 7 AM – i.e.: during nighttime hours, when ambient noise levels on Ontario Street will be lower than those reported in the DEIR for the daytime and the City's nighttime noise limit (of 50 dBA) would apply. Nighttime HVAC operation is not studied in the DEIR and no nighttime ambient noise measurements have been made on Ontario Street. However, a 55 dBA estimate of HVAC noise received at the residences on Ontario Street (see previous paragraph) exceeds the BMC nighttime noise limit.

6. OPERATIONAL NOISE IMPACT – OUTDOOR GATHERINGS

The hotel portion of the Project has three outdoor areas on the ground floor where crowds might gather: an event terrace at the southeast corner, a covered patio off the restaurant at the northeast corner and an event space patio at the southwest corner. The potential noise impact of these outdoor gathering areas is addressed on page 5.9-19 of the DEIR, but this analysis is flawed and underestimates the potential noise impact, as follows:

a) DEIR Analysis Incorrectly Assumes Only One Person Talking

The DEIR analysis is based on an assumed crowd noise level of 62 dBA at a distance of one meter (3.28 feet), citing a 2006 research paper by M. J. Hayne et al. However, according to the methodology in the 2006 Hayne paper, 62 dBA at a distance of one meter would be the sound level for a single talker – in other words, a crowd of one. It follows that the DEIR prediction of 21 dBA for the crowd noise level received at the homes on Ontario Street greatly

underestimates the true likely noise level produced by an outdoor gathering at the hotel.

A more realistic analysis would assume that the outdoor gathering spaces will accommodate dozens of people. In fact, the event terrace appears to be sized for a crowd of over 100 people, in which case we would expect a noise level at a distance of 600-feet (the distance between the event terrace and the residential uses on Ontario Street) to be approximately 50 dBA, based on the sound power level data provided in a follow-up paper by M. J. Hayne et al ("Prediction of Noise from Small to Medium Sized Crowds", 2011).

b) Nighttime Use of the Outdoor Gathering Spaces is Not Considered

We are not aware of any provision in the DEIR that would limit the hours of operation of the outdoor gathering spaces. It is therefore quite possible that guests, patrons or event attendees will make use of the outdoor gathering areas into the evening (when ambient noise levels on Ontario Street will be lower than the daytime baseline that is established in the DEIR) or even into the night (after 10PM).

So, while an outdoor gathering noise level of 50 dBA on Ontario Street may not exceed the existing daytime ambient noise level by 3 dBA, it could exceed the threshold in the context of much lower ambient noise levels late in the evening or into the night. For reference, the BMC ambient base noise level for residential streets between the hours of 10PM and 7AM is 45 dBA. Limiting use of the outdoor gathering areas to hours before 10 PM, and prohibiting amplified sound in those areas, would be feasible measures to address this potential impact.

7. CONCLUSION

In summary, based on our review of the Draft and Final EIR, it is our opinion that:

- The DEIR understates construction noise impacts on the residences along Wyoming Avenue. Neither the Draft nor the Final EIR analyzes the residences approximately 60 feet from the offsite electrical work, where we estimate construction noise of approximately 85 dBA, more than 20 dBA above the DEIR's significance threshold.
- Mitigation Measure NOI-1 would not measurably reduce construction noise at the nearby residences.
- Nighttime HVAC noise and noise from the outdoor gathering areas could exceed the applicable nighttime limits at the Ontario Street residences. These would be potentially significant impacts that the DEIR does not identify.
- Feasible measures (RNMM-1 through RNMM-6) are available that would substantially reduce construction noise at the affected residences.

The noise analysis should be revised to address these issues, and the recommended measures should be evaluated, with the noise reduction each would achieve, before the City acts on the Final EIR.

Yours sincerely,
Steve Rogers Acoustics, LLC

Steve Rogers
Principal

d:\channel law group\burbank dual brand hotel\letter 11-7-26

Steve Rogers Acoustics

Steve Rogers, Principal

Curriculum Vitae

Experience

Steve Rogers Acoustics, LLC
Los Angeles, California 2005 – Present
Principal

SRA was formed to offer attorneys, developers, environmental consultants and planners a source of high-quality acoustical consulting and expert services. Current and recent projects include:

- Acoustical Expert Services for various noise nuisance cases throughout California, including in: Carlsbad, Cathedral City, Encinitas, Hermosa Beach, La Jolla, Laguna Niguel, Los Angeles, Pasadena, Oakland, San Diego, Temecula and Westlake Village.
- CEQA Appeal noise evaluations for various proposed developments in California, including: Heliotrope/Berendo Apartments (Los Angeles), Oakdale Estates (Tarzana), Riverside Alive (Riverside), Starbucks (West Hills), Harvard-Westlake and 1000 Seward Street (Los Angeles), Cabrillo Town Center (Santa Ana) and Victoria Boulevard Apartments (Dana Point).
- Environmental Impact Reports for the Hermosa Beach Oil Project, Baldwin Hills Oilfield CSD, Port of Long Beach Middle Harbor Redevelopment and Indiana Street Redevelopment (San Francisco).

Veneklasen Associates, Inc.
Santa Monica, California 1995 – 2005
Associate Principal

Over the course of a decade with the acoustics group at VA, Steve served as project manager and main point of client contact for the firm's largest and highest-profile projects, including the Getty Center in Los Angeles, the Aquarium of the Pacific in Long Beach, Lloyd D. George Federal Courthouse in Las Vegas and numerous landmark office headquarters buildings.

Hann Tucker Associates
Woking, Surrey, UK 1988 – 1995
Senior Consultant

During his seven years with HTA (at the time, Europe's largest independent acoustical consulting firm) Steve gained broad experience in all aspects of acoustical consulting and exposure to a wide range of project types.

Education

University of Surrey, Guildford, Surrey, United Kingdom
BSc (with Honors) Physics and Modern Acoustics, 1986

Professional Affiliations

- National Council of Acoustical Consultants
- Institute of Noise Control Engineering

EXHIBIT B

Air Quality / Greenhouse Gas Expert Report from Ray Kapahi, Environmental Permitting Specialists, dated November 16, 2026 and curriculum vitae

ENVIRONMENTAL PERMITTING SPECIALISTS
Air Quality • Permitting • OHSA • RMP/PSM

TECHNICAL MEMORANDUM

To: Veronica LeBron
Jamie Hall
Channel Law Group, LLP

Date: November 16, 2026

From: Ray Kapahi RK
Tel: 916.806.8333
E-Mail: ray.kapahi@gmail.com

Subject: Review of Draft and Final Environmental Impact Reports
2500 N. Hollywood Way – Dual Brand Hotel Project, Burbank, CA

INTRODUCTION AND SUMMARY

I have completed my review of the Draft Environmental Impact Report (DEIR)[1] and Final Environmental Impact Report (FEIR)[2] for the 2500 N. Hollywood Way – Dual Brand Hotel Project to be located in Burbank, CA. My review focused on impacts to air quality, public health, and greenhouse gas (GHG) emissions.

The DEIR identified and quantified various criteria air pollutants and their impacts to public health. The analysis compared daily emission rates with thresholds of significance set forth by South Coast Air Quality Management District (SCAQMD)[3] . Based on this comparison, the DEIR concluded that since project emissions were below the thresholds of significance, impacts to air quality and public health were less than significant.

[1] 2500 N. Hollywood Way – Dual Brand Hotel Project. "Public Review Draft Environmental Impact Report" December 16, 2024. Available at: https://ceqanet.lci.ca.gov/2019110032/4

[2] Final Environmental Impact Report October 2026, as revised November 2026. Available at: https://www.burbankca.gov/web/community-development/2500nhw

[3] SCAQMD (2023): "South Coast AQMD Air Quality Significance Thresholds", Available at: https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25

The logic of inferring air quality impacts based solely on daily emission rates is flawed because impacts to air quality and public health depend on exposure to the concentration of a pollutant.

Pollutant concentration (e.g., in parts per million or micrograms per cubic meter) is related not only to emission rate but also to other factors, such as proximity to receptors, source geometry, local weather conditions, etc. Neither the DEIR nor the FEIR translated the emission rates (e.g., in pounds per hour or pounds per day) of a pollutant into its site-specific concentration. Instead, the documents rely on generic lookup tables based on Localized Significance Thresholds (LST)[4].

The DEIR incorrectly asserts that the project would not cause any violation of air quality standards. Analysis that appears later in this Memorandum demonstrates that NOx emissions during the construction phase, including the sewer main improvements, would violate the 1-hour federal NO2 standard by a wide margin. NOx emissions were converted to NO2 as described below.

The FEIR, including the November 2026 revision, provided no additional air quality impact analysis or analysis of impacts to public health.

The November 2026 revised FEIR errata (FEIR Section 3.0) likewise makes no changes to the air quality analysis. Its only revisions relevant to this Memorandum concern greenhouse gas emissions: the errata removes the DEIR's references to CALGreen Tier 2 requirements and to the purchase of carbon offsets, because neither is part of Mitigation Measure GHG-1 or was included in the GHG emission calculations (FEIR p. 3-3).

DETAILED COMMENTS

Air Quality Impact Analysis is Incomplete

The DEIR correctly identified the thresholds of significance listed in the checklist in Appendix G of the CEQA Guidelines. These specifically reference:

- Would the project expose sensitive receptors to substantial pollutant concentrations?

- Would the project conflict with or obstruct implementation of the applicable air quality plan?

- Would the project 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?

[4] SCAQMD (2005): Localized Significance Thresholds. Feb 2005. Available at: https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds

The DEIR concluded that impacts are less than significant for all of the above criteria because daily emissions of various criteria air pollutants are below the SCAQMD thresholds of significance. A copy of the SCAQMD thresholds is attached (Attachment 1).

No analysis of the actual site-specific pollutant concentrations is provided. Instead, the DEIR relies on the above criteria and on LSTs, which by their nature are generic. A site-specific analysis should have been completed to quantify expected impacts. This includes translating emissions (in terms of lbs/day) into pollutant concentrations (in terms of either parts per million or micrograms per cubic meter). These concentrations should be compared to the ambient air quality standards.

The DEIR's LST analysis (DEIR pp. 5.1-26 to 5.1-27, Table 5.1-6) uses the SCAQMD screening values for receptors 100 meters away, based on residences approximately 360 feet from the site boundary. However, Table 5.1-6 itself includes the sewer main improvements, which would occur as close as approximately 45 feet from homes on Wyoming Avenue, and the offsite electrical work would occur approximately 60 feet from homes on Ontario Street. In addition, the SCAQMD thresholds (Attachment 1) identify only the state 1-hour NO2 standard (0.18 ppm, or 339 µg/m³) as the applicable 1-hour NO2 threshold, so the LST screening does not address the more stringent federal 1-hour standard of 100 ppb (188 µg/m³). The federal standard is a health-based national ambient air quality standard that applies in the South Coast Air Basin (Attachment 2), and the question under Impact AQ-3 is whether the Project would expose sensitive receptors to substantial pollutant concentrations. The DEIR offers no reason for not evaluating the Project's construction emissions against the federal standard.

In its December 3, 2019 comments on the Notice of Preparation (DEIR Appendix B), SCAQMD recommended that the City perform a localized analysis using either the LSTs or dispersion modeling, and asked the City to provide all air quality modeling files.

Violation of 1-Hour Federal Ambient Air Quality Standard for NO2 (AQ-3)

The DEIR asserts that no ambient air quality standard would be violated as the daily emissions were below the SCAQMD thresholds. A copy of the ambient air quality standards is attached (Attachment 2).

I reviewed the daily emissions of NOx during the construction phase and used an air dispersion model (AERMOD)[5] to translate these emissions into 1-hour NO2 concentrations. This analysis is based on the maximum daily on-site NOx emissions that appear in Appendix C CalEEMod Reports dated 9/23/2024 for the following sources:

- Grading and building construction (27.2 + 9.85 = 37.05 lbs/day or 4.63 lbs/hr over an 8-hour day)

[5] EPA (2026): AERMOD is the preferred model recommended by the EPA for conducting air dispersion analyses. Additional information available at: https://www.epa.gov/scram/air-quality-dispersion-modeling-preferred-and-recommended-models

- Sewer main improvements (19.2 lbs/day or 2.4 lbs/hr over an 8-hour day)

The DEIR states that its air quality analysis is based on a CalEEMod report dated March 7, 2024 (DEIR p. 5.1-1). That report appears only in the version of Appendix C posted on the State's CEQAnet database. The construction emissions reported in the DEIR match the September 23, 2024 CalEEMod runs in the version of Appendix C posted on the City's website, which I used for this analysis. The model was run using five years of meteorological data. Electronic copies of the modeling files are available upon request.

To account for the conversion from nitric oxide (NO) to nitrogen dioxide (NO2), a conversion factor of 0.9 was used. This corresponds to the maximum ratio under the U.S. EPA Tier 2 Ambient Ratio Method (ARM2)[6]. My analysis shows that the 1-hour NO2 concentration from the construction phase would violate the federal 1-hour standard of 188 micrograms per cubic meter ($\mu g/m^3$). See Figure 1. The 1-hour standard applies at all off-site locations beyond the property line of the project site.

The form of the federal 1-hour NO2 standard (the three-year average of the 98th percentile of daily maximum 1-hour concentrations) is used to determine whether a region attains the standard. For an individual project, U.S. EPA guidance is to compare the project's modeled impact to the significant impact level of 4 ppb (7.5 $\mu g/m^3$). If the project's impact exceeds that level, a cumulative analysis is performed by adding the background concentration, and a violation is predicted if the total exceeds 100 ppb (188 $\mu g/m^3$). Here, the Project's construction impacts alone exceed 100 ppb before any background concentration is added. Adding background concentrations would only increase the predicted totals.

The DEIR went to great lengths to identify the harm to the public from exposure to high concentrations of NOx (Section 5.1.1) but failed to translate the daily NOx emissions into concentrations. This is a critical oversight as NOx is not only harmful to individuals living or working near the project site, but is also a key precursor to smog (ozone).

Southern California has some of the worst air quality in the country. NOx emissions, especially violations of the NO2 standard, set back the region's effort to comply with the ozone standard. The region is classified as extreme non-attainment for the 8-hour ozone standard.

NOx Emissions Would Conflict with Implementation of Applicable Air Quality Plan (AQ-1)

Contrary to the conclusion in the DEIR, the proposed project will create new violations of the 1-hour NO2 ambient standard and therefore would conflict with the implementation of the applicable air quality plan. The applicable plan is the 2022 Air Quality Management Plan (AQMP)[7].

[6] U.S. EPA, Guideline on Air Quality Models, 40 C.F.R. Part 51, Appendix W, § 4.2.3.4 (Tier 2 Ambient Ratio Method).

[7] SCAQMD (2022): 2022 Air Quality Management Plan. December 2, 2022. Available at: https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan

The Two Versions of DEIR Appendix C Do Not Match

The version of DEIR Appendix C posted on the City's website (172 pages, titled "Air Quality, Energy, and Greenhouse Gas Emissions Data") contains two CalEEMod runs dated September 23, 2024, with and without project design features, followed by energy calculations. The version posted on the State Clearinghouse's CEQAnet database is a different document. It is 344 pages, is titled "Air Quality/Health Risk Assessment, Energy, and Greenhouse Gas Emissions Data," and contains a single earlier CalEEMod run dated March 7, 2024, energy calculations with different inputs (for example, 3,357 rather than 2,988 megawatt-hours per year of hotel electricity use, and 4,099 rather than 4,315 daily vehicle trips), and 2021 AERMOD dispersion modeling and HARP health risk calculations for airport aircraft emissions at a worker receptor. Neither version contains the other's model runs. The CEQAnet version also models an operational year of 2027, while the City's version models 2030.

The DEIR states that its air quality section is based on the March 7, 2024 report (DEIR p. 5.1-1), which appears only in the CEQAnet version, while the construction emissions the DEIR reports, including 45.0 pounds per day of NOx in 2026 (DEIR Table 5.1-3), match the September 23, 2024 runs in the City's version. Reviewers who relied on either version could not reconcile the DEIR's air quality analysis with its technical appendix.

Public Health Risks from Exposure to Toxic Air Contaminants (TACs) not Quantified or Disclosed

The presence of TACs is acknowledged in Section 5.1.1 of the DEIR, however, there is no analysis of the cancer and non-cancer health risks to nearby residences or workers. The SCAQMD thresholds of significance specifically establish thresholds of significance for cancer and non-cancer health risks. The DEIR failed to disclose how project related health risks compare to the SCAQMD thresholds.

The DEIR also does not consider the existing health burden of the community around the Project site. According to the DEIR's own CalEEMod output (DEIR Appendix C, Health and Equity Details), the Project's census tract has a CalEnviroScreen 4.0 score of 92 out of 100, is a designated disadvantaged community under Senate Bill 535 and a low-income community under Assembly Bill 1550, and ranks at the 89th percentile statewide for exposure to diesel particulate matter. Residents of this community are therefore particularly vulnerable to the added construction emissions described in this Memorandum.

Construction would involve diesel equipment operating over the more than 400 working days of building construction modeled in the DEIR (DEIR Appendix C), including the sewer main improvements as close as approximately 45 feet from homes on Wyoming Avenue. Yet the DEIR's analysis of sensitive receptor exposure (Impact AQ-3, DEIR pp. 5.1-25 to 5.1-29) addresses only the LST screening and carbon monoxide hotspots, and does not include or refer to any health risk assessment of construction diesel emissions. SCAQMD's December 3, 2019 comments on the Notice of Preparation recommended a health risk assessment of the Project's mobile sources and

an analysis of toxic air contaminant impacts from construction equipment, and its March 20, 2024 comments on the recirculated Notice of Preparation repeated the request for the health risk assessment files (DEIR Appendix B).

Feasible Mitigation Measures to Reduce Construction NOx and Diesel Emissions Were Not Considered

The DEIR's construction emissions modeling assumes that all construction equipment would have "Average" engine tiers, and the mitigated and unmitigated construction NOx emissions are identical (DEIR Appendix C, §§ 5.2.1, 5.2.2, and 2.1). In other words, no measure to reduce construction NOx or diesel particulate emissions was assumed or required. In my opinion, the following measures are feasible, are commonly used for construction projects in the South Coast Air Basin, and would substantially reduce construction NOx and diesel particulate emissions at the nearby residences. For ease of reference, I refer to them as Recommended Air Quality Mitigation Measures (RAQMM-1 through RAQMM-4).

- **RAQMM-1 – Tier 4 Final Equipment:** Require all off-road diesel construction equipment of 50 horsepower or more to meet U.S. EPA Tier 4 Final emission standards.
- **RAQMM-2 – Zero-Emission and Alternative-Fuel Equipment:** Require electric or other zero-emission equipment where commercially available (for example, forklifts, welders, generator sets, air compressors and concrete saws), and renewable diesel fuel for the remaining diesel equipment.
- **RAQMM-3 – Phasing and Equipment Location:** Schedule construction to avoid overlap of the most intensive phases, such as grading and building construction, and locate staging areas and stationary equipment as far as practicable from residences, including during the sewer main improvements along Wyoming Avenue.
- **RAQMM-4 – Idling and Truck Controls:** Limit idling of on-road and off-road equipment to two minutes, and require haul and vendor trucks to meet 2010 or newer engine model year emission standards.

Each of these measures should be evaluated quantitatively, including whether, with these measures in place, the Project's 1-hour NO2 concentrations at nearby residences would fall below the applicable ambient air quality standard.

Greenhouse Gas Analysis Relies on Unquantified Mitigation

The DEIR concludes that the Project would exceed the City's Greenhouse Gas Reduction Plan (GGRP) efficiency threshold of 3.12 metric tons of carbon dioxide equivalent (MTCO2e) per service population, even with project design features, and requires Mitigation Measure GHG-1. The November 2026 FEIR errata removes the DEIR's statements that GHG-1 requires CALGreen Tier 2 measures and the purchase of carbon offsets, because neither is part of GHG-1 or was included in the GHG emission calculations (FEIR p. 3-3). The revised text acknowledges that GHG-1's remaining features are not quantifiable in CalEEMod (ibid.). As a result, the DEIR credits GHG-1 with no quantified reduction.

The only quantified reductions come from project design features, which lower the Project's annual emissions by about 80 MTCO2e, from 4,751.66 to 4,671.49 MTCO2e. Mobile sources account for 4,044 MTCO2e per year and are not reduced by any quantified measure (DEIR Appendix C). The GGRP itself provides that when a project exceeds the threshold, mitigation measures must be identified and the corresponding GHG reductions calculated to bring the project to or below the threshold (GGRP, CEQA GHG Emissions Thresholds and Guidance, § 5.2, PDF p. 407). The DEIR does not do so.

Service Population Calculation Is Inconsistent with the GGRP

The GGRP threshold of 3.12 MTCO2e is 767,692 MTCO2e divided by a service population of 245,961, consisting of 109,686 residents and 136,275 employees (GGRP Tables 6 and 7, PDF pp. 407 to 408). The transportation emissions in that total come from a citywide vehicle miles traveled inventory that counts trips produced by or attracted to Burbank, allocating 50 percent of each trip with one end in the City (GGRP, Iteris VMT Memorandum, September 3, 2020, PDF pp. 173 to 175). Trips by visitors, including hotel guests and airport travelers, are therefore already included in the threshold's emissions but not in its service population. Adding 588 hotel guests to the Project's service population compares the Project to the threshold on a different basis than the threshold was developed on.

The GGRP classifies hotels as non-residential uses and explains that non-residential thresholds were derived by dividing emissions by employees (GGRP PDF pp. 407, 410). On that basis, the Project's emissions are approximately 55 MTCO2e per employee (4,671.49 divided by 85 employees), roughly 17 times the 3.12 threshold. In addition, the 588 guests represent 1.4 guests in every one of the 420 rooms every night of the year. Hotels do not operate at full occupancy year-round; at 80 percent occupancy, the DEIR's own method would yield approximately 8.4 MTCO2e per service population rather than 6.94.

The same approach affects the comparison of alternatives. The Reduced Intensity Alternative would reduce emissions by 1,172.77 MTCO2e per year, yet the DEIR rates its GHG impact as greater than the Project's because its per-person ratio is 0.07 MTCO2e higher (DEIR p. 7-12). That result follows from counting guests in the service population; an alternative that removes more than 1,100 metric tons of emissions per year does not have greater GHG impacts.

Feasible measures are available to reduce the Project's mobile source emissions, which account for most of its GHG emissions, and each should be quantified and evaluated:

- **Guest Trip Reduction:** Guest-oriented transportation demand management, including transit and rail incentives tied to reservations and guest parking pricing.
- **Employee Commute Trip Reduction:** A mandatory employee commute trip reduction program with monitoring and remedies if targets are not met, including parking cash-out.
- **Shuttle Fleet Electrification:** Electrification of the shared hotel shuttle fleet, including the existing vehicles.
- **Carbon Offsets:** Verified carbon offsets for any remaining emissions above the GGRP threshold.

With quantified measures and a performance standard, GHG-1 could be designed to bring the Project to the GGRP threshold, as the GGRP requires.

CONCLUSIONS

The DEIR erroneously concludes that the Project's impact to air quality and public health would be less than significant based solely on comparing the daily emissions with SCAQMD thresholds of significance.

The SCAQMD thresholds are not the only thresholds that apply to the project. Other thresholds are the ambient air quality standards that are part of the federal Clean Air Act (CAA)[8]. The standards are designed to protect public health. If project emissions were translated into pollutant concentration, then it would have demonstrated that the project would violate the 1-hour NO2 standard by a wide margin.

The violation of the 1-hour standard also negates the DEIR assertion that the project would not obstruct the applicable air quality plan, since the project would create new violations of the federal 1-hour NO2 standard.

Overall, the conclusion that project impacts are less than significant is not supported by the facts.

In summary, it is my opinion that:

- The DEIR does not analyze the site-specific pollutant concentrations to which nearby residents would be exposed during construction;

- Construction NOx emissions would cause 1-hour NO2 concentrations exceeding the federal ambient air quality standard at off-site locations, a potentially significant impact that the DEIR does not identify;

- The DEIR does not quantify cancer and non-cancer health risks from construction diesel emissions in a community already burdened by high pollution levels; and feasible measures (RAQMM-1 through RAQMM-4) are available to reduce these emissions.

The air quality analysis should be revised to address these issues, and the recommended measures should be evaluated, before the City acts on the Final EIR. In addition, the DEIR credits Mitigation Measure GHG-1 with no quantified GHG reduction, and its service population calculation is inconsistent with the GGRP threshold it applies.

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[8] Clean Air Act, 42 U.S.C. § 7401 et seq. Available at: https://www.law.cornell.edu/uscode/text/42/7401

Figure 1

Spatial Distribution of 1-hour NOx Concentration
In Micrograms per cubic meter



Note: Area enclosed by the contour labeled 188 would exceed the 1-hour NOx ambient air quality standard

Attachment 1

SCAQMD Thresholds of Significance

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

South Coast AQMD Air Quality Significance Thresholds

Mass Daily Thresholds [a]		
Pollutant	**Construction**	**Operation**
NO_x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs), Odor, and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to South Coast AQMD Rule 402	
GHG	10,000 MT/yr CO_2eq for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants [b]		
NO_2 1-hour average annual arithmetic mean	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM_{10} 24-hour average annual average	10.4 µg/m³ (construction)[c] & 2.5 µg/m³ (operation) 1.0 µg/m³	
$PM_{2.5}$ 24-hour average	10.4 µg/m³ (construction)[c] & 2.5 µg/m³ (operation)	
SO_2 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 µg/m³ (state)	
CO 1-hour average 8-hour average	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day Average Rolling 3-month average	1.5 µg/m³ (state) 0.15 µg/m³ (federal)	

[a] Source: South Coast AQMD CEQA Handbook (South Coast AQMD, 1993)
[b] Ambient air quality thresholds for criteria pollutants based on South Coast AQMD Rule 1303, Table A-2 unless otherwise stated.
[c] Ambient air quality threshold based on South Coast AQMD Rule 403.

KEY: lbs/day = pounds per day ppm = parts per million µg/m³ = microgram per cubic meter ≥ = greater than or equal to
MT/yr CO_2eq = metric tons per year of CO_2 equivalents > = greater than

Attachment 2

Ambient Air Quality Standards

Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards [1]		National Standards [2]		
		Concentration [3]	Method [4]	Primary [3,5]	Secondary [3,6]	Method [7]
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM10)[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
Fine Particulate Matter (PM2.5)[9]	24 Hour	—	—	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[11]	—	
Lead[12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	**No National Standards**		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

See footnotes on next page …

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7. Reference method as described by the U.S. EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the U.S. EPA.

8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM10 standards (primary and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

    Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

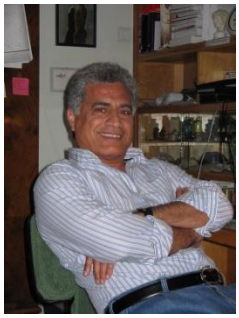
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 $\mu g/m^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Ray Kapahi

Senior Air Quality
Consulting Engineer



Ray.Kapahi@gmail.com

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Practice Areas

- Air Quality Permitting
- Odor Modeling and Control
- Health Risk Assessment
- Environmental Impact Analysis
- Greenhouse Gas Analysis
- Atmospheric Dispersion Modeling

Industries

- Solid Waste
- Energy Production
- Law Firms
- Construction and Mining
- Cannabis Cultivation
- Oil and Gas Production
- Food Industries

Education and Training

- BSc. Physics (1972)
- MEng. Chemical Engineering (1975)
- CARB Accredited Green House Gas (GHG) Lead Verifier with Specialization in Process Emissions and Electricity Transactions (2009)

News

- Presentation "Numerical Modeling of Landfill Gas and Odors" 33rd International Conference on Solid Waste Technology and Management. March 11 to 14, 2018, Annapolis, MD.

- Presentation "Integrated Approach to Effective Odor Control at Landfills and Composting Facilities" Wastecon 2016, Indianapolis, IN.

EXPERIENCE

Over 30 years of experience in analyzing air quality and odor impacts, permitting of stationary sources, and preparation of environmental impact documents, and testifying as an exprt witness in air quality matters. Mr. Kapahi assists a broad range of clients and assists them to identify and meet their regulatory obligations.

The scope of his experience includes siting of new landfills, waste to energy plants, obtaining conditional use permits from City and County Governments for new projects or expansion of existing projects. Specific experience and skills include preparation of emission inventories, analysis and measurements of odors, dispersion modeling, oversight of air quality monitoring, analysis of impacts to public health, accidental release of chemicals and working with law firms as an expert on air quality, and appearing before City and County Planning Boards and Commissions as an expert witness on behalf of clients.

Following approvals for new facilities or expansion of existing facilities, Mr. Kapahi continues to work with clients to ensure on-going compliance.

REPRESENTATIVE PROJECTS

Air Quality Permitting

- **Permitting of a Powdered Milk Plant (Turlock, CA)**

Evaluate emissions of various air pollutants from the proposed 30 million gallons per year mild processing/drying facility. Demonstrate compliance with local and state air quality regulations, including regulation of toxic air pollutants.

- **Permit Revisions for an Existing Fruit Dehydration Facility (Yuba City, CA)**

Assisted a major food processor in revising their operating permits to allow for additional steam production. Worked cooperatively with the local air district to ensure timely issuance of the revised permits.

- **Permitting of a Waste to Energy Plant (Fort Irwin, CA)**

Quantify emissions from a proposed 34 tons per day solid waste to energy project. Analyze emissions associated with pyrolysis and subsequent utilization of synthetic gas to generate 1.5 MW of electric power. Prepare the necessary permit applications and supporting documentation.

- **Permitting of a CBD Oil Extraction Facility (Mendota, CA)**

Quantify emissions from a proposed solvent extraction process. Assist in design of an RTO VOC control system. The facility was permitting in 2019 and is currently operating.

Publications and Presentations

Presentation "Use of Advanced Models to Control Fugitive Odors from Composting Sites". US Compost Council Annual Meeting, January 2015, Austin, TX.

"Air Emissions from Landfills and Transfer Stations – Do they Increase Public Health Risks?" Presented at Quad State Environmental Conference, Pigeon Forge TN, Sept 2015.

"Risks of Carbon Credit Invalidation Under California's Cap-and-Trade Program", Presented at the 2014 Air and Waste Management Association Annual Conference. June 24-27, 2014. Long Beach, CA

"Estimate of VOC Emissions from Sludge Drying", Presented at the 1995 SWANA Conference. November 1995, Baltimore, MD.

"Use of Biofilters to Control VOCs", Biocycle, February 1995.

"Impacts of the 1990 Clean Air Act Amendments", San Jose Business Journal, March 24, 1994.

"Modeling Fine Particulates" in Municipal Waste Incineration Risk Assessment, Edited by Curtis Travis, Plenum Press, 1990.

Specialized Training

Calculating Tank Emissions. Trinity Consultants. Los Angeles, CA February 1-2, 2020.

Accidental Release Modeling Workshop. Trinity Consultants. Dallas, TX November 1-2, 2018.

HARP2 (Risk Assessment Model) Training at California Air Resources Board. Redding, CA

Hearing Board Variance Training – California Air Resources Board (1995)

Air Emissions and Odors from Wastewater – University of Texas, Austin (1994)

Professional Affiliations

Air and Waste Management Association (Member)

American Institute of Chemical Engineers (Member)

Member Technical Advisory Committee (TAC) for the California Energy Commission

Air Quality Impact Analysis and Monitoring

- **Environmental Impacts from Warehouse Development (Oceanside, CA)**

EPS is working with local residents and their attorney in identifying impacts to air quality and public health from the development of a major warehouse development. At issue are violations of air quality standards from NOx, PM10 and PM2.5.

- **Modeling Accidental Release of Chlorine (Sacramento, CA).**

EPS modeled the accidental release of chlorine from a water treatment plant. The analysis provided guidance to first responders on potential evacuation areas. The SLAB model along with detailed mass transfer calculations were performed to quantify the extent of the hazardous plume.

- **Analysis and Control of Fugitive Dust and Odors from a Soil Blending Facility (Stockton, CA)**

Advanced computational fluid mechanics (CFD) models were used to predict the air flow and movement of fugitive dust at a soil blending facility. With this information, the client was able to install appropriate mitigation services to mitigate off-site migration of fugitive dust.

- **Review of Odor Control Systems for Cannabis Cultivation and Distribution Facilities (Palm Springs, CA)**

EPS evaluated the *odor* control system for over 15 different odor cultivation and distribution facilities in Palm Springs. The effectiveness of the proposed system was evaluated and recommendations were made to the City to Palm Springs on the issuance or denial of the operating permits.

Analysis of Public Health Risks

- **Analysis of Public Health Risks Associated with Composting Operations (Napa County, CA)**

Estimate the types and amounts of toxic air contaminants (TAC) released from green waste and food waste composting. An air dispersion model was used with local wind data to determine the concentration of each TAC. The concentration estimates were supplemented with toxicity data to quantify public health risks from exposure to the various toxic pollutants.

- **Analysis of Public Health Risks from Proposed Asphalt Plant (Kern County, California)**

Analyze emissions of any toxic air pollutants from a proposed 250 tons per day asphalt plant. Emissions from aggregate drying, propane combustion and asphalt oil were quantified. Acute and chronic public health risks from exposure to various toxic pollutants were calculated.

Honorable Mayor and Members of the City Council,

I'm a Burbank resident writing about Reports to Council Item #2, the proposed agreement with IKE Smart City, LLC. I have read the staff report and Attachment 1.

I am wholeheartedly opposed to these kiosks, but I understand the enabling ordinance is in place, and so I'd like to request stringent guardrails. As drafted, the agreement commits Burbank to up to 30 kiosks (60 screens) of commercial advertising for potentially more than 20 years, with limited ability to adjust course. I ask the Council to approve the agreement only with these changes:

1. Make Phase 2 a separate Council decision. Section 3.1 currently requires IKE to pursue a second phase of 15 kiosks once the first 15 are operational, and staff can only reject individual sites on the grounds listed in Section 4.1. Phase 2 should require an evaluation of Phase 1 and Council approval, as staff prefers (Consideration 1).

2. Require mutual written agreement for renewal and remove IKE's unilateral catch-up payment (Exhibit A, Sections 1.6 and 2; Considerations 2 and 3). The initial term should also run from the Effective Date rather than the Term Commencement Date, because the current structure can stretch the commitment beyond 20 calendar years.

3. Strike the prediction-market carve-out in Section 13, consistent with staff's recommendation (Consideration 4).

4. Set display standards in the agreement itself. Section 10.1 refers only to "appropriate levels of brightness," while the specified hardware reaches 4,000 nits (Exhibit C). The agreement should set a numeric nighttime brightness limit, require static content with no audio, and require advertising to shut off overnight.

5. Strengthen siting protections. The 150-foot buffers in Sections 4.1.9 and 4.1.10 and Exhibit E cover only low-density residential areas, single-family homes, and K-12 schools. They should cover all residential zones and public parks, any reduction to 100 feet should require Council approval, and the public notice process for each site should be written into the agreement rather than left to later negotiation (Section 4.1).

Newly elected members take office on December 14, and the staff report identifies no deadline for this agreement. Because it commits the City to a decade or more of advertising on public sidewalks, I ask that the Council direct staff to continue negotiating the terms above (option 2c) and return the agreement after the new Council is seated, so the members in office as it takes effect can weigh in.

A smaller initial deployment with real checkpoints keeps the emergency-communication and wayfinding benefits and the City's revenue, without locking in two decades of advertising on our sidewalks.

Thank you for your consideration.

Chris Chandler
[redacted]
Burbank, CA 91501

Dual Brand Hotel Project at 2500 N. Hollywood Way

City Council
November 17, 2026

COMMUNITY DEVELOPMENT

2035

Project Site and Surrounding Context

Lot Size: 11.76-acres

Zoned: Planned Development (PD 1989-1)

General Plan Land Use Designation: Regional Commercial

Currently Developed: Marriott Hotel, Convention Center, and surface parking.

Airport Adjacency: Subject to the LA County Airport Land Use Plan



2036

Project Site Photos



View of the existing hotel.



View of the existing hotel and Convention Center.



View of the existing hotel.



View of the existing hotel.

2037

Proposed Site Plan



2038

Proposed Project Rendering



Proposed Parking Garage

Gateway Entrance

Proposed Hotel

Thornton Avenue – view looking South

2039

Proposed Dual-Brand Hotel

- **420 Guestroom Breakdown:**
  - Aloft Hotel provides 203 rooms (regular-stay)
  - Residence Inn provides 217 rooms (extended stay)
- **Height:** Seven stories; approximately 84 Ft.
- **Architectural Style:** Contemporary style buildings



** Front elevation*

Proposed Amenities

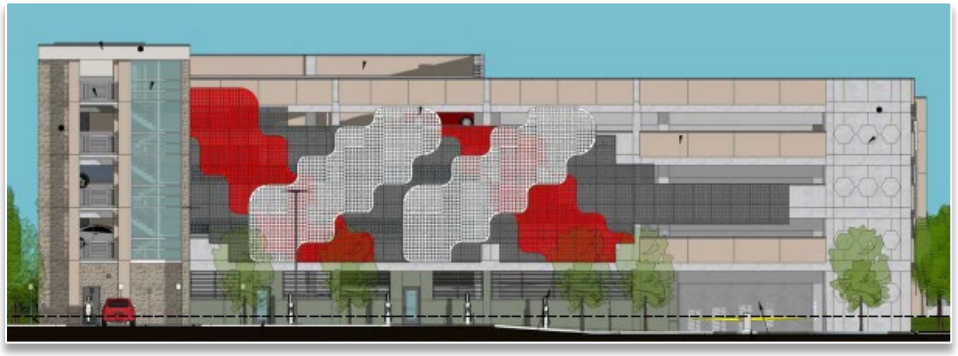
- A central courtyard:
  - Guest swimming pool
  - Lounging deck
- Guest dining, bar, workspace, and social areas.
- Leasable commercial tenant space with an outdoor patio.
- Guest laundry and fitness facilities.



** Central Courtyard*

Proposed Parking

- **Total Parking:** 1,051 spaces
- **Garage Structure:** 766 Spaces
  - Valet Parking
  - Standard Operation: 673 parking spaces
  - Large Events: + 93 parking spaces
- **Surface Parking:** 285 Spaces (Self Parking)



** Garage Structure – Front elevation*



** Rendering of front elevation and valet pick up and drop off*

Proposed On/Off Site Improvements

New sidewalks, ADA, and utility improvements

Lighted pedestrian Paseo



New bicycle lane

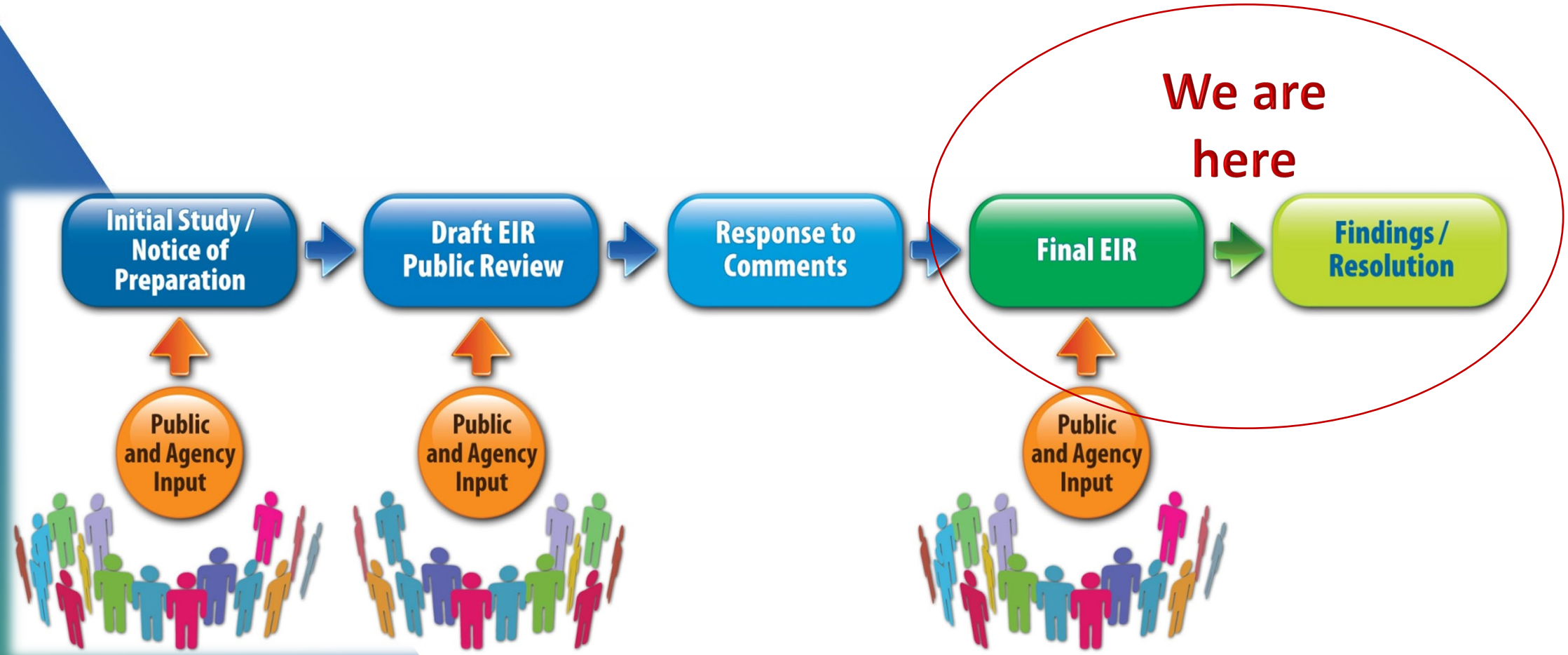
Site and Pedestrian Connectivity

2043

Project Benefits and Contributions

- **Public safety:**
  - **$30,000**, replacement of fire department equipment.
  - **$30,000**, replacement of police department equipment.
- **Transportation & Infrastructure:**
  - **$250,000** for Neighborhood Protection Plan.
  - **$80,000** for BurbankBus service.
  - **$20,000** for Metrolink station maintenance.
  - Off-site sidewalk and bicycle lane improvements.
  - TDM and TMO Measures (employee transit pass subsidies, patron shuttle services).

CEQA: Environmental Impact Report



Environmental Topical Areas Evaluated

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

**Significant and unavoidable environmental impact would occur.*

Statement of Overriding Considerations

CEQA Requirements (Section 15093):

When significant environmental impacts cannot be avoided or reduced to a less-than-significant level, **a Statement of Overriding Considerations (SOC) is required for project approval.**

Required Finding to Adopt SOC:

The **project's specific benefits outweigh its significant and unavoidable environmental impacts**, justifying approval of the project despite those impacts.

Planning Commission Recommendation

On October 12, 2026, the Planning Commission voted unanimously (5-0) to recommend City Council approval of the Project.

Recommended Amendments: Revise Conditions of Approval Nos. 16 and 24(c), and allow editorial revisions by the City Attorney's Office.

Updates to Conditions of Approval and FEIR

Conditions of Approval (Attachment 11):

- Incorporated Planning Commission amendments.
- Corrected editorial and typographical errors.
- Refined Burbank Water and Power's photovoltaic system requirements.
- Expanded employee % eligible for transit subsidies.

Final Environmental Impact Report (FEIR):

- Updated with DEIR errata **on November 5, 2026**.

Findings and Consistencies

Planning Commission found the Project:

- **Meets all required BMC findings** applicable to the PD, DA, and DR applications.
- **Consistent with all other applicable City regulations.**
- **Consistent with** applicable goals and policies of the *Burbank2035* **General Plan**;
- **Meets Findings for Adoption of SOC** (CEQA).

Fiscal Considerations

The Project is not anticipated to result in a significant adverse impact to the City's General Fund.

Applicant Funded Improvements & Contributions

Development Impact Fess, Project Specific Utility Improvements, Permitting Fees

Ongoing Fiscal & Economic Benefits

Transient Occupancy Tax (TOT), Property Tax, Construction and Permanent Jobs, Visitor Spending

Community Benefits and Public Improvements

Anticipated Value of $1.1 Million

Public Noticing

Public Hearing Notice: Provided in accordance with the Burbank Municipal Code (BMC) and applicable State law.

Final EIR Distribution: Distributed to Draft EIR commenters in advance of the public hearing, consistent with State law.

Recommendation

1. **Adopt a Resolution** certifying the FEIR for the Project, Adopting a MMRP with a SOC and adopting Findings of Fact Pursuant CEQA;

2. **Adopt an Ordinance** approving a Planned Development, Development Agreement, and Development Review for the Project.

Contact Information:

Daniel Villa, Principal Planner
Dvilla@burbankca.gov

COMMUNITY DEVELOPMENT

Dual Brand Hotel Project at 2500 N. Hollywood Way

City Council
November 17, 2026

COMMUNITY DEVELOPMENT

STAFF REPORT

WATER AND POWER

DATE: November 17, 2026

TO: Justin Hess, City Manager

FROM: Mandip Samra, General Manager, Burbank Water and Power Riad Sleiman for MS
VIA: Joseph Lillio, Chief Financial Officer Joseph Lillio
BY: Stela Kalomian, Financial Planning & Risk Manager Stela Kalomian

SUBJECT: Adoption of a Resolution to Issue Water Revenue Bonds Not to Exceed $43,000,000 for Water System Capital Investments

RECOMMENDATION

Adopt A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK AUTHORIZING THE ISSUANCE OF NOT TO EXCEED $43,000,000 PRINCIPAL AMOUNT OF ITS BURBANK WATER AND POWER WATER REVENUE BONDS, SERIES OF 2026; APPROVING THE IMPROVEMENTS TO BE FINANCED THEREBY; APPROVING THE ENGAGEMENT OF PROFESSIONAL SERVICES IN CONNECTION THEREWITH; APPROVING AND AUTHORIZING THE EXECUTION OF A FIFTH SUPPLEMENTAL BOND INDENTURE; APPROVING THE FORM AND AUTHORIZING THE DISTRIBUTION OF AN OFFICIAL STATEMENT FOR USE IN CONNECTION WITH THE SALE OF SUCH BONDS; APPROVING THE FORMS OF AND AUTHORIZING CERTAIN DOCUMENTS IN CONNECTION THEREWITH; AND AUTHORIZING CERTAIN OTHER ACTIONS RELATING TO THE FOREGOING (Attachment 1).

BACKGROUND

Burbank Water and Power (BWP) operates the City of Burbank's (City) municipal water system, which provides reliable water service to the community and requires ongoing investment in infrastructure, facilities, and system improvements.

BWP has historically utilized long-term revenue bond financing to fund significant capital improvements to the City's water system, allowing BWP to maintain financial flexibility while appropriately aligning the costs of major investments with the customers who benefit from them over time.

The City's water system's assets have been diligently maintained and, in many cases, have remained in service well beyond their original useful lives, including critical infrastructure dating back to the 1920s. The City's water system is now at a point where several generational investments are necessary to replace aging infrastructure and ensure the continued reliability, resiliency, and sustainability of the system. These projects are recommended to be funded through a combination of long-term revenue bond proceeds and Water Fund reserves, providing the necessary resources to address significant infrastructure needs while spreading the cost of these investments over their useful lives. Collectively, these improvements will provide long-term benefits to current ratepayers and future generations of Water System customers.

Currently, there are two outstanding water-related debt issuances: Water Revenue Bonds, Series of 2021 (2021 Bonds), with $22,000,000 of outstanding principal, and Water Revenue Refunding Bonds, Series of 2024 (2024 Bonds), with $21,540,000 of outstanding principal. Both issuances are secured by a pledge of Water Net Revenues pursuant to the BWP Water Revenue Bond Indenture (Indenture) dated November 1, 2010 (Attachment 2).

DISCUSSION

The estimated capital spending of the Water Fund over the next three years, starting Fiscal Year (FY) 2026-27, is over $86,621,000. Of this amount, up to $41,939,900 of one-time large capital expenditures are recommended to be funded by bond proceeds.

BWP proposes to issue, on a tax-exempt basis, up to $43,000,000 principal amount of the 2026 Bonds. The bond proceeds will fund a comprehensive program of critical Water System infrastructure improvements, focusing on replacing aging assets, improving system reliability and resiliency, maintaining water quality, and addressing operational and safety needs. The projects include the replacement of the 95-year-old Reservoir 2; replacement of aging pipelines, some of which are more than 100 years old; improvements to critical booster stations and backup power capabilities; and modernization of disinfection systems to enhance water quality and reduce operational risks. Collectively, these investments will extend the useful life and reliability of the Water System, improve its ability to withstand emergencies and power outages, and ensure the continued delivery of safe and reliable water to customers. Financing these capital improvements through long-term revenue bonds allows BWP to spread the costs of the improvements over their useful lives and over the period during which current and future water customers will benefit from the infrastructure.

The issuance of the 2026 Bonds is in accordance with the City's Debt Management Policy. The proposed 2026 Bonds with maturities up to 30 years are to be issued pursuant to the Fifth Supplemental BWP Revenue Bond Indenture (Attachment 3), which supplements the BWP Water Revenue Indenture dated November 1, 2010.

The 2026 Bonds will constitute special, limited obligations of the City payable solely from Water Net Revenues under the Indenture. The City's General Fund and Electric Utility Fund will have no liability for repayment of the bonds.

The 2026 Bonds will be issued on a parity basis with the outstanding 2021 Bonds and 2024 Bonds, consistent with the provisions of the Indenture that permit BWP to issue additional obligations secured by Water Net Revenues. The water fund maintains an AA+ credit rating from Standard & Poor's Ratings; therefore, no debt service reserve fund will be established in connection with the 2026 Bonds. The bonds are expected to receive a credit rating from Standard & Poor's and Moody's Ratings, with the final rating to be included in the final offering documents.

The bonds are expected to be issued as fixed-rate obligations, with interest payable semiannually on June 1 and December 1, commencing June 1, 2027. The final terms of the 2026 Bonds, including principal amount, maturity dates, interest rates, redemption provisions, and other financing terms, will be established in accordance with the authorizing resolution and based on market conditions at the time of pricing, and reflected in the Bond Purchase Agreement to be signed by the City and the underwriters of the bonds at the time of pricing. A draft of the Bond Purchase Agreement is attached as Attachment 5.

BWP has engaged KNN Public Finance, LLC as Municipal Advisor and Norton Rose Fulbright US LLP as Bond Counsel and Disclosure Counsel. U.S. Bank Trust Company, National Association, will serve as Trustee. These professionals will assist BWP with structuring, marketing, legal documentation, disclosure, and administration of the financing.

A draft Preliminary Official Statement (POS) for the bonds is attached as Attachment 6. The POS is the primary disclosure document for investors in the 2026 Bonds. A POS will be circulated to potential investors prior to the pricing of the bonds. After the bonds have been priced, a final Official Statement will be circulated to investors. The POS is prepared by Norton Rose Fulbright US LLP, with the assistance of the financing team, which includes BWP staff.

The POS has been reviewed and approved for transmittal to the Council by the financing team. The distribution of the POS by the City is subject to federal securities laws, including the Securities Act of 1933 and the Securities Exchange Act of 1934. These laws require the POS to include all facts that would be material to an investor in the bonds. Material information is information that there is a substantial likelihood that would have actual significance in the deliberations of a reasonable investor when deciding whether to buy or sell the bonds. In the proposed resolution, Council may approve the POS and authorize

staff, on behalf of the City, to certify that the POS is as of its date "deemed final" for purposes of federal securities law (i.e., that the POS includes all facts that would be material to an investor except for certain pricing-related information, such as final principal amounts and interest rates) that will be added in the final Official Statement.

The Securities and Exchange Commission (the SEC), the agency charged with enforcing the City's compliance with the federal securities laws, has issued guidance as to the duties of the City Council with respect to its approval of the POS. In its "Report of Investigation in the Matter of County of Orange, California as it Relates to the Conduct of the Members of the Board of Supervisors" (Release No. 36761 / January 24, 1996) (Release), the SEC stated that if a member of the City Council has knowledge of any facts or circumstances that an investor would want to know about prior to investing in the 2026 Bonds, whether relating to their repayment, tax-exempt status, undisclosed conflicts of interest with interested parties, or otherwise, he or she should endeavor to discover whether such facts are adequately disclosed in the POS. In the Release, the SEC stated that the steps that a member of the City Council could take include becoming familiar with the POS and questioning staff and consultants about the disclosure of such facts.

The key sections of the POS are summarized below:

- "INTRODUCTION": This section provides a brief overview of the contents of the POS. In particular, the subsection titled "The City, BWP and the Water System" is a relevant portion for review.
- "DESCRIPTION OF THE 2026 BONDS": This section summarizes the key terms of the bonds, including payment dates and redemption provisions.
- "SECURITY AND SOURCES OF PAYMENT FOR THE 2026 BONDS": This section summarizes key security terms, including the pledge of Water Net Revenues, which is the sole source of funds to pay debt service on the bonds.
- "BURBANK WATER AND POWER": This section provides a brief description of BWP.
- "THE WATER SYSTEM": This section summarizes information about the Water System and Water Net Revenues, including water supply, costs of operating/maintaining the Water System, Water System rates and charges, the Water System capital improvement plan, and historical and projected debt service coverage.
- "TAX MATTERS": This section describes the tax-exempt nature of interest on the bonds.

After issuance of the bonds, BWP will have certain ongoing disclosure obligations to investors and potential investors that are set forth in a Continuing Disclosure Agreement. A draft of the Continuing Disclosure Agreement is attached as Attachment 4.

The following table gives a brief description of each attachment that is included with this report.

Attachments	Document Name	Document Description
Attachment 1	Resolution	Document authorizing the issuance of the bonds; outlines the terms and conditions
Attachment 2	Water Revenue Bond Indenture	Document specifying the responsibilities of the issuer, trustee, and bondholders; establishes the credit pledge of the water fund
Attachment 3	Fifth Supplemental Bond Indenture	Document specifying the responsibilities of the issuer, trustee, and bondholders; establishes the credit pledge of the water fund for the 2026 water bonds
Attachment 4	Continuing Disclosure Agreement	Agreement in which the issuer commits to provide ongoing disclosure about the financial condition and operations of the water fund
Attachment 5	Bond Purchase Agreement	Agreement between the issuer and the underwriter outlining the terms of the sale of the water bonds
Attachment 6	Preliminary Official Statement	Document providing detailed information about the new water bonds being issued, including financial statements, legal descriptions, and risks associated with the bonds

ENVIRONMENTAL REVIEW

This activity has no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and as such, is not a “project” subject to the requirements of the California Environmental Quality Act (CEQA) 14 Cal. Code Regs § 15378.

FISCAL IMPACT

The proposed issuance of the 2026 Bonds will provide BWP with a cost-effective, tax-exempt financing source to fund the aforementioned projects and related financing costs. The bonds will be secured solely by Water Net Revenues and will be issued on a parity basis with the outstanding 2021 and 2024 Bonds.

The final principal amount, interest rates, annual debt service, and total debt service will depend on market conditions at the time of issuance. Costs associated with the financing, including underwriting, legal, municipal advisory, trustee, rating, and other issuance

expenses, will be funded from bond proceeds and/or other available Water Net Revenues, as applicable.

The issuance of additional parity debt will increase BWP's outstanding water system debt and associated annual debt service obligations. However, the proposed financing is structured within the requirements of the existing Indenture and will be incorporated in BWP's long-term financial planning, water rate projections, projected Water Net Revenues, and applicable debt service coverage requirements.

In October 2026, the all-in interest rate for these bonds is 5.00%. The estimated annual principal and interest payment for the new financing is $2.76 million, representing an estimated 6.2% impact on water rates. This impact was incorporated into the 14% rate increase approved for January 1, 2027.

CONCLUSION

Staff recommends that the City Council approve the necessary resolution and authorize the issuance and sale of the 2026 Bonds in an aggregate principal amount not to exceed $43,000,000, subject to the final terms and conditions set forth in the authorizing documents and the requirements of applicable law.

ATTACHMENTS

Attachment 1 – Resolution
Attachment 2 – Water Revenue Bond Indenture
Attachment 3 – Fifth Supplemental Bond Indenture
Attachment 4 – Continuing Disclosure Agreement
Attachment 5 – Bond Purchase Agreement
Attachment 6 – Preliminary Official Statement

ATTACHMENT 1

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK AUTHORIZING THE ISSUANCE OF NOT TO EXCEED $43,000,000 PRINCIPAL AMOUNT OF ITS BURBANK WATER AND POWER WATER REVENUE BONDS, SERIES OF 2026; APPROVING THE IMPROVEMENTS TO BE FINANCED THEREBY; APPROVING THE ENGAGEMENT OF PROFESSIONAL SERVICES IN CONNECTION THEREWITH; APPROVING AND AUTHORIZING THE EXECUTION OF A FIFTH SUPPLEMENTAL BOND INDENTURE; APPROVING THE FORM AND AUTHORIZING THE DISTRIBUTION OF AN OFFICIAL STATEMENT FOR USE IN CONNECTION WITH THE SALE OF SUCH BONDS; APPROVING THE FORMS OF AND AUTHORIZING CERTAIN DOCUMENTS IN CONNECTION THEREWITH; AND AUTHORIZING CERTAIN OTHER ACTIONS RELATING TO THE FOREGOING

THE COUNCIL OF THE CITY OF BURBANK FINDS:

A. The City of Burbank (the “City”) has heretofore issued four series of its City of Burbank, California Burbank Water and Power Water Revenue Bonds (the “Water Revenue Bonds”), of which two series remain outstanding, pursuant to a Burbank Water and Power Water Revenue Bond Indenture, dated as of November 1, 2010 (the “Master Water Revenue Bond Indenture” and as supplemented and amended from time to time, the “Water Revenue Bond Indenture”), by and between the City and U.S. Bank Trust Company, National Association, as successor trustee (the “Trustee”); and

B. The City has determined to issue a fifth series of water revenue bonds under a Fifth Supplemental Burbank Water and Power Water Revenue Bond Indenture (the “Fifth Supplemental Water Revenue Bond Indenture”), by and between the City and the Trustee, such series of bonds to be known as the City of Burbank, California Burbank Water and Power Water Revenue Bonds, Series of 2026 (the “2026 Water Bonds”), in one or more series or subseries; and

C. The proceeds of the 2026 Water Bonds are expected to be used to (i) finance the costs (including by reimbursing the City for certain previously incurred expenditures made in connection therewith) of certain improvements to the City's water system, including but not limited to distribution system pipeline replacements, booster station improvements and upgrades, reservoir replacement and improvements, treatment improvements, and other upgrades to the water system, or such other and additional facilities for the water system as the City hereafter determines to substitute therefor (the "2026 Water Project") and (ii) pay costs of issuance of the 2026 Water Bonds; and

D. California Government Code Section 5852.1 requires that the governing body of a public body obtain from an underwriter, municipal advisor or private lender and disclose, prior to authorizing the issuance of bonds with a term of greater than 13 months, good faith estimates of the following information in a meeting open to the public: (a) the true interest cost of the bonds, (b) the sum of all fees and charges paid to third parties with respect to the bonds, (c) the amount of proceeds of the bonds expected to be received net of the fees and charges paid to third parties and any reserves or capitalized interest paid or funded with proceeds of the bonds, and (d) the sum total of all debt service payments on the bonds calculated to the final maturity of the bonds plus the fees and charges paid to third parties not paid with the proceeds of the bonds; and

E. The City Council of the City of Burbank (the "Council") wishes at this time to authorize the execution of certain documents and the performance of such acts as may be necessary or desirable to effect the issuance and sale of the 2026 Water Bonds as herein provided;

THE COUNCIL OF THE CITY OF BURBANK RESOLVES:

1. Determination to Carry Out Projects. The Council hereby determines to carry out the issuance and sale of the 2026 Water Bonds and the financing of the 2026 Water Project.

2. Engagement of Professional Services. The Council hereby approves the engagement of Norton Rose Fulbright US LLP ("Bond Counsel") for Bond Counsel and Disclosure Counsel services in connection with the issuance, sale and delivery of the 2026 Water Bonds. The Council hereby approves the engagement of KNN Public Finance, LLC (the "Municipal Advisor") for municipal advisory services in connection with the issuance, sale and delivery of the 2026 Water Bonds. The Council hereby approves the engagement of J.P. Morgan Securities LLC as senior managing underwriter (the "Representative") and Stern Brothers & Co. as co-managing underwriter (together with the Representative, the "Underwriters") in connection with the negotiated sale of the 2026 Water Bonds.

3. Issuance of 2026 Water Bonds. The Council hereby authorizes and approves the issuance of the 2026 Water Bonds, in one or more series or subseries, under and pursuant to the Master Water Revenue Bond Indenture, as heretofore supplemented and amended, and as further supplemented by the Fifth Supplemental Water Revenue Bond Indenture. Any of the Mayor, the Vice Mayor, the City Manager, the City Treasurer and the Financial Services Director is hereby authorized and directed, for and in the name of the City, to execute the 2026 Water Bonds by his or her manual or facsimile signature and the City Clerk or Assistant City Clerk is hereby authorized and directed to attest said signature by manual or facsimile signature and to affix the seal of the City thereon, all in accordance with the provisions of the Water Revenue Bond Indenture.

4. Fifth Supplemental Water Revenue Bond Indenture. The Fifth Supplemental Water Revenue Bond Indenture, in substantially the form on file with the City Clerk and made a part hereof as though set forth in full herein, is hereby approved by the Council. The City Manager, a Deputy City Manager, the City Treasurer, the Financial Services Director, the General Manager of Burbank Water and Power or the Chief Financial Officer of Burbank Water and Power and their respective designees (each an "Authorized Representative") are each hereby authorized and directed, for and in the name of the City, to execute and deliver the Fifth Supplemental Water Revenue Bond Indenture in substantially such form, together with such changes, insertions and omissions as may be approved by the City Attorney, Bond Counsel and the officer executing the Fifth Supplemental Water Revenue Bond Indenture, such execution to be conclusive evidence of such approval, and the City Clerk or the Assistant City Clerk is hereby authorized and directed to attest said signature. The Council hereby authorizes the delivery and performance of the Fifth Supplemental Water Revenue Bond Indenture.

5. Determination of Additional 2026 Water Bond Terms. Any Authorized Representative is hereby authorized to determine the following matters with respect to the 2026 Water Bonds: (a) the aggregate principal amount of the 2026 Water Bonds to be issued and sold under the Master Water Revenue Bond Indenture, as supplemented by the Fifth Supplemental Water Revenue Bond Indenture and pursuant hereto, but not to exceed the principal amount of $43,000,000; (b) the respective dated date, redemption terms, maturity date and principal amount of the 2026 Water Bonds of each maturity, provided that the final maturity of any of the 2026 Water Bonds shall not be later than June 1, 2057; (c) the sinking fund installments, if any, with respect to any term 2026 Water Bonds; (d) the interest rates of the 2026 Water Bonds; provided, that the aggregate true interest cost of the 2026 Water Bonds shall not exceed 6.00% per annum; and (e) the Underwriters' discount at which the 2026 Water Bonds may be sold, but not to exceed 0.50% of the par amount thereof (exclusive of any original issue discount). The 2026 Water Bonds shall be issued in the form, and otherwise on the terms and conditions, set forth in the Master Water Revenue Bond Indenture, the Fifth Supplemental Water Revenue Bond Indenture and in accordance with this Resolution.

6. Continuing Disclosure Agreement. The Continuing Disclosure Agreement relating to the 2026 Water Bonds, by and between the City and the Trustee (the "Continuing Disclosure Agreement"), in substantially the form on file with the City Clerk and made a part hereof as though set forth in full herein, is hereby approved by the Council. Any Authorized Representative is hereby authorized and directed, for and in the name of the City, to execute and deliver the Continuing Disclosure Agreement in such form, together with such changes, insertions and omissions as may be approved by the City Attorney, Bond Counsel and the officer executing the Continuing Disclosure Agreement, such execution to be conclusive evidence of such approval. The Council hereby authorizes the delivery and performance of the Continuing Disclosure Agreement.

7. Bond Purchase Agreement. The Bond Purchase Agreement relating to the 2026 Water Bonds (the "Bond Purchase Agreement"), by and between the City and the Representative, in substantially the form on file with the City Clerk and made a part hereof

as though set forth in full herein, is hereby approved by the Council. Subject to the limitations with respect to the terms of the 2026 Water Bonds contained in Section 5 of this Resolution, any Authorized Representative is hereby authorized and directed, for and in the name of the City to execute and deliver the Bond Purchase Agreement in such form, together with such changes, insertions and omissions as may be approved by the City Attorney, Bond Counsel and the officer executing the Bond Purchase Agreement, such execution to be conclusive evidence of such approval. The Council hereby authorizes the delivery and performance of the Bond Purchase Agreement.

8. Official Statement. The preliminary official statement of the City relating to the 2026 Water Bonds, in substantially the form on file with the City Clerk and made a part hereof as though set forth in full herein, together with any changes therein or additions thereto deemed advisable by any Authorized Representative, is hereby approved by the Council. The Council authorizes and directs that any Authorized Representative is, on behalf of the City, to certify that the preliminary official statement is as of its date "deemed final" for purposes of Rule 15c2-12 of the Securities and Exchange Commission. Any Authorized Representative is hereby authorized to cause to be prepared and to execute for and on behalf of the City a final official statement in substantially the form of the preliminary official statement with such changes therein and additions thereto approved by such Authorized Representative, such approval to be evidenced by the execution and delivery thereof. The preliminary and final official statements are hereby approved for distribution (by posting electronically and/or in printed form) in connection with the offering and sale of the 2026 Water Bonds.

9. Investments. Any Authorized Representative is hereby authorized, on behalf of the City, to enter into or to instruct the Trustee to enter into one or more investment agreements providing for the investment of moneys in any of the funds and accounts under the Water Revenue Bond Indenture, on such terms as such Authorized Representative shall deem appropriate.

10. Good Faith Estimates. In accordance with California Government Code Section 5852.1, good faith estimates of the following are set forth on Exhibit A attached hereto: (a) the true interest cost of the 2026 Water Bonds, (b) the sum of all fees and charges paid to third parties with respect to the 2026 Water Bonds, (c) the amount of proceeds of the 2026 Water Bonds expected to be received net of the fees and charges paid to third parties and any reserves or capitalized interest paid or funded with proceeds of the 2026 Water Bonds, and (d) the sum total of all debt service payments on the 2026 Water Bonds calculated to the final maturity of the 2026 Water Bonds plus the fees and charges paid to third parties not paid with the proceeds of the 2026 Water Bonds.

11. Other Actions. The Authorized Representatives and such other officers of the City be and they hereby are authorized, individually and collectively, to take all actions and execute any and all documents necessary: to arrange for the funding of any required deposit to a reserve fund under the Water Revenue Bond Indenture with a letter of credit, surety bond or insurance policy pursuant to the terms of the Water Revenue Bond Indenture if, upon the advice of the Municipal Advisor and the Representative, the funding

of any such deposit to a reserve fund with a letter of credit, surety bond or insurance policy will be beneficial to the City; to arrange for the insuring of all or any portion of the 2026 Water Bonds through one or more municipal bond insurance companies, if, upon the advice of the Municipal Advisor and the Representative, such insurance will result in a lower true interest cost to the City; to effect the sale and delivery of the 2026 Water Bonds pursuant to the Water Revenue Bond Indenture; to select and retain any state banking corporation, national banking association or other qualified financial institution as successor trustee, from time to time, under the Water Revenue Bond Indenture, if deemed in the best interest of the City; to execute and deliver any and all documents in connection with the selection or appointment of a successor trustee under the Water Revenue Bond Indenture; and to do any and all things and to execute and deliver any and all documents, including the execution of any investment agreement or direction of investment with respect to 2026 Water Bond funds, which investment may include investment agreements as authorized under Section 9 of this Resolution that have a term up to the final term of the 2026 Water Bonds, which they may deem necessary or advisable to consummate the sale, execution and delivery of the 2026 Water Bonds and otherwise to carry out, give effect to and comply with the terms and intent of this Resolution, the 2026 Water Bonds, the Water Revenue Bond Indenture, the Continuing Disclosure Agreement, the Bond Purchase Agreement, the preliminary official statement and the final official statement. Such actions heretofore taken by such officers or their designees are hereby ratified, confirmed and approved.

PASSED and ADOPTED this _____ day of November 2026.

_____
Tamala Takahashi
Mayor

Attest:

_____
Kimberley Clark, City Clerk

Approved as to Form:
Office of the City Attorney

By: _____
Chris Chwang
Senior Assistant City Attorney

STATE OF CALIFORNIA)
CITY OF BURBANK) ss.
COUNTY OF LOS ANGELES)

I, Kimberley Clark, City Clerk of the City of Burbank, do hereby certify that the foregoing resolution was duly and regularly passed and adopted by the Council of the City of Burbank at its regular meeting held on the ____ day of November 2026, by the following vote:

AYES:

NOES:

ABSENT:

_____
Kimberley Clark, City Clerk

EXHIBIT A

The following information was obtained from KNN Public Finance, LLC, as municipal advisor (the "Municipal Advisor") with respect to the 2026 Water Bonds approved in the Resolution, and is provided in compliance with California Government Code Section 5852.1 with respect to the 2026 Water Bonds:

1. *True Interest Cost of the 2026 Water Bonds.* Assuming an aggregate principal amount of $41,305,000 of the 2026 Water Bonds are sold and based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the true interest cost of the 2026 Water Bonds, which means the rate necessary to discount the amounts payable on the respective principal and interest payment dates to the purchase price received for the 2026 Water Bonds, is 5.00%.

2. *Finance Charge of the 2026 Water Bonds.* Assuming an aggregate principal amount of $41,305,000 of the 2026 Water Bonds are sold and based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the finance charge of the 2026 Water Bonds, which means the sum of all fees and charges paid to third parties (or costs associated with the 2026 Water Bonds), is $507,000.

3. *Amount of Proceeds to be Received.* Assuming an aggregate principal amount of $41,305,000 of the 2026 Water Bonds are sold and based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the amount of proceeds expected to be received by the City for sale of the 2026 Water Bonds less the finance charge of the 2026 Water Bonds described in 2 above and any reserves or capitalized interest paid or funded with proceeds of the 2026 Water Bonds, is $41,939,900.

4. *Total Payment Amount.* Assuming an aggregate principal amount of $41,305,000 of the 2026 Water Bonds are sold and based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the total payment amount, which means the sum total of all payments the City will make to pay debt service on the 2026 Water Bonds plus the finance charge of the 2026 Water Bonds described in paragraph 2 above not paid with the proceeds of the 2026 Water Bonds, calculated to the final maturity of the 2026 Water Bonds, is $81,210,000.

Attention is directed to the fact that the foregoing information constitutes good faith estimates only. The actual interest cost, finance charges, amount of proceeds and total payment amount may vary from the estimates above due to variations from these estimates in the timing of 2026 Water Bonds sales, the amount of 2026 Water Bonds sold, the amortization of the 2026 Water Bonds sold and market conditions at the time of each sale. The date of sale and the amount of 2026 Water Bonds sold will be determined by the City based on the need for project funds and other factors. The actual interest rates at which the 2026 Water Bonds will be sold will depend on the bond market at the time of each sale. The actual amortization of the 2026 Water Bonds will also depend, in part, on market interest rates at the time of sale. Market conditions, including interest rates, are

affected by economic and other factors beyond the City's, the Underwriters' and Municipal Advisor's control.

BURBANK WATER AND POWER

WATER REVENUE BOND INDENTURE

by and between the

CITY OF BURBANK, CALIFORNIA

and

WELLS FARGO BANK, NATIONAL ASSOCIATION,
as Trustee

Dated as of November 1, 2010

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BURBANK WATER AND POWER
WATER REVENUE BOND INDENTURE

This BURBANK WATER AND POWER WATER REVENUE BOND INDENTURE, dated as of November 1, 2010 (the "Indenture"), by and between the CITY OF BURBANK, CALIFORNIA (the "City"), a municipal corporation and chartered city duly organized and existing under the Constitution and laws of the State of California, and WELLS FARGO BANK, NATIONAL ASSOCIATION, as trustee (the "Trustee");

W I T N E S S E T H:

WHEREAS, the City is a duly constituted chartered city of the State of California duly authorized to exercise the powers granted by the City Charter of the City (the "Charter"); and

WHEREAS, Article 12 of Chapter 4 of Title 2 (formerly Article 12 of Chapter 14) of the City Code provides as follows:

> Section 2-4-1201. POWER: The Council, exercising the powers reserved to the City under Sections 3 and 5 (formerly Sections 6 and 8) of Article XI of the Constitution of the State of California and Section 1010 of the Charter of the City, may, when the public interest and necessity require, by resolution or resolutions issue revenue bonds for the following purposes: (a) additions, betterments and extensions to and improvement of the electric energy system of the City, including capacity rights in electrical generation and transmission facilities, and related facilities, and incidental costs and expenses thereto, (b) additions, betterments and extensions to and improvement of the water system of the City and related facilities and incidental costs and expenses related thereto, (c) the acquisition, construction, extension, betterment, or improvement of any other revenue producing system or facility of the City, and (d) to refund obligations issued for any of the foregoing purposes.
>
> Section 2-4-1202. PROCEDURE: The procedure for the issuance of revenue bonds shall be the procedure set forth in the State Revenue Bond Law of 1941 (commencing with Government Code Section 54300), and by this reference, with the exceptions hereafter stated, the provisions of said Law are incorporated herein; provided, however, that no election to authorize the issuance of said bonds shall be held, and the restrictions of Government Code 54310 shall not apply, and to those ends Sections 54380 through 54388 and Section 54310 of said Government Code are not incorporated herein and shall not be applicable to the issuance of said revenue bonds; provided, further, that the resolution authorizing the issuance of said revenue bonds may provide that such bonds shall be payable from the revenues of the Enterprise (as specifically defined in such resolution), which may include combined revenues from electric and water services, from interest earnings on unspent bond proceeds and from such other funds as may be legally available for such purpose; provided, further, that before selling the revenue bonds, or any part thereof, the Council may either negotiate the private sale of the revenue bonds with a responsible purchaser or purchasers, who may be purchasing for their own account or for purposes of resale, or give notice inviting sealed bids pursuant to Government Code Section 54388; and provided, further that the interest rate limitation

and the limit on discount contained in Section 54402(b) and 54418, respectively, of the Government Code shall likewise not be applicable; and

WHEREAS, the City has determined to enter into this Indenture to provide for the authentication and delivery of water system revenue bonds, to establish and declare the terms and conditions upon which the Bonds shall be issued and secured and to secure the payment of the principal thereof and premium (if any) and interest thereon;

WHEREAS, the execution and delivery of this Indenture has in all respects been duly and validly authorized by resolutions duly passed and approved by the City; and

WHEREAS, all acts, conditions and things required by law to exist, to have happened and to have been performed precedent to and in connection with the execution and the entering into of this Indenture do exist, have happened and have been performed in due time, form and manner as required by law, and the parties hereto are now duly authorized to execute and enter into this Indenture;

NOW, THEREFORE, THIS INDENTURE WITNESSETH, that to secure the payment of the principal of, premium, if any, and the interest on all Bonds at any time issued, authenticated and delivered hereunder and to provide the terms and conditions under which all property, rights and interests hereby assigned and pledged are to be dealt with and disposed of, and to secure the performance and observance of the terms, conditions, stipulations, covenants, agreements, trusts, uses and purposes hereinafter expressed, and in consideration of the premises and of the material covenants herein contained and of the purchase and acceptance of the Bonds by the Owners thereof, and for other valuable consideration, the receipt of which is hereby acknowledged, the City does hereby agree and covenant with the Trustee for the benefit of the respective Owners, from time to time, of the Bonds, as follows:

ARTICLE I

EQUALITY OF SECURITY; DEFINITIONS; CONTENT OF CERTIFICATES AND OPINIONS

SECTION 1.01. Equality of Security. In consideration of the acceptance of the Bonds by the Owners thereof from time to time, this Indenture shall be deemed to be and shall constitute a contract between the City, the Trustee and the Owners from time to time of the Bonds and the covenants and agreements herein set forth to be performed by or on behalf of the City or the Trustee shall be for the equal and proportionate benefit, security and protection of all Owners of the Bonds, without preference, priority or distinction as to security or otherwise of any of the Bonds over any of the others by reasons of the series, time of issue, sale or negotiation thereof or for any cause whatsoever, except as expressly provided therein or herein. Nothing herein shall prevent additional security being provided to particular Bonds or the creation of a bond reserve fund therefor under any Supplemental Indenture.

SECTION 1.02. Definitions. The terms defined in this Section shall, for all purposes of this Indenture and of any Supplemental Indenture and of any certificate, opinion or other document herein mentioned, have the meanings herein specified, to be equally applicable to both the singular and plural forms of any of the terms herein defined.

Accreted Value

"Accreted Value" means, with respect to any Capital Appreciation Indebtedness, the principal amount thereof plus the interest accrued thereon, compounded at the interest rate thereon on each date as specified therein.

Accrued Aggregate Debt Service

"Accrued Aggregate Debt Service" means, as of any date of calculation, an amount equal to the sum of the amounts of accrued Debt Service with respect to all Series of Bonds, calculating the accrued Debt Service with respect to each Series at an amount equal to the sum of (i) interest on the Outstanding Bonds of such Series accrued and unpaid and to accrue to the end of the then current calendar month, and (ii) principal due and unpaid and that portion of the principal for such Series next due which would have accrued if deemed to accrue to the end of such calendar month if such principal were deemed to accrue daily in equal amounts from the next preceding principal payment date for such Series (or, if there shall be no such preceding principal payment date, from a date one (1) year preceding the due date of such principal installment or from the date of issuance of the Bonds of such Series, whichever period is shorter).

Annual Debt Service

"Annual Debt Service" means, for any Fiscal Year, the aggregate amount of principal and interest on all Bonds and Parity Debt becoming due and payable during such Fiscal Year calculated using the principles and assumptions set forth under the definition of Debt Service.

Assumed Debt Service

"Assumed Debt Service" means for any Fiscal Year the aggregate amount of principal and interest which would be payable on all Bonds and Parity Debt if each Excluded Principal Payment, amortized for a period specified by the City (but no longer than thirty (30) years from the date of the issuance of the Bonds or Parity Debt to which such Excluded Principal Payment relates) on a substantially level debt service basis or other amortization basis provided by the City, calculated based on a fixed interest rate equal to the rate at which the City could borrow for such period, as set forth in a certificate of a consultant delivered to the Trustee, who may rely conclusively on such certificate, within thirty (30) days of the date of calculation.

Bond Obligation

"Bond Obligation" means, as of any given date of calculation, (1) with respect to any Outstanding Bond which is Current Interest Indebtedness, the principal amount thereof, and (2) with respect to any Outstanding Bond which is Capital Appreciation Indebtedness, the Accreted Value thereof.

Bonds; Serial Bonds; Term Bonds

"Bonds" means the Burbank Water and Power Water Revenue Bonds authorized by, and at any time Outstanding pursuant to, this Indenture.

"Serial Bonds" means Bonds, maturing in specified years, for which no mandatory sinking fund payments are provided.

"Term Bonds" means Bonds payable at or before their specified maturity date or dates from mandatory sinking fund payments established for that purpose and calculated to retire such Bonds on or before their specified maturity date or dates.

Business Day

"Business Day" means any day other than (1) a Saturday, Sunday, or a day on which banking institutions in the State or the State of New York are authorized or obligated by law or executive order to be closed, and (2) for purposes of payments and other actions relating to Bonds secured by a letter of credit, a day upon which commercial banks in the city in which is located the office of the issuing bank at which demands for payment under the letter of credit are to be presented are authorized or obligated by law or executive order to be closed.

Capital Appreciation Indebtedness

"Capital Appreciation Indebtedness" means Bonds and Parity Debt on which interest is compounded and paid less frequently than annually.

Certificate, Statement, Request, Written Request, Requisition or Order of the City

"Certificate," "Statement," "Request," "Written Request," "Requisition" or "Order" of the City mean, respectively, a written certificate, statement, request, requisition or order signed in the name of the City by its City Manager or any other person authorized by the City Manager to execute such instruments. Any such instrument and supporting opinions or representations, if any, may, but need not, be combined in a single instrument with any other instrument, opinion or representation, and the two or more so combined shall be read and construed as a single instrument. If and to the extent required by Section 1.03 hereof, certificates and opinions shall include the statements provided for in Section 1.03 hereof.

Charter

"Charter" means the City Charter of the City, as amended from time to time.

City

"City" means the City of Burbank, California.

City Code

"City Code" means the Municipal Code of the City, as amended from time to time.

Code

"Code" means the Internal Revenue Code of 1986, and the regulations applicable thereto or issued thereunder.

Continuing Disclosure Agreement

"Continuing Disclosure Agreement" means any Continuing Disclosure Agreement executed and delivered by the City relating to any Series of Bonds.

Corporate Trust Office

"Corporate Trust Office" or "corporate trust office" means the corporate trust office of the Trustee at 707 Wilshire Blvd. 17th Floor, Los Angeles, California 90017 Attention: Corporate Trust Department, or such other office designated by the Trustee.

Costs of Issuance

"Costs of Issuance" means all items of expense directly or indirectly payable by or reimbursable to the City and related to the authorization, execution, sale and delivery of the Bonds, including but not limited to advertising and printing costs, costs of preparation and reproduction of documents, filing and recording fees, travel expenses and costs relating to rating agency meetings and other meetings concerning the Bonds, initial fees and charges of the Trustee, legal fees and charges, fees and disbursements of consultants and professionals, financial advisor fees and expenses, rating agency fees, fees and charges for preparation, execution, transportation and safekeeping of Bonds, surety, insurance and credit enhancement costs, and any other cost, charge or fee in connection with the delivery of Bonds.

Council

"Council" means the City Council of the City.

Counterparty

"Counterparty" means an entity which has entered into an Interest Rate Swap Agreement with the City.

Current Interest Indebtedness

"Current Interest Indebtedness" means the Bonds and Parity Debt on which interest is paid at least annually.

Debt Service

"Debt Service" means the amount of principal and interest becoming due and payable on all Bonds and Parity Debt; provided, however, that for the purposes of computing Debt Service:

(a) Excluded Principal Payments (and the interest related thereto, provided such interest is being paid from the same source as the Excluded Principal Payments)

shall be excluded from such calculation and Assumed Debt Service shall be included in such calculation;

(b) if the Bonds or Parity Debt are Variable Rate Indebtedness, the interest rate thereon for which an Interest Rate Swap Agreement is not in-place and the interest on which is excluded or expected to be excluded from gross income for federal income tax purposes for periods when the actual interest rate cannot yet be determined shall be assumed to be equal to the average of the SIFMA Swap Index for the five years preceding such date of calculation;

(c) if the Bonds or Parity Debt are Variable Rate Indebtedness, the interest rate thereon for which an Interest Rate Swap Agreement is not in-place and the interest on which is included or expected to be included in gross income for federal income tax purposes for periods when the actual interest rate cannot yet be determined shall be calculated at an interest rate equal to 100% of the average One Month USD LIBOR Rate during the five years preceding such date of calculation or such higher rate as shall be specified in a Certificate of the City;

(d) principal and interest payments on Bonds and Parity Debt shall be excluded to the extent such payments are to be paid from amounts on deposit with the Trustee or another fiduciary in escrow specifically therefor and to the extent that such interest payments are to be paid from the proceeds of Bonds or Parity Debt held by the Trustee or another fiduciary as capitalized interest;

(e) in determining the principal amount, payment shall (unless a different subsection of this definition applies for purposes of determining principal maturities or amortization) be assumed to be made in accordance with any amortization schedule established for such debt, including any mandatory sinking fund payments or any scheduled redemption or payment of Bonds or Parity Debt on the basis of Accreted Value, and for such purpose, the redemption payment or payment of Accreted Value shall be deemed a principal payment and interest that is compounded and paid as Accreted Value shall be deemed due on the scheduled redemption or payment date of such Capital Appreciation Indebtedness;

(f) with respect to any Bonds or Parity Debt that are Variable Rate Indebtedness for which an Interest Rate Swap Agreement is in-place providing for a fixed rate of interest to maturity or for a specific term with respect to such Bonds or Parity Debt, the interest rate on such Bonds or Parity Debt shall be assumed to be the synthetic fixed interest rate specified in such Interest Rate Swap Agreement for such term; provided, that if, pursuant to a Certificate of the City filed with the Trustee in connection with the issuance of an additional Series of Bonds or Parity Debt or any calculation of the Reserve Requirement, the sum of (i) interest payable on such Bonds or Parity Debt, plus (ii) amounts payable by the City under such Interest Rate Swap Agreement, less (iii) amounts receivable by the City under such Interest Rate Swap Agreement, is expected to be greater than the interest payable on the Bonds or Parity Debt to which such Interest Rate Swap Agreement relates (i.e., if such Interest Rate Swap Agreement is an "off-market" Interest Rate Swap Agreement), then, in such instance, such excess amounts

expected to be payable by the City under such Interest Rate Swap Agreement or in connection with such Bonds or Parity Debt shall be included in the calculation of Debt Service;

(g) with respect to any Bonds or Parity Debt bearing interest, or expected to bear interest, at a fixed interest rate for which an Interest Rate Swap Agreement is in-place providing for a net variable interest rate with respect to such Bonds or Parity Debt for a specific term, the interest rate on such Bonds or Parity Debt shall be assumed to be equal for such term to the sum of (i) the fixed interest rate or rates to be paid on the Bonds or Parity Debt, minus (ii) the fixed interest rate receivable by the City under such Interest Rate Swap Agreement, plus (iii) the average interest rate of the index on which the Interest Rate Swap Agreement is based, as identified in a Certificate of the City, or, if not based on an identifiable index, then the SIFMA Swap Index, in each case, over the five years preceding the date of calculation or such higher rate as shall be specified in a Certificate of the City in connection with the issuance of an additional Series of Bonds or Parity Debt or any calculation of the Reserve Requirement;

(h) if any Bonds or Parity Debt include an option or an obligation to tender all or a portion of such Bonds or Parity Debt to the City, the Trustee or another fiduciary or agent and require that such Bonds or Parity Debt or portion thereof be purchased if properly presented, then for purposes of determining the amounts of principal and interest due, the options or obligations to tender shall be treated as a principal maturity occurring on the first date on which holders or owners thereof may or are required to tender, except that any such option or obligation to tender shall be ignored and not treated as a principal maturity, if (1) such Bonds or Parity Debt are rated in one of the two highest long-term Rating Categories by Moody's, Fitch or Standard & Poor's or such Bonds or Parity Debt are rated in the highest short-term note or commercial paper Rating Categories by Moody's, Fitch or Standard & Poor's and (2) funds for the purchase price are to be provided by a letter of credit or standby bond purchase agreement and the obligation of the City with respect to the provider of such letter of credit or standby bond purchase agreement, other than its obligations on such Bonds or Parity Debt, shall be subordinated to the obligation of the City on the Bonds and Parity Debt; and

(i) if interest on any Bonds or Parity Debt is reasonably anticipated to be reimbursed to the City by a Subsidy Payment, then at the election of the City to exclude such Subsidy Payment from Water Revenues, interest payments with respect to such Bonds or Parity Debt may be reduced by the amount of interest reasonably anticipated to be paid or reimbursed by the United States of America; provided, however, that if the City elects to include such Subsidy Payment in the definition of Water Revenues then interest payments with respect to such Bonds or Parity Debt shall not be reduced by the amount of interest reasonably anticipated to be paid or reimbursed by the United States of America.

Debt Service Fund

"Debt Service Fund" means the fund by that name established pursuant to Section 5.03 hereof.

Defeasance Securities

"Defeasance Securities" means any of the following:

(i) any bonds or other obligations which as to principal and interest constitute direct obligations of, or are unconditionally guaranteed by, the United States of America, including obligations of the Federal National Mortgage Association, the Government National Mortgage Association, Federal Home Loan Banks and Federal Home Loan Mortgage Corporation to the extent unconditionally guaranteed by the United States of America;

(ii) any certificates, receipts, securities or other obligations evidencing ownership of, or the right to receive, a specified portion of one or more interest payments or principal payments, or any combination thereof, to be made on any bond, note, or other obligation described above in clause (i) including, but not limited to, REFCORP interest strips; or

(iii) any bonds or other obligations of any state of the United States of America or any political subdivision thereof (a) which are not callable prior to maturity or as to which irrevocable instructions have been given to the trustee of such bonds or other obligations by the obligor to give due notice of redemption and to call such bonds for redemption on the date or dates specified in such instructions, (b) which are secured as to principal and interest and redemption premium, if any, by a fund consisting only of cash or bonds or other obligations of the character described above in clause (i) or (ii) which fund may be applied only to the payment of such principal of and interest and redemption premium, if any, on such bonds or other obligations on the interest payment dates and the maturity date or dates thereof or the specified redemption date or dates pursuant to such irrevocable instructions, as appropriate, (c) as to which the principal of and interest on the bonds and obligations of the character described above in clause (i) or (ii) which have been deposited in such fund along with any cash on deposit in such fund are sufficient to pay the principal of and interest and redemption premium, if any, on the bonds or other obligations described in this clause (iii) on the interest payment dates and the maturity date or dates thereof or on the redemption date or dates specified in the irrevocable instructions referred to in subclause (a) of this clause (iii), as appropriate, and (d) which have been rated not lower than their respective ratings on the Bonds by Moody's (if Moody's is then rating the Bonds), Fitch (if Fitch is then rating the Bonds) and Standard & Poor's (if Standard & Poor's is then rating the Bonds).

EMMA

"EMMA" means the Electronic Municipal Market Access System, a facility of the Municipal Securities Rulemaking Board, or its successor.

Event of Default

"Event of Default" means any of the events specified in Section 7.01 hereof.

Excluded Principal Payments

"Excluded Principal Payments" means each payment of principal (or the principal component of lease or installment purchase payments) of Bonds or Parity Debt which the City determines on a date not later than the date of issuance thereof that the City intends to pay with moneys that are not Water Revenues or Water Net Revenues, but from the proceeds of future debt obligations of the City and the Trustee may rely conclusively on such determination of the City.

Fiscal Year

"Fiscal Year" means the period beginning on July 1 of each year and ending on the next succeeding June 30, or any other twelve-month period hereafter selected and designated as the official fiscal year period of the City which designation shall be provided to the Trustee in a Certificate of the City.

Fitch

"Fitch" means Fitch, Inc., and its successors and assigns, except that if such corporation shall be dissolved or liquidated or shall no longer perform the functions of a securities rating agency, then the term "Fitch" shall be deemed to refer to any other nationally recognized securities rating agency selected by the City.

Generally Accepted Accounting Principles Applicable to Governments

"Generally Accepted Accounting Principles Applicable to Governments" means generally accepted accounting principles applicable to governments as promulgated by the Governmental Accounting Standards Board or its successor.

Indenture

"Indenture" means this Burbank Water and Power Water Revenue Bond Indenture, dated as of November 1, 2010, by and between the City and the Trustee, as originally executed and as it may from time to time be supplemented or amended by any Supplemental Indenture delivered pursuant to the provisions hereof.

Interest Rate Swap Agreement

"Interest Rate Swap Agreement" means an interest rate swap, cap, collar, option, floor, forward, derivative, or other hedging agreement, arrangement or security, however denominated, entered into between the City and a Counterparty, in connection with or incidental to, the issuance or carrying of Bonds, including, without limitation, an interest rate swap, cap, collar, option, floor, forward, derivative, or other hedging agreement, arrangement or security entered

into in advance of the issuance of Bonds and designated by the City in a certificate or Supplemental Indenture as a Parity Debt.

Investment Securities

"Investment Securities" means the following:

(i) any bonds or other obligations which as to principal and interest constitute direct obligations of, or are unconditionally guaranteed by, the United States of America, including obligations of any of the federal agencies and federally sponsored entities set forth in clause (iii) below to the extent unconditionally guaranteed by the United States of America;

(ii) any certificates, receipts, securities or other obligations evidencing ownership of, or the right to receive, a specified portion of one or more interest payments or principal payments, or any combination thereof, to be made on any bond, note, or other obligation described above in clause (i);

(iii) obligations of the Federal National Mortgage Association, the Government National Mortgage Association, Federal Home Loan Banks, and Federal Home Loan Mortgage Corporation;

(iv) obligations of any state, territory or commonwealth of the United States of America or any political subdivision thereof or any agency or department of the foregoing; provided that at the time of their purchase such obligations are rated not lower than their respective ratings on the Bonds by Moody's (if Moody's is then rating the Bonds), Fitch (if Fitch is then rating the Bonds) and Standard & Poor's (if Standard & Poor's is then rating the Bonds);

(v) any bonds or other obligations of any state of the United States of America or any political subdivision thereof (a) which are not callable prior to maturity or as to which irrevocable instructions have been given to the trustee of such bonds or other obligations by the obligor to give due notice of redemption and to call such bonds for redemption on the date or dates specified in such instructions, (b) which are secured as to principal and interest and redemption premium, if any, by a fund consisting only of cash or bonds or other obligations of the character described above in clause (i), (ii) or (iii) which fund may be applied only to the payment of such principal of and interest and redemption premium, if any, on such bonds or other obligations on the interest payment dates and the maturity date or dates thereof or the specified redemption date or dates pursuant to such irrevocable instructions, as appropriate, (c) as to which the principal of and interest on the bonds and obligations of the character described above in clause (i), (ii) or (iii) which have been deposited in such fund along with any cash on deposit in such fund are sufficient to pay the principal of and interest and redemption premium, if any, on the bonds or other obligations described in this clause (v) on the interest payment dates and the maturity date or dates thereof or on the redemption date or dates specified in the irrevocable instructions referred to in subclause (a) of this clause (v), as appropriate, and (d) which have been rated not lower than their respective ratings on the

Bonds by Moody's (if Moody's is then rating the Bonds), Fitch (if Fitch is then rating the Bonds) and Standard & Poor's (if Standard & Poor's is then rating the Bonds);

(vi) bonds, notes, debentures or other evidences of indebtedness issued or guaranteed by any corporation which are, at the time of purchase, rated by Moody's (if Moody's is then rating the Bonds), Fitch (if Fitch is then rating the Bonds) and Standard & Poor's (if Standard & Poor's is then rating the Bonds) in their respective highest short-term Rating Categories, or, if the term of such indebtedness is longer than three (3) years, rated not lower than their respective ratings on the Bonds by Moody's (if Moody's is then rating the Bonds), Fitch (if Fitch is then rating the Bonds) and Standard & Poor's (if Standard & Poor's is then rating the Bonds);

(vii) demand or time deposits or certificates of deposit, whether negotiable or nonnegotiable, issued by any bank or trust company organized under the laws of any state of the United States of America or any national banking association (including the Trustee), provided that such certificates of deposit shall be purchased directly from such a bank, trust company or national banking association and shall be either (1) continuously and fully insured by the Federal Deposit Insurance Corporation, or (2) continuously and fully secured by such securities and obligations as are described above in clauses (i) through (iv), inclusive, which shall have a market value (exclusive of accrued interest) at all times at least equal to the principal amount of such certificates of deposit and shall be lodged with the Trustee, as custodian, by the bank, trust company or national banking association issuing such certificates of deposit, and the bank, trust company or national banking association issuing each such certificate of deposit required to be so secured shall furnish the Trustee with an undertaking satisfactory to it that the aggregate market value of all such obligations securing each such certificate of deposit will at all times be an amount equal to the principal amount of each such certificate of deposit and the Trustee shall be entitled to rely on each such undertaking;

(viii) taxable commercial paper or tax-exempt commercial paper, rated in their respective highest Rating Categories by Moody's (if Moody's is then rating the Bonds), Fitch (if Fitch is then rating the Bonds) and Standard & Poor's (if Standard & Poor's is then rating the Bonds);

(ix) variable rate obligations required to be redeemed or purchased by the obligor or its agent or designee upon demand of the holder thereof secured as to such redemption or purchase requirement by a liquidity agreement with a corporation and as to the payment of interest and principal either upon maturity or redemption (other than upon demand by the holder thereof) thereof by an unconditional credit facility of a corporation provided that the variable rate obligations themselves are rated in their respective highest Rating Categories for its short-term rating, if any, and not lower than their respective ratings on the Bonds for its long-term rating, if any, by Moody's (if Moody's is then rating the Bonds), Fitch (if Fitch is then rating the Bonds) and Standard & Poor's (if Standard & Poor's is then rating the Bonds), and that the corporations providing the liquidity agreement and credit facility have, at the date of acquisition of the variable rate obligation by the Trustee, an outstanding issue of unsecured, uninsured and unguaranteed debt obligations rated not lower than their respective ratings on the Bonds by Moody's (if

Moody's is then rating the Bonds), Fitch (if Fitch is then rating the Bonds) and Standard & Poor's (if Standard & Poor's is then rating the Bonds);

(x) any repurchase agreement with any bank or trust company organized under the laws of any state of the United States or any national banking association (including the Trustee) having a minimum permanent capital of one hundred million dollars ($100,000,000) and with short-term debt rated by Moody's (if Moody's is then rating the Bonds), Fitch (if Fitch is then rating the Bonds) and Standard & Poor's (if Standard & Poor's is then rating the Bonds) in their respective four highest short-term rating categories or with government bond dealer reporting to, trading with, and recognized as a primary dealer by the Federal Reserve Bank of New York, which agreement is secured by any one or more of the securities and obligations described in clauses (i), (ii) or (iii) above, which shall have a market value (exclusive of accrued interest and valued at least monthly) at least equal to the principal amount of such investment and shall be lodged with the Trustee or other fiduciary, as custodian for the Trustee, by the bank, trust company, national banking association or bond dealer executing such repurchase agreement, and the entity executing each such repurchase agreement required to be so secured shall furnish the Trustee with an undertaking satisfactory to it that the aggregate market value of all such obligations securing each such repurchase agreement (as valued at least monthly) will be an amount equal to the principal amount of each such repurchase agreement and the Trustee shall be entitled to rely on each such undertaking;

(xi) any cash sweep or similar account arrangement of or available to the Trustee, the investments of which are limited to investments described in clauses (i), (ii), (iii), (iv) and (x) of this definition of Investment Securities and any money market fund, the entire investments of which are limited to investments described in clauses (i), (ii), (iii), (iv) and (x) of this definition of Investment Securities and which money market fund is rated in their respective highest Rating Categories by Moody's (if Moody's is then rating the Bonds), Fitch (if Fitch is then rating the Bonds) and Standard & Poor's (if Standard & Poor's is then rating the Bonds); provided that as used in this clause (xi) and clause (xii) investments will be deemed to satisfy the requirements of clause (x) if they meet the requirements set forth in clause (x) ending with the words "clauses (i), (ii) or (iii) above" and without regard to the remainder of such clause (x);

(xii) investment agreements with a domestic or foreign bank or corporation (other than a life or property casualty insurance company) the long-term debt of which, or, in the case of a guaranteed corporation the long-term debt, or, in the case of a monoline financial guaranty insurance company, claims paying ability, of the guarantor is rated at least "AA" by Standard & Poor's and "AA" by Fitch; provided, that the terms of the investment agreement shall be approved in writing by each insurer of the Bonds, if any;

(xiii) shares of beneficial interest in diversified management companies investing exclusively in securities and obligations described in clauses (i) through (xii) of this definition of Investment Securities and which companies are rated in their respective highest Rating Categories by Moody's (if Moody's is then rating the Bonds), Fitch (if

Fitch is then rating the Bonds) and Standard & Poor's (if Standard & Poor's is then rating the Bonds) or have an investment advisor registered with the Securities and Exchange Commission with not less than five years experience investing in such securities and obligations and with assets under management in excess of $500,000,000;

(xiv) the Local Agency Investment Fund; and

(xv) any investment approved by the Council.

Maximum Annual Debt Service

"Maximum Annual Debt Service" means the greatest amount of principal and interest becoming due and payable on all Bonds and Parity Debt in the Fiscal Year in which the calculation is made or any subsequent Fiscal Year using the principles and assumptions set forth under the definition of Debt Service.

Moody's

"Moody's" means Moody's Investors Service, a corporation duly organized and existing under and by virtue of the laws of the State of Delaware, and its successors and assigns, except that if such corporation shall be dissolved or liquidated or shall no longer perform the functions of a securities rating agency, then the term "Moody's" shall be deemed to refer to any other nationally recognized securities rating agency selected by the City.

One Month USD LIBOR Rate

"One Month USD LIBOR Rate" means the rate for deposits in U.S. dollars for a one-month maturity that appears on Reuters Screen LIBOR01 Page (or such other page as may replace that page on that service, or such other service as may be nominated by the British Bankers Association, for the purpose of displaying London interbank offered rates for U.S. dollar deposits) as of 11:00 a.m., London time, on the date of determination of such rate, except that, if such rate does not appear on such page on such date, the One Month USD LIBOR Rate means a rate determined on the basis of the rates at which deposits in U.S. dollars for a one-month maturity and in a principal amount of at least U.S. $1,000,000 are offered at approximately 11:00 a.m., London time, on such date, to prime banks in the London interbank market by three major banks in the London interbank market (herein referred to as the "Reference Banks") selected by the Trustee (provided, however, that the Trustee may appoint an agent to identify such Reference Banks). The Trustee or its agent is to request the principal London office of each of such Reference Banks to provide a quotation of its rate. If at least two such quotations are provided, the One Month LIBOR Rate will be the arithmetic mean of such quotations. If fewer than two quotations are provided, the One Month LIBOR Rate will be the arithmetic mean of the rates quoted by three (if three quotations are not provided, two or one, as applicable) major banks in New York City, selected by the Trustee or its agent, at approximately 11:00 a.m., New York City time, on such date for loans in U.S. dollars to leading European banks in a principal amount of at least U.S. $1,000,000 having a one-month maturity. If none of the banks in New York City selected by the Trustee or its agent is then quoting rates for such loans, then the One Month LIBOR Rate for the ensuing interest period will mean the One Month LIBOR Rate most recently in effect.

Opinion of Bond Counsel

"Opinion of Bond Counsel" means a written opinion of a law firm of national standing in the field of public finance selected by the City.

Outstanding

"Outstanding," when used as of any particular time with reference to Bonds, means (subject to the provisions of Section 11.09) all Bonds theretofore, or thereupon being, authenticated and delivered by the Trustee under this Indenture except (1) Bonds theretofore cancelled by the Trustee or surrendered to the Trustee for cancellation; (2) Bonds with respect to which all liability of the City shall have been discharged in accordance with Section 10.02, including Bonds (or portions of Bonds) referred to in Section 11.10; and (3) Bonds for the transfer or exchange of or in lieu of or in substitution for which other Bonds shall have been authenticated and delivered by the Trustee pursuant to this Indenture.

Owner

"Owner" whenever used herein with respect to a Bond, means the person in whose name such Bond is registered.

Parity Debt

"Parity Debt" means SRF Obligations and any other indebtedness, installment sale obligation, lease obligation or other obligation of the City for borrowed money or Interest Rate Swap Agreement having an equal lien and charge upon the Water Net Revenues, therefore payable on a parity with the Bonds (whether or not any Bonds are Outstanding).

Parity Reserve Fund

"Parity Reserve Fund" means the reserve fund created for Participating Bonds pursuant to Section 5.04 hereof.

Participating Bonds

"Participating Bonds" means all Bonds Outstanding other than Bonds which are designated by the City as Bonds that will not constitute Participating Bonds in accordance with the provisions of Section 3.02 hereof.

Person

"Person" means an association, corporation, firm, partnership, trust, or other legal entity or group of entities, including a governmental entity or any agency or political subdivision thereof.

Rating Category

"Rating Category" means (i) with respect to any long-term rating category, all ratings designated by a particular letter or combination of letters, without regard to any numerical modifier, plus or minus sign or other modifier and (ii) with respect to any short-term or commercial paper rating category, all ratings designated by a particular letter or combination of letters and taking into account any numerical modifier, but not any plus or minus sign or other modifier.

Rebate Fund

"Rebate Fund" means that fund established under Section 6.07 hereof.

Rebate Requirement

"Rebate Requirement" means the Rebate Requirement defined in a Tax Certificate.

Redemption Price

"Redemption Price" means, with respect to any Bond (or portion thereof) the Bond Obligation of such Bond (or portion thereof) plus the applicable premium, if any, payable upon redemption thereof pursuant to the provisions of such Bond and this Indenture.

Reserve Fund Requirement

"Reserve Fund Requirement" means, as of any date of calculation, (i) with respect to the Parity Reserve Fund, an amount equal to one-half of the greatest amount of principal and interest becoming due and payable on all Outstanding Participating Bonds in the then current or any future Fiscal Year, net of any expected Subsidy Payment, and (ii) with respect to any Series Reserve Fund for a Series of Bonds that do not constitute Participating Bonds, the reserve fund requirement (which reserve fund requirement may be zero ($0)), specified for such Series of Bonds in a Supplemental Indenture setting forth the terms of such Bonds, all as computed and determined by the City and specified in writing to the Trustee.

Securities Depository

"Securities Depository" shall have the meaning assigned to such term in Section 2.10(A) hereof or, in accordance with then-current guidelines of the Securities and Exchange Commission, to such other addresses and/or such other securities depository or depositories, or no such depositories, as the City may designate in a Request of the City delivered to the Trustee.

Series

"Series," whenever used herein with respect to Bonds, means all of the Bonds designated as being of the same series, authenticated and delivered in a simultaneous transaction, regardless of variations in maturity, interest rate, redemption and other provisions, and any Bonds thereafter authenticated and delivered upon transfer or exchange or in lieu of or in substitution for (but not to refund) such Bonds as herein provided.

Series Reserve Fund

"Series Reserve Fund" means a reserve fund created for a Series of Bonds that do not constitute Participating Bonds as specified in a Supplemental Indenture setting forth the terms of such Series of Bonds.

SIFMA Swap Index

"SIFMA Swap Index" means, on any date, a rate determined on the basis of the seven-day high grade market index of tax-exempt variable rate demand obligations, as produced by Municipal Market Data and published or made available by the Securities Industry and Financial Markets Association (formerly the Bond Market Association) ("SIFMA") or by any Person acting in cooperation with or under the sponsorship of SIFMA and acceptable to the Trustee and effective from such date.

SRF Obligations

"SRF Obligations" means the loan contract, dated April 1, 1994, between the California State Water Resources Control Board and the City and any similar loan made to the City from the California State Water Resources Control Board payable from Water Net Revenues on a parity with any Bonds and Parity Debt.

Standard & Poor's

"Standard & Poor's" means Standard & Poor's, Rating Services, a division of the McGraw-Hill Companies, Inc., and its successors and assigns, except that if such corporation shall be dissolved or liquidated or shall no longer perform the functions of a securities rating agency, then the term "Standard & Poor's" shall be deemed to refer to any other nationally recognized securities rating agency selected by the City.

State

"State" means the State of California.

Subsidy Payment

"Subsidy Payment" means the payment from the United States Treasury to the City (or its designee) that is authorized by the Code and is calculated by reference to the interest due on a Series of Bonds (or portion thereof) on or about each interest payment date therefor based upon the qualification of such Series of Bonds (or portion thereof) as a "qualified bond" under applicable Code requirements, and the City's irrevocable election to treat such Series of Bonds (or portion thereof) as such at the time of their issuance.

Supplemental Indenture

"Supplemental Indenture" means any indenture hereafter duly executed and delivered, supplementing, modifying or amending this Indenture, but only if and to the extent that such Supplemental Indenture is specifically authorized hereunder.

Tax Certificate

"Tax Certificate" means a Tax Certificate delivered by the City at the time of the issuance and delivery of any Series of Bonds, as the same may be amended or supplemented in accordance with its terms.

Treasurer

"Treasurer" means the Treasurer of the City.

Trustee

"Trustee" means Wells Fargo Bank, National Association, acting as trustee hereunder, or any successor thereto, as provided in Section 8.01.

Variable Rate Indebtedness

"Variable Rate Indebtedness" means any indebtedness the interest rate on which is not fixed at the time of incurrence of such indebtedness, and has not at some subsequent date been fixed at a single numerical rate for the entire term of the indebtedness.

Water Net Revenues

"Water Net Revenues" means the amount of Water Revenues of the Water System remaining after payment therefrom of the Water Operating Expenses.

Water Operating Expenses

"Water Operating Expenses" means the amount required to pay the expenses of management, repair and other costs necessary to operate, maintain and preserve the Water System in good repair and working order, including but not limited to, the expenses of conducting the Water System, but excluding depreciation.

Water Revenue Fund

"Water Revenue Fund" means the Water Revenue Fund established pursuant to Section 5.01 hereof.

Water Revenues

"Water Revenues" means all the revenues from rates, fees and charges for providing water service to persons and real property and all other fees, rents and charges and other revenues derived by the City from the ownership, operation, use or service of the Water System, including contributions in aid of construction; provided, that the City may by election in a Supplemental Indenture relating to a Series of Bonds or Parity Debt exclude from Water Revenues any Subsidy Payment.

Water System

"Water System" means the entire system and facilities of the City for the distribution of water as said system now exists and including all additions, extensions and improvements thereto later constructed or acquired.

SECTION 1.03. Content of Certificates and Opinions. Every certificate or opinion provided for in this Indenture with respect to compliance with any provision hereof shall include (1) a statement that the person making or giving such certificate or opinion has read such provision and the definitions herein relating thereto; (2) a brief statement as to the nature and scope of the examination or investigation upon which the certificate or opinion is based; (3) a statement that, in the opinion of such person, such person has made or caused to be made such examination or investigation as is necessary to enable such person to express an informed opinion with respect to the subject matter referred to in the instrument to which such person's signature is affixed; and (4) a statement as to whether, in the opinion of such person, such provision has been complied with.

Any such certificate or opinion made or given by an officer of the City may be based, insofar as it relates to legal or accounting matters, upon a certificate or opinion of or representation by counsel, an accountant, a financial advisor, an investment banker or an independent consultant, unless such officer knows, or in the exercise of reasonable care should have known, that the certificate, opinion or representation with respect to the matters upon which such certificate or statement may be based, as aforesaid, is erroneous. Any such certificate or opinion made or given by counsel, an accountant or an independent consultant may be based, insofar as it relates to factual matters (with respect to which information is in the possession of the City) upon a certificate or opinion of or representation by an officer of the City, unless such counsel, accountant or independent consultant knows, or in the exercise of reasonable care should have known, that the certificate or opinion or representation with respect to the matters upon which such person's certificate or opinion or representation may be based, as aforesaid, is erroneous. The same officer of the City, or the same counsel or accountant or independent consultant, as the case may be, need not certify to all of the matters required to be certified under any provision of this Indenture, but different officers, counsel, accountants or independent consultants may certify to different matters, respectively.

ARTICLE II

THE BONDS

SECTION 2.01. Authorization of Bonds. Bonds may be issued hereunder, in book-entry form or otherwise, from time to time as the issuance thereof is approved by the City. The maximum principal amount of Bonds which may be issued hereunder is not limited; subject, however, to the right of the City, which is hereby reserved, to limit the aggregate principal amount of Bonds which may be issued or Outstanding hereunder. The Bonds are designated generally as "City of Burbank, California Burbank Water and Power Water Revenue Bonds"; each Series thereof to bear such additional designation as may be necessary or appropriate to distinguish such Series from every other Series of Bonds. The Bonds may be issued in such

Series as from time to time shall be established and authorized by the City, subject to the covenants, provisions and conditions herein contained.

SECTION 2.02. Terms of the Bonds. The Bonds of each Series shall bear interest, if any, at such rate or rates or determined in such manner and payable at such intervals as may be determined by the City at the time of issuance thereof pursuant to the Supplemental Indenture under which such Bonds are issued, not to exceed the maximum rate of interest permitted by law and shall mature and become payable on such date or dates and in such year or years as the City may determine by the Supplemental Indenture creating such Series. Principal of, premium, if any, and interest on such Bonds shall be payable in such manner as may be specified in the Supplemental Indenture creating such Series.

The Bonds of any Series may be issued in such denominations as may be authorized by the Supplemental Indenture creating such Series in fully registered form without coupons or in fully registered book-entry form or, for a Series maturing in one year or less, bearer form.

SECTION 2.03. Form of Bonds. The Bonds of any Series shall be in such form or forms as may be specified in the Supplemental Indenture creating such Series.

SECTION 2.04. Execution of Bonds. The Bonds shall be executed in the name and on behalf of the City with the facsimile or manual signature of any of the Mayor, Vice Mayor, the City Manager, the Assistant City Manager, the City Treasurer or the Financial Services Director, under seal attested by the facsimile or manual signature of the City Clerk. Such seal may be in the form of a facsimile of the City's seal and may be reproduced, imprinted or impressed on the Bonds. Unless otherwise provided in any Supplemental Indenture, the Bonds shall then be delivered to the Trustee for authentication by it. In case any of the officers who shall have signed or attested any of the Bonds shall cease to be such officer or officers of the City before the Bonds so signed or attested shall have been authenticated or delivered by the Trustee or issued by the City, such Bonds may nevertheless be authenticated, delivered and issued and, upon such authentication, delivery and issue, shall be as binding upon the City as though those who signed and attested the same had continued to be such officers of the City, and also any Bond may be signed and attested on behalf of the City by such persons as at the actual date of execution of such Bond shall be the proper officers of the City although at the nominal date of such Bond any such person shall not have been such officer of the City.

Except as may be provided in any Supplemental Indenture, only such of the Bonds as shall bear thereon a certificate of authentication substantially in the form recited in the Supplemental Indenture creating such Series, manually executed by the Trustee, shall be valid or obligatory for any purpose or entitled to the benefits of this Indenture, and such certificate of authentication when manually executed by the Trustee shall be conclusive evidence that the Bonds so authenticated have been duly executed, authenticated and delivered hereunder and are entitled to the benefits of this Indenture.

SECTION 2.05. Transfer of Bonds. Any Bond may, in accordance with its terms, be transferred, upon the register required to be kept pursuant to the provisions of Section 2.07 hereof, by the person in whose name it is registered, in person or by his or her duly authorized

attorney, upon surrender of such Bond for cancellation, accompanied by delivery of a written instrument of transfer, duly executed in a form acceptable to the Trustee.

Whenever any Bond or Bonds shall be surrendered for transfer, the City shall execute and the Trustee shall authenticate and deliver a new Bond or Bonds, of the same Series, tenor, maturity and interest rate and for a like aggregate principal amount; provided that no registration or transfer may occur during the period established by the Trustee for selection of Bonds for redemption, or of any Bond or portion of a Bond so selected for redemption. The Trustee shall require the Owner requesting such transfer to pay any tax or other governmental charge required to be paid with respect to such transfer.

SECTION 2.06. Exchange of Bonds. Bonds may be exchanged at the Corporate Trust Office of the Trustee for a like aggregate principal amount of Bonds of other authorized denominations of the same Series, tenor, maturity and interest rate by the person in whose name it is registered, in person or by his or her duly authorized attorney, upon surrender of such Bond for cancellation; provided that, unless otherwise provided in any Supplemental Indenture, no exchange may occur during the period established by the Trustee for selection of Bonds for redemption, or of any Bond or portion of a Bond so selected for redemption. The Trustee shall require the Owner requesting such exchange to pay any tax or other governmental charge required to be paid with respect to such exchange.

SECTION 2.07. Bond Register. The Trustee will keep or cause to be kept, at its Corporate Trust Office sufficient books for the registration and transfer of the Bonds, which shall at all times be open to inspection during normal business hours by the City upon reasonable prior notice; and, upon presentation for such purpose, the Trustee shall, under such reasonable regulations as it may prescribe, register or transfer or cause to be registered or transferred, on such books, Bonds as hereinbefore provided.

SECTION 2.08. Temporary Bonds. The Bonds may be issued in temporary form exchangeable for definitive Bonds. Any temporary Bond may be printed, lithographed or typewritten, shall be of such denomination as may be determined by the City, shall be in registered form and may contain such reference to any of the provisions of this Indenture as may be appropriate. A temporary Bond may be in the form of a single Bond payable in installments, each on the date, in the amount and at the rate of interest established for the Bonds maturing on such date. Every temporary Bond shall be executed by the City and authenticated by the Trustee upon the same conditions and in substantially the same manner as the definitive Bonds. If the City issues temporary Bonds it will execute and deliver definitive Bonds after being requested to do so, and thereupon the temporary Bonds may be surrendered, for cancellation, in exchange therefor at the Corporate Trust Office of the Trustee and the Trustee shall authenticate and deliver in exchange for such temporary Bonds an equal aggregate principal amount of definitive Bonds of authorized denominations of the same Series, tenor and maturity or maturities. Until so exchanged, the temporary Bonds shall be entitled to the same benefits under this Indenture as definitive Bonds authenticated and delivered hereunder.

SECTION 2.09. Bonds Mutilated, Lost, Destroyed or Stolen. If any Bond shall become mutilated, the City, at the expense of the Owner of said Bond, shall execute, and the Trustee shall thereupon authenticate and deliver, a new Bond of like tenor in exchange and

substitution for the Bond so mutilated, but only upon surrender to the Trustee of the Bond so mutilated. Every mutilated Bond so surrendered to the Trustee shall be cancelled by it and delivered to, or upon the Order of, the City. If any Bond shall be lost, destroyed or stolen, evidence of such loss, destruction or theft may be submitted to the City and the Trustee and, if such evidence be satisfactory to both and indemnity satisfactory to them shall be given, the City, at the expense of the Owner, shall execute, and the Trustee shall thereupon authenticate and deliver, a new Bond of like tenor in lieu of and in substitution for the Bond so lost, destroyed or stolen (or if any such Bond shall have matured or shall have been called for redemption, instead of issuing a substitute Bond, the Trustee may pay the same without surrender thereof upon receipt of the aforementioned indemnity). The City may require payment of a sum not exceeding the actual cost of preparing each new Bond issued under this Section and of the expenses which may be incurred by the City and the Trustee in the premises. Any Bond issued under the provisions of this Section in lieu of any Bond alleged to be lost, destroyed or stolen shall constitute an original additional contractual obligation on the part of the City whether or not the Bond so alleged to be lost, destroyed or stolen be at any time enforceable by anyone, and shall be entitled to the benefits of this Indenture with all other Bonds secured by this Indenture. Neither the City nor the Trustee shall be required to treat both the original Bond and any replacement Bond as being Outstanding for the purpose of determining the principal amount of Bonds which may be issued hereunder or for the purpose of determining any percentage of Bonds Outstanding hereunder, but both the original and replacement Bond shall be treated as one and the same.

SECTION 2.10. Use of Depository.

(A) The Bonds shall be issued in fully registered form, in authorized denominations and shall be initially registered in the name of "Cede & Co.", as nominee of The Depository Trust Company (the "Securities Depository"), and shall be evidenced by one bond maturing on each of the maturity dates as set forth in the applicable Supplemental Indenture in a denomination corresponding to the total principal amount of the Bonds of such maturity. Each Bond may be assigned by the Trustee a distinctive number or letter or letter and number, and a record of the same shall be maintained by the Trustee.

Registered ownership of the Bonds, or any portions thereof, may not thereafter be transferred except:

(1) To any successor of The Depository Trust Company or its nominee, or to any substitute depository designated pursuant to clause (ii) of this subsection (A) (a "Substitute Depository"); provided that any successor of The Depository Trust Company or Substitute Depository shall be qualified under any applicable laws to provide the services proposed to be provided by it;

(2) To any Substitute Depository not objected to by the Trustee, upon (1) the resignation of The Depository Trust Company or its successor (or any Substitute Depository or its successor) from its functions as depository, or (2) a determination by the City that The Depository Trust Company or its successor (or any Substitute Depository or its successor) is no longer able to carry out its functions as depository; provided that any such Substitute Depository shall be

qualified under any applicable laws to provide the services proposed to be provided by it; or

(3) To any person as provided below, upon (1) the resignation of The Depository Trust Company or its successor (or Substitute Depository or its successor) from its functions as depository; provided, that no Substitute Depository which is not objected to by the Trustee can be obtained, or (2) a determination by the City that it is in the best interests of the City to remove The Depository Trust Company or its successor (or any Substitute Depository or its successor) from its function as depository.

(B) In the case of any transfer pursuant to clause (1) or clause (2) of subsection 2.10(A), upon receipt of all Outstanding Bonds by the Trustee, together with a Certificate of the City to the Trustee, a single new bond for each maturity shall be executed and delivered, registered in the name of such successor or such Substitute Depository, or their nominees, as the case may be, all as specified in such Certificate of the City. In the case of any transfer pursuant to clause (3) of subsection 2.10(A) hereof, upon receipt of all Outstanding Bonds by the Trustee together with a Certificate of the City to the Trustee, new bonds shall be executed and delivered in such denominations and registered in the names of such persons as are requested in such a Certificate of the City, subject to the limitations of Section 2.10 hereof; provided, the Trustee shall not be required to deliver such new bonds within a period less than 60 days from the date of receipt of such a Certificate of the City.

(C) In the case of partial redemption, cancellation or an advance refunding of any Bonds evidencing all or a portion of the principal maturing in a particular year, The Depository Trust Company shall make an appropriate notation on the Bonds indicating the date and amounts of such reduction in principal, in form acceptable to the Trustee.

(D) The City and the Trustee shall be entitled to treat the person in whose name any Bond is registered as the Owner thereof for all purposes hereof and any applicable laws, notwithstanding any notice to the contrary received by the Trustee or the City; and the City and the Trustee shall have no responsibility for transmitting payments to, communication with, notifying, or otherwise dealing with any beneficial owners of the Bonds. Neither the City nor the Trustee will have any responsibility or obligations, legal or otherwise, to the beneficial owners or to any other party including The Depository Trust Company or its successor (or Substitute Depository or its successor), except to the Owner of any Bond.

(E) So long as all Outstanding Bonds are registered in the name of "Cede & Co." or its registered assign, the City and the Trustee shall cooperate with "Cede & Co.," as sole registered Owner, and its registered assigns in effecting payment of the principal of and redemption premium, if any, and interest on the Bonds by arranging for payment in such manner that funds for such payments are properly identified and are made immediately available on the date they are due.

ARTICLE III

ISSUANCE OF BONDS

SECTION 3.01. Issuance of Bonds. The City may by Supplemental Indenture establish one or more Series of Bonds payable from Water Net Revenues and secured by the pledge made under this Indenture equally and ratably with Bonds previously issued, and the City may issue, and the Trustee may authenticate and deliver to the purchasers thereof, Bonds of any Series so established, in such principal amount as shall be determined by the City, but only, with respect to each Series of Bonds, upon compliance by the City with the provisions of Section 3.02 hereof (except the first Series of Bonds may be issued upon compliance by the City with the requirements of Section 3.02(a) and without further condition) and any additional requirements set forth in said Supplemental Indenture and subject to the following specific conditions, which are hereby made conditions precedent to the issuance of any such additional Series of Bonds:

(a) no Event of Default shall have occurred and then be continuing;

(b) the aggregate principal amount of Bonds issued hereunder shall not exceed any limitation imposed by law or otherwise;

(c) with respect to any additional Series of Bonds that are Participating Bonds, there shall be deposited in the Parity Reserve Fund, an amount of money so as to increase the amount on deposit therein to the Reserve Fund Requirement, and, with respect to any additional Series of Bonds which do not constitute Participating Bonds, there shall be deposited in the Series Reserve Fund, if any, for such Series of Bonds, an amount of money equal to the Reserve Fund Requirement for such Series of Bonds; and

(d) the City shall have placed on file with the Trustee a Certificate of the City certifying that the sum of: (1) the Water Net Revenues, plus (2) 90 percent (90%) of the amount by which the City projects Water Net Revenues for any period of twelve (12) consecutive months during the eighteen (18) months immediately preceding the date on which any additional Bonds or Parity Debt will become Outstanding would have been increased had increases in rates, fees and charges during such period of twelve (12) months been in effect throughout such period of twelve (12) months; plus (3) 75 percent (75%) of the amount by which the City projects Water Net Revenues will increase during the period of twelve (12) months commencing on the date of issuance of such additional Bonds or Parity Debt due to improvements to the Water System under construction (financed from any source) or to be financed with the proceeds of such additional Series of Bonds or Parity Debt, shall (4) have been at least equal to 1.20 times the amount of Debt Service due within the next consecutive twelve (12) month period on all Bonds and Parity Debt then outstanding and the additional Bonds or Parity Debt then proposed to be issued.

If additional assets or revenues are included within the definition of "Water Net Revenues" by a Supplemental Indenture, such additional assets or revenues shall be included in the calculations in subsection (d) above, as appropriate, as if such additional assets or revenues had always been included in Water Net Revenues.

SECTION 3.02. Proceedings for Issuance of Additional Series of Bonds. Whenever the City shall determine to issue a Series of Bonds pursuant to Section 3.01, the City shall authorize the execution of a Supplemental Indenture specifying the principal amount, and prescribing the form or forms of Bonds of such additional Series and providing the terms, conditions, distinctive designation, denominations, date, maturity date or dates, interest rate or rates (or the manner of determining the same), redemption provisions and place or places of payment of principal or Redemption Price, if any, of and interest on such Bonds, and any other provisions respecting the Bonds of such Series not inconsistent with the terms of this Indenture.

Each additional Series of Bonds shall constitute Participating Bonds unless the Supplemental Indenture authorizing such Series of Bonds provides that such Series of Bonds shall not be Participating Bonds and, if such Series of Bonds shall not be Participating Bonds, provides for the establishment of a Series Reserve Fund for such Series of Bonds, provides for the pledge of amounts on deposit in such Series Reserve Fund to the payment of such Series of Bonds secured thereby, and establishes the Reserve Fund Requirement for such Series Reserve Fund.

Before such additional Series of Bonds shall be issued and delivered, the City shall file the following documents with the Trustee (upon which documents the Trustee may conclusively rely in determining whether the conditions precedent to the issuance of such Series of Bonds have been satisfied):

(a) an executed copy of the Supplemental Indenture authorizing such Series;

(b) a Certificate of the City stating that no Event of Default has occurred and is then continuing;

(c) an Opinion of Bond Counsel to the effect that the execution of the Supplemental Indenture has been duly authorized by the City in accordance with this Indenture and that such Series, when duly executed by the City and authenticated and delivered by the Trustee, will be valid and binding limited obligations of the City; and

(d) the Certificate of the City required by Section 3.01(d).

SECTION 3.03. Issuance of Refunding Bonds. Notwithstanding any provisions herein, there shall be no limitation on the ability of the City to issue any Bonds at any time to refund any outstanding Bonds or Parity Debt issued pursuant hereto.

SECTION 3.04. Application of Proceeds. Proceeds of each Series of Bonds shall be applied as specified in the Supplemental Indenture pursuant to which such Series of Bonds is created.

SECTION 3.05. Limitations on the Issuance of Obligations. The City will not, so long as any of the Bonds are Outstanding, issue any obligations or securities, howsoever denominated, payable in whole or in part from Water Net Revenues, except the following:

(a) Bonds of any Series authorized pursuant to Sections 3.01 and 3.02;

(b) refunding Bonds authorized pursuant to Section 3.03;

(c) Parity Debt payable on a parity with the Bonds and which will have, when issued, an equal lien and charge upon the Water Net Revenues, provided that the following conditions to the issuance of such Parity Debt are satisfied:

(1) such Parity Debt has been duly and legally authorized for any lawful purpose;

(2) no Event of Default shall have occurred and then be continuing, as evidenced in a Certificate of the City filed with the Trustee;

(3) unless such Parity Debt is for the refunding purposes specified in Section 3.03, the City shall have obtained and placed on file with the Trustee a Certificate of the City that (on the basis of calculations as of the date of delivery of such Parity Debt) the requirements of Section 3.01(d) with respect to additional Bonds have been met with respect to such Parity Debt;

(4) the City shall have filed with the Trustee an opinion of counsel to the effect that such Parity Debt has been duly authorized in accordance with law and constitutes a valid and binding obligation of the City payable from Water Net Revenues on a parity with the Bonds; and

(5) the Trustee shall be designated as paying agent or trustee for such Parity Debt and the City shall deliver to the Trustee a transcript of the proceedings providing for the issuance of such Parity Debt (but the Trustee shall not be responsible for the validity or sufficiency of such proceedings or such Parity Debt); or

(d) Obligations which are junior and subordinate to the payment of the principal, premium, interest and reserve fund requirements for the Bonds and all Parity Debt and which subordinated obligations are payable as to principal, premium, interest and reserve fund requirements, if any, only out of Water Net Revenues, after the prior payment of all amounts then required to be paid hereunder from Water Net Revenues, for principal, premium, interest and reserve fund requirements for the Bonds and all Parity Debt, as the same become due and payable and at the times and in the manner as required in this Indenture.

ARTICLE IV

REDEMPTION OF BONDS

SECTION 4.01. Terms of Redemption. Each Series of Bonds may be made subject to redemption or mandatory or optional tender and purchase prior to their respective stated maturities, as a whole or in part, at such time or times, upon such terms and conditions and upon such notice and with such effect as may be provided in the Supplemental Indenture creating such Series of Bonds.

Unless otherwise specified in a Supplemental Indenture, each notice of redemption shall be mailed by the Trustee, not less than thirty (30) nor more than sixty (60) days prior to the redemption date, to each Owner and the Securities Depository. Notice of redemption to the Securities Depository shall be given by certified, registered or overnight mail or by such other method as may be requested by the Securities Depository. Each notice of redemption shall state the date of such notice, the date of issue of the Bonds to which such notice relates, the redemption date, the Redemption Price, the place or places of redemption (including the name and appropriate address or addresses of the Trustee), the CUSIP number (if any) of the maturity or maturities, and, if less than all of any such maturity, the distinctive certificate numbers of the Bonds of such maturity to be redeemed and, in the case of Bonds to be redeemed in part only, the respective portions of the principal amount thereof to be redeemed. Each such notice shall also state that on said date there will become due and payable on each of said Bonds the Redemption Price thereof or of said specified portion of the principal amount thereof in the case of a Bond to be redeemed in part only, together with interest accrued thereon to the date fixed for redemption, and that from and after such redemption date interest thereon shall cease to accrue, and shall require that such Bonds be then surrendered at the address or addresses of the Trustee specified in the redemption notice. Neither the City nor the Trustee shall have any responsibility for any defect in the CUSIP number that appears on any Bond or in any redemption notice with respect thereto, and any such redemption notice may contain a statement to the effect that CUSIP numbers have been assigned by an independent service for convenience of reference and that neither the City nor the Trustee shall be liable for any inaccuracy in such numbers. Failure by the Trustee to give notice to any Securities Depository or failure of any Owner to receive notice or any defect in any such notice shall not affect the sufficiency of the proceedings for redemption.

Unless otherwise specified in a Supplemental Indenture, the City shall have the right to rescind any notice of redemption by written notice to the Trustee on or prior to the dated fixed for such redemption. Any notice of optional redemption shall be cancelled and annulled if for any reason funds will not be or are not available on the date fixed for redemption for the payment in full of the applicable Bonds then called for redemption, and such cancellation will not constitute an Event of Default. The City and the Trustee shall have no liability to the Owners or any other party related to or arising from such rescission of notice of redemption. The Trustee shall provide notice of rescission of redemption in the same manner as the original notice of redemption was provided.

ARTICLE V

WATER NET REVENUES

SECTION 5.01. Pledge of Water Net Revenues; Water Revenue Fund.

(A) The Bonds are revenue obligations of the City and are payable as to both principal and interest, and any premium upon redemption thereof, exclusively from Water Net Revenues and from the other funds pledged hereunder. All Water Net Revenues are hereby pledged to secure the payment of the principal of and redemption premium, if any, and interest on the Bonds and any Parity Debt in accordance with their terms, subject only to the provisions of this Indenture permitting the application thereof for the purposes and on the terms and conditions set forth herein. There are hereby pledged to secure the payment of the principal of

and redemption premium, if any, and interest on the Bonds in accordance with their terms all amounts (including proceeds of the Bonds) held by the Trustee hereunder (except for amounts held in the Rebate Fund), subject only to the provisions of this Indenture permitting the application thereof for the purposes and on the terms and conditions set forth herein. Such pledge shall constitute a first lien on the Water Net Revenues and amounts in such funds and shall be valid and binding from and after delivery by the Trustee of the Bonds or Parity Debt, without any physical delivery thereof or further act.

The Water Net Revenues are hereby pledged to the payment of Bonds and Parity Debt without priority or distinction of one over the other and the Water Net Revenues constitute a trust fund for the security and payment of the Bonds and Parity Debt; but nevertheless out of Water Net Revenues, certain amounts may be applied for other purposes as provided herein.

Out of Water Net Revenues, there shall be applied as hereinafter set forth all sums required for the payment of the principal of (including any premium thereon) and interest on the Bonds and all Parity Debt, together with any mandatory sinking fund payments of Bonds and Parity Debt and reserve fund requirements with respect thereto. All remaining Water Net Revenues, after making the foregoing allocation, shall be available to the City for all lawful City purposes. The pledge of Water Net Revenues herein made shall be irrevocable until all of the Bonds and all Parity Debt are no longer outstanding.

(B) As long as any Bonds are Outstanding or any Parity Debt remains unpaid, the City shall forthwith deposit in a fund, designated as the "Water Revenue Fund," which fund the City shall establish and maintain, all Water Net Revenues when and as received by the City. Unless otherwise provided herein or in any Supplemental Indenture, investment income on amounts held by the City hereunder (other than amounts held in the Rebate Fund or for which particular instructions are provided in a Supplemental Indenture) shall also be deposited in the Water Revenue Fund. All moneys at any time held in the Water Revenue Fund shall be held in trust for the benefit of the Owners of the Bonds and Parity Debt and shall be disbursed, allocated and applied solely for the uses and purposes set forth herein.

SECTION 5.02. Payments Into Other Funds.

As soon as practicable in each month after the deposit of Water Net Revenues into the Water Revenue Fund, but in any case no later than the last Business Day of such month, the City shall withdraw from the Water Revenue Fund and pay to the Trustee for deposit in the following funds and accounts, in the following order, the amounts set forth below:

(a) in the Debt Service Fund established pursuant to Section 5.03 hereof, the amount, if any, required so that the balance in said fund, including any subaccounts therein, to the extent moneys in such subaccounts are available to pay Accrued Aggregate Debt Service as of the last day of the then current month, shall equal the Accrued Aggregate Debt Service as of the last day of the then current month; provided, that for purposes of this paragraph (a), the calculation of Debt Service with respect to the definition of Accrued Aggregate Debt Service shall be made without regard to an election by the City to include any Subsidy Payment in Water Revenues or to exclude any

Subsidy Payment from Water Revenues and without regard to paragraph (i) of the definition of Debt Service; and

(b) in the Parity Reserve Fund established pursuant to Section 5.04 hereof and in each Series Reserve Fund established pursuant to a Supplemental Indenture the amount, if any, required so that the amount credited to such Parity Reserve Fund and each such Series Reserve Fund shall, except as otherwise provided in Section 5.04(A), be at least equal to the respective Reserve Fund Requirement as of the last day of the then current month; provided, that the deposits to the Parity Reserve Fund and each Series Reserve Fund shall be made without preference or priority between such deposits and in the event of any deficiency in Water Net Revenues to make the deposits required by this paragraph (b), such Water Net Revenues shall be deposited into the Parity Reserve Fund and each Series Reserve Fund ratably based on the amount required to be deposited in each such fund, without discrimination or preference;

provided, that on a parity with such deposits, the City shall set aside or transfer amounts to the appropriate accounts with respect to outstanding Parity Debt as provided in the proceedings for such Parity Debt (which shall be proportionate in the event such amounts are insufficient to provide for all deposits required as of any date to be made with respect to the Bonds and such Parity Debt).

SECTION 5.03. Debt Service Fund.

(A) The Trustee shall establish and maintain and hold in trust so long as any Bonds remain Outstanding, a special fund designated as the "Debt Service Fund." The Trustee shall pay out of the Debt Service Fund: (i) on or before each interest payment date for any Outstanding Bonds, the amount required for the interest payable on such date; (ii) on or before each principal payment date or redemption date, the amount required for the Bond Obligation payable on such due date (including any mandatory sinking fund payment to be paid on such date); and (iii) on or before any redemption date for Outstanding Bonds, the amount required for the payment of interest on such Bonds then to be redeemed. Such amounts shall be applied for such purposes by the Trustee on the due date thereof. The Trustee shall also pay out of the Debt Service Fund the accrued interest included in the purchase price of any Bonds, the Debt Service of which may be paid from the moneys in such fund, purchased for retirement, without regard to an election by the City to include any Subsidy Payment in Water Revenues or to exclude any Subsidy Payment from Water Revenues.

(B) On or prior to the forty-fifth (45th) day preceding the due date of each mandatory sinking fund payment, any amounts then on deposit in the Debt Service Fund with respect to any mandatory sinking fund payment (exclusive of amounts, if any, set aside in said fund which were deposited therein from the proceeds of Bonds, but inclusive of amounts accumulated therein with respect to interest on the Bonds for which such mandatory sinking fund payment is to be paid) may, and if so directed by the City shall, be applied by the Trustee to the purchase of Bonds of the Series and maturity for which such mandatory sinking fund payment was established in an amount not exceeding that necessary to complete the retirement of the unsatisfied balance of such mandatory sinking fund payment. All purchases of any Bonds pursuant to this subsection (B) shall be made at prices not exceeding the applicable

sinking fund Redemption Price of such Bonds plus accrued interest, and such purchases shall be made by the Trustee as directed by the City. If directed by the City, on or prior to the forty-fifth (45th) day next preceding a mandatory sinking fund payment due date, there shall be applied as a credit against such mandatory sinking fund payment, and there shall be deemed to constitute part of the Debt Service Fund until such mandatory sinking fund payment due date, for the purpose of calculating the amount on deposit in such fund, the applicable sinking fund Redemption Price (or principal amount of maturing Bonds) of any Bonds of the Series and maturity for which such mandatory sinking fund payment was established, that were cancelled or delivered to the Trustee for cancellation on or prior to the forty-fifth (45th) day next preceding such mandatory sinking fund payment due date and that was not previously applied as a credit against a mandatory sinking fund payment, including any Bonds purchased pursuant to this subsection (B) and as to which the City has properly claimed a credit against the next mandatory sinking fund payment. As soon as practicable after the forty-fifth (45th) day preceding the due date of any such mandatory sinking fund payment, the Trustee shall proceed to call for redemption on such date, Bonds of the Series and maturity for which such mandatory sinking fund payment was established (except in the case of Bonds maturing on a mandatory sinking fund payment due date). The Trustee shall pay out of the Debt Service Fund, on or before such redemption date (or maturity date), the amount required for the redemption of the Bonds so called for redemption (or for the payment of such Bonds then maturing), and such amounts shall be applied to such redemption (or payment).

(C) The amount, if any, deposited in the Debt Service Fund, including any subaccount, from the proceeds of each Series of Bonds shall be set aside in such fund and applied to the payment of interest on Bonds as provided in the Supplemental Indenture relating to the issuance of such Series of Bonds and shall be deemed available to pay Accrued Aggregate Debt Service only to the extent so provided without regard to an election by the City to include any Subsidy Payment in Water Revenues or to exclude any Subsidy Payment from Water Revenues.

(D) If one or more Bonds are refunded, the Trustee may, upon the direction of the City, with the advice of Bond Counsel, withdraw from the Debt Service Fund amounts accumulated therein with respect to Debt Service (without regard to an election by the City to include any Subsidy Payment in Water Revenues or to exclude any Subsidy Payment from Water Revenues) on the Bonds being refunded and deposit such amounts as directed by the City, to be held for the payment of the principal or Redemption Price, if applicable, or interest on the Bonds being refunded; provided that such withdrawal shall not be made unless (a) immediately thereafter the Bonds being refunded shall be deemed to have been paid pursuant to Article X hereof, and (b) the amount remaining in the Debt Service Fund after such withdrawal shall not be less than the requirement of such fund pursuant to Section 5.02 hereof.

(E) Any provisions of this Indenture to the contrary notwithstanding, so long as there shall be held in the Debt Service Fund an amount sufficient to pay in full all Outstanding Bonds in accordance with their terms (including principal or Redemption Price, if applicable, and interest thereon), no deposits shall be required to be made into the Debt Service Fund.

SECTION 5.04. Parity Reserve Fund; Series Reserve Funds.

(A) The Trustee shall establish and maintain and hold in trust so long as Participating Bonds remain Outstanding, a special fund designated as the "Parity Reserve Fund." Amounts on deposit in the Parity Reserve Fund are hereby pledged to the payment of the Participating Bonds and shall be applied only for such purposes as hereinafter permitted. In accordance with Section 3.02 and as provided in any Supplemental Indenture for a Series of Bonds which are not Participating Bonds, the Trustee shall establish and maintain and hold in trust so long as such Series of Bonds which are not Participating Bonds remains outstanding, a Series Reserve Fund for such Series of Bonds that are not Participating Bonds. In accordance with Section 3.02 and pursuant to the Supplemental Indenture for any Series of Bonds which are not Participating Bonds, amounts on deposit (if any) in each such Series Reserve Fund shall be pledged to the payment of the applicable Series of Bonds which are not Participating Bonds to be secured thereby and shall be applied only for such purposes as hereinafter permitted. The Trustee shall deposit in the Parity Reserve Fund and in each Series Reserve Fund, the amounts required to be deposited therein pursuant to Section 3.01(c) and such other amounts transferred to the Trustee by the City for deposit therein pursuant to Section 5.02(b). No deposit need be made in the Parity Reserve Fund or any Series Reserve Fund so long as there shall be on deposit therein a sum equal to the respective Reserve Fund Requirement. Whenever the amount on deposit in the Parity Reserve Fund or any Series Reserve Fund is less than the applicable Reserve Fund Requirement, such amount shall be increased to the applicable Reserve Fund Requirement as provided for in this clause (A) not later than twelve months thereafter.

(B) If on the last Business Day of any month, the amount on deposit in the Debt Service Fund shall be less than the amount required to be in such Debt Service Fund pursuant to Section 5.02(a) with respect to Participating Bonds, the Trustee shall apply amounts from the Parity Reserve Fund to the extent necessary to make good the deficiency with respect to the Participating Bonds; and if on the last Business Day of any month, the amount on deposit in the Debt Service Fund shall be less than the amount required to be in such Debt Service Fund pursuant to Section 5.02(a) with respect to any Series of Bonds for which a Series Reserve Fund has been established, the Trustee shall apply amounts (if any) from the applicable Series Reserve Fund to the extent necessary to make good the deficiency with respect to the Series of Bonds secured by such Series Reserve Fund.

(C) Whenever the amount in the Parity Reserve Fund, together with the amount in the Debt Service Fund available for such purpose, is sufficient to pay in full all Outstanding Participating Bonds in accordance with their terms (including principal or applicable mandatory sinking fund payments and interest thereon), the funds on deposit in the Parity Reserve Fund shall be transferred to the Debt Service Fund and applied ratably to the payment or redemption of the Participating Bonds. Whenever the amount in the Series Reserve Fund, together with the amount in the Debt Service Fund available for such purpose, is sufficient to pay in full all of the Outstanding future Series of Bonds secured by such Series Reserve Fund in accordance with their terms (including principal or applicable mandatory sinking fund payments and interest thereon), the funds on deposit in the applicable Series Reserve Fund shall be transferred to the Debt Service Fund and applied to the payment or redemption of the Series of Bonds secured by such Series Reserve Fund.

(D) If any Participating Bonds are refunded, the Trustee may, upon the direction of the City with the advice of Bond Counsel, withdraw from the Parity Reserve Fund any amounts on deposit therein and deposit such amounts as directed by the City, to be held for the payment of the principal or Redemption Price, if applicable, or interest on the Participating Bonds being refunded; provided, that such withdrawal shall not be made unless (a) immediately thereafter any Participating Bonds being refunded shall be deemed to have been paid pursuant to Article X hereof, and (b) the amount remaining in the Parity Reserve Fund after such withdrawal, taking into account any deposits to be made in the Parity Reserve Fund in connection with such refunding, shall not be less than the Reserve Fund Requirement with respect to the Parity Reserve Fund. If all or any portion of any Series of Bonds secured by a Series Reserve Fund are refunded, the Trustee may, upon the direction of the City with the advice of Bond Counsel, withdraw from such Series Reserve Fund any amounts on deposit therein and deposit such amounts as directed by the City, to be held for the payment of the principal or Redemption Price, if applicable, or interest on such Series of Bonds secured by such Series Reserve Fund or portion thereof being refunded; provided, that such withdrawal shall not be made unless (a) immediately thereafter such Series of Bonds or portion thereof being refunded shall be deemed to have been paid pursuant to Article X hereof, and (b) the amount remaining in the Series Reserve Fund after such withdrawal shall not be less than the Reserve Fund Requirement with respect to such Series Reserve Fund.

(E) Except as otherwise provided in a Supplemental Indenture, amounts on deposit in the Parity Reserve Fund or any Series Reserve Fund in excess of the respective Reserve Fund Requirement shall, at the Written Request of the City, be withdrawn from the Parity Reserve Fund or Series Reserve Fund, as applicable, and transferred to the City and applied as permitted by Bond Counsel.

(F) The City may provide for all or any part of the Reserve Fund Requirement for the Parity Reserve Fund or any Series Reserve Fund by delivering to the Trustee an irrevocable letter of credit issued by a financial institution having unsecured debt obligations rated in one of the two highest Rating Categories of Moody's, Fitch or Standard & Poor's at the time such letter of credit is issued, securing an amount, together with moneys, Investment Securities or surety bonds or insurance policies (as described in paragraph (G) below) on deposit in the Parity Reserve Fund or such Series Reserve Fund, equal to the applicable Reserve Fund Requirement. Such letter of credit shall have an original term of no less than three (3) years or, if less, the final maturity of the Participating Bonds or the Series of Bonds secured thereby, as applicable, and such letter of credit shall provide by its terms that it may be drawn upon as provided herein. At least one year prior to the stated expiration of such letter of credit, the City shall either (i) deliver a replacement letter of credit, (ii) deliver an extension of the letter of credit for at least an additional year or, if less, the maturity of the Participating Bonds or the Series of Bonds secured thereby, as applicable, or (iii) deliver to the Trustee a surety bond or an insurance policy satisfying the requirements of paragraph (G) below. Upon delivery of such replacement letter of credit, extended letter of credit, or surety bond or insurance policy, the Trustee shall deliver the then-effective letter of credit to or upon the order of the City. If the City shall fail to deposit a replacement letter of credit, extended letter of credit, surety bond or insurance policy with the Trustee, the City shall immediately commence to make monthly deposits with the Trustee so that an amount equal to the Reserve Fund Requirement will be on deposit in the Parity Reserve Fund or Series Reserve Fund, as applicable, no later than the

stated expiration date of the letter of credit. If an amount equal to the Reserve Fund Requirement, as of the date following the expiration of the letter of credit, is not on deposit in the Parity Reserve Fund or Series Reserve Fund, as applicable, at the earlier of one week prior to the stated expiration date of the letter of credit or the debt service payment date (excluding from such determination the letter of credit), the Trustee shall draw on the letter of credit to fund the amount of any such deficiency in the Parity Reserve Fund or Series Reserve Fund, as applicable.

(G) The City may also provide for all or any part of the Parity Reserve Fund or any Series Reserve Fund by delivering to the Trustee a surety bond or an insurance policy securing an amount, together with moneys, Investment Securities or letters of credit on deposit in the Parity Reserve Fund or such Series Reserve Fund, as applicable, equal to the applicable Reserve Fund Requirement. Such surety bond or insurance policy shall be issued by an insurance company whose unsecured debt obligations (or obligations secured by such insurance company's insurance policies) are rated in one of the two highest Rating Categories of Moody's, Fitch or Standard & Poor's at the time such surety bond or insurance policy is issued. Such surety bond or insurance policy shall have a term of no less than the final maturity of the Participating Bonds or the Series of Bonds secured thereby, as applicable. If such surety bond or insurance policy for any reason lapses or expires, the City shall immediately implement (i) or (iii) of paragraph (F) above or make the required deposits to the Parity Reserve Fund or Series Reserve Fund, as applicable.

(H) The Trustee shall ascertain the necessity for a draw or claim upon any letter of credit, surety bond or insurance policy provided hereby and shall take such action as is necessary in accordance with the terms thereof to received payments with respect thereto (including the giving of notice as required thereunder) on any date on which moneys will be required to be withdrawn from the Parity Reserve Fund or a Series Reserve Fund, as applicable, and applied to the payment of the principal of or interest on any Participating Bonds or Series of Bonds secured by such Parity Reserve Fund or Series Reserve Fund and such withdrawal cannot be met by amounts on deposit in the Parity Reserve Fund or Series Reserve Fund, as applicable. If a disbursement is made pursuant to letter of credit, surety bond or insurance policy credited to the Parity Reserve Fund or any Series Reserve Fund, the City shall be obligated either (i) to reinstate the full amount of such letter of credit, surety bond or insurance policy or (ii) to deposit into the Parity Reserve Fund or Series Reserve Fund, as applicable, funds in the amount of such disbursement or a combination of such alternatives, as shall provide that the amount in the Parity Reserve Fund or such Series Reserve Fund, as applicable, is at least equal to the applicable Reserve Fund Requirement. So long as a letter of credit, surety bond or insurance policy shall be in full force and effect for purposes of funding all or any part of the Parity Reserve Fund or any Series Reserve Fund, as applicable, any deposits required to be made in the Parity Reserve Fund or a Series Reserve Fund pursuant to Section 5.02(b) shall include any amounts due to the provider of the letter of credit, surety bond or insurance policy resulting from a draw or claim upon such letter of credit, surety bond or insurance policy (which amounts shall constitute a deficiency in the Reserve Fund Requirement for purposes of said Section 5.02(b)). Any such amounts shall be paid to the provider of such letter of credit, surety bond or insurance policy as provided therein or in any related agreement.

SECTION 5.05. Investment of Moneys in Funds and Accounts. All moneys in any of the funds, accounts and subaccounts held by the Trustee and established pursuant to this Indenture shall be invested, as directed by the City, solely in Investment Securities. All Investment Securities shall, as directed by the City in writing or by telephone, promptly confirmed in writing, be acquired subject to the limitations as to maturities hereinafter in this Section set forth and such additional limitations or requirements consistent with the foregoing as may be established by Request of the City. The Trustee may conclusively rely upon any investment direction from the City as a certification to the Trustee that such investment constitutes an Investment Security. If and to the extent the Trustee does not receive investment instructions from the City with respect to the moneys in the funds and accounts held by the Trustee pursuant to this Indenture, such moneys shall be invested in Investment Securities described in clause (xi) of the definition thereof and the Trustee shall thereupon request investment instructions from the City for such moneys.

Unless otherwise provided herein or in a Supplemental Indenture, all interest, profits and other income received from the investment of moneys in any fund or account, other than the Rebate Fund, shall be transferred to the Water Revenue Fund when received. All interest, profits and other income received from the investment of moneys in the Rebate Fund shall be deposited in the Rebate Fund, except as provided in Section 6.07 and any applicable Supplemental Indenture. Notwithstanding anything to the contrary contained herein, an amount of interest received with respect to any Investment Security equal to the amount of accrued interest, if any, paid as part of the purchase price of such Investment Security shall be credited to the fund or account from which such accrued interest was paid.

The Trustee may commingle any of the funds or accounts established pursuant to this Indenture into a separate fund or funds for investment purposes only, provided that all funds or accounts held by the Trustee hereunder shall be accounted for separately as required by this Indenture. The Trustee may act as principal or agent in the making or disposing of any investment and, with the prior written consent of the City, may impose its customary charge therefor. The Trustee may sell or present for redemption, any Investment Securities so purchased whenever it shall be necessary to provide moneys to meet any required payment, transfer, withdrawal or disbursement from the fund or account to which such Investment Security is credited, and the Trustee shall not be liable or responsible for any loss resulting from such investment.

The City may and the Trustee shall, upon the Request of the City, and provided that the Trustee is supplied with an Opinion of Bond Counsel to the effect that such action is permitted under the laws of the State of California, enter into an interest rate swap agreement corresponding to the interest rate or rates payable on a Series of Bonds or any portion thereof and the amounts received by the City or the Trustee, if any, pursuant to such a swap agreement may be applied to the deposits required hereunder; in which case, the entity with which the City or the Trustee may contract for an interest rate swap is limited to entities the debt securities of which are rated in their respective highest short-term debt Rating Categories by Moody's, Fitch or Standard & Poor's. If the City so designates, amounts payable under the interest rate swap agreement (other than termination payments due thereunder which shall be made expressly subordinate to the payment of the Bonds) shall be secured by Water Net Revenues on a parity basis with the Bonds and any Parity Debt and, in such event, the City shall pay to the Trustee for

deposit in the Debt Service Fund, at the times and in the manner provided by Section 5.02, the amounts to be paid under such interest rate swap agreement, as if such amounts were additional interest due on the Bonds to which such interest rate swap agreement relates, and the Trustee shall pay to the other party to the interest rate swap agreement, to the extent required thereunder, amounts deposited in the Debt Service Fund for the payment of interest on the Bonds with respect to which such agreement was entered.

The Trustee and the City shall each keep proper books of record and accounts containing complete and correct entries of all transactions made by it relating to the receipt, investment, disbursement, allocation and application of the moneys related to the Bonds, including moneys derived from, pledged to, or to be used to make payments on the Bonds. Such records shall specify the account or fund to which each investment (or portion thereof) is to be allocated and shall set forth, in the case of each investment security, (a) its purchase price, (b) identifying information, including par amount, coupon rate, and payment dates, (c) the amount received at maturity or its sale price, as the case may be, including accrued interest, (d) the amounts and dates of any payments made with respect thereto, and (e) the dates of acquisition and disposition or maturity.

ARTICLE VI

COVENANTS

SECTION 6.01. Punctual Payment. The City will punctually pay or cause to be paid the principal or Redemption Price of and interest on all the Bonds, in strict conformity with the terms of the Bonds and of this Indenture, according to the true intent and meaning thereof, and shall punctually pay or cause to be paid all mandatory sinking fund payments, but in each case only out of Water Net Revenues, as provided in this Indenture.

SECTION 6.02. Extension of Payment of Bonds. The City will not directly or indirectly extend or assent to the extension of the maturity of any of the Bonds or the time of payment of any Bonds or claims for interest of such Bonds or claims for interest and in case the maturity of any of the Bonds or the time of payment of any such claims for interest shall be extended, such Bonds or claims for interest shall not be entitled, in case of any default hereunder, to the benefits of this Indenture, except subject to the prior payment in full of the principal of all of the Bonds then Outstanding and of all claims for interest thereon which shall not have been so extended. Nothing in this Section shall be deemed to limit the right of the City to issue Bonds for the purpose of refunding any Outstanding Bonds, and such issuance shall not be deemed to constitute an extension of maturity of Bonds.

SECTION 6.03. Waiver of Laws. The City will not at any time insist upon or plead in any manner whatsoever, or claim or take the benefit or advantage of, any stay or extension law now or at any time hereafter in force that may affect the covenants and agreements contained in this Indenture or in the Bonds, and all benefit or advantage of any such law or laws is hereby expressly waived by the City to the extent permitted by law.

SECTION 6.04. Further Assurances. The City will make, execute and deliver any and all such instruments and assurances as may be reasonably necessary or proper to carry out

the intention or to facilitate the performance of this Indenture and for the better assuring and confirming unto the Owners of the Bonds of the rights and benefits provided in this Indenture.

SECTION 6.05. Against Encumbrances. The City will not create any pledge, lien or charge upon any of the Water Net Revenues, having priority over the lien of the Bonds. The City will pay or cause to be paid when due all sums of money that may become due or purporting to be due for any labor, services, materials, supplies or equipment furnished, or alleged to have been furnished, to or for the City in, upon, about or relating to the Water System and will keep the Water System free of any and all liens against any portion of the Water System. If any such lien attaches to or is filed against any portion of the Water System, the City will cause each such lien to be fully discharged and released at the time the performance of any obligation secured by any such lien matures or becomes due, except that if the City desires to contest any such lien it may do so if contesting such lien will not materially impair operation of the Water System. If any such lien shall be reduced to final judgment and such judgment or any process as may be issued for the enforcement thereof is not promptly stayed, or if so stayed and such stay thereafter expires, the City will forthwith pay or cause to be paid and discharged such judgment.

SECTION 6.06. Accounting Records and Financial Statements.

(A) The City will at all times keep, or cause to be kept, proper books of record and account, prepared in accordance with Generally Accepted Accounting Principles Applicable to Governments, in which complete and accurate entries shall be made of all calculations relating to Water Net Revenues. Such books of record and account shall be available for inspection by the Trustee (who shall have no duty to inspect) or the Owners at reasonable hours and under reasonable circumstances.

(B) The City will furnish the Trustee, within one hundred and eighty (180) days after the end of each Fiscal Year, the financial statements of the City's Water and Electric Utility Enterprise Funds for such Fiscal Year, together with the report and opinion of an independent certified public accountant stating that the financial statements have been prepared in accordance with Generally Accepted Accounting Principles Applicable to Governments and that such accountant's examination of the financial statements was performed in accordance with generally accepted auditing standards and a Certificate of the Treasurer of the City stating that no event which constitutes an Event of Default or which with the giving of notice or the passage of time or both would constitute an Event of Default has occurred and is continuing as of the end of such Fiscal Year, or specifying the nature of such event and the actions taken and proposed to be taken by the City to cure such default. Thereafter, a copy of such financial statements will be furnished to any Owner of Bonds upon written request to the City. The Trustee shall have no duty to review such financial statements.

(C) The City shall furnish to the Trustee within thirty (30) days after approval thereof, the annual budget of the City for the Water System.

SECTION 6.07. Rebate Fund. The Trustee shall establish and maintain, so long as any Bonds remain Outstanding, a fund separate from any other fund established and maintained hereunder designated as the "Rebate Fund" (the "Rebate Fund"). All amounts at any time on

deposit in the Rebate Fund shall be held by the Trustee to the extent required to satisfy the requirement to make rebate payments to the United States (the "Rebate Requirement") pursuant to Section 148 of the Code and the Treasury Regulations promulgated thereunder (the "Treasury Regulations"). Such amounts shall be free and clear of any lien under this Indenture and shall be governed by this Section and Section 6.08 of this Indenture, any applicable Supplemental Indenture and by the Tax Certificate for the applicable Series of Bonds, if any. The provisions relating to the Rebate Fund for a Series of Bonds shall be set forth in the related Supplemental Indenture.

SECTION 6.08. Tax Covenants. The City covenants that it will not take any action, or fail to take any action, if any such action or failure to take action would adversely affect the exclusion from gross income of the interest on the Bonds under Section 103 of the Code; provided that, prior to the issuance of any Series of Bonds, the City may exclude the application of the covenants contained in this Section 6.08 to such Series of Bonds.

SECTION 6.09. Rates and Charges. The City hereby covenants that it shall prescribe, revise and collect such charges for the services, facilities and water furnished by the Water System which, after making allowances for contingencies and error in the estimates, shall provide Water Net Revenues at least sufficient to pay the following amounts in the order set forth:

(a) The interest on, and principal and Redemption Price of, the outstanding Bonds and any Parity Debt as the same shall become due and payable;

(b) All payments required for compliance with this Indenture, including payments required to be made into any bond reserve fund; and

(c) All payments required to meet any other obligations of the City which are charges, liens, encumbrances upon or payable from the Water Net Revenues;

and the charges shall be fixed so that in each Fiscal Year the Water Net Revenues shall be at least equal to 1.20 times the amount of the Annual Debt Service.

SECTION 6.10. Maintenance and Operation of System; Insurance. The City will maintain and preserve the Water System in good repair and working order at all times, and will operate the Water System in an efficient and economical manner. Subject in each case to the condition that insurance is obtainable at rates deemed reasonable by the City and upon terms and conditions deemed reasonable by the City, the City will procure and maintain at all times: (a) insurance on the Water System against such risks as and in such amounts as the City deems prudent taking into account insurance coverage for similar utilities, and (b) public liability insurance, including self-insurance, as appropriate, in such amounts as the City deems prudent taking into account insurance coverage for similar utilities.

SECTION 6.11. Sale of Water System. The Water System shall not be sold or leased or otherwise disposed of as a whole, or substantially as a whole, unless such sale, lease or other disposition be so arranged as to provide for a continuance of timely payments sufficient in amount to permit payment therefrom of the principal of and interest on, and premiums, if any, due upon the redemption of, all Bonds and Parity Debt payable out of Water Net Revenues, or to

provide for such payments into some other fund charged with such payments. None of the works, plant, properties, facilities or other part of the Water System or any real or personal property comprising a part of the Water System will be sold, leased or otherwise disposed of if such sale, lease or disposition would cause the City to be unable to satisfy the requirements of Section 6.09 hereof.

SECTION 6.12. Continuing Disclosure Agreement. The City will comply with and carry out all of its obligations under any Continuing Disclosure Agreement executed in connection with a Series of Bonds. Upon the failure of the City to comply with the Continuing Disclosure Agreement relating to any Series of Bonds, the Trustee (at the written request of any Participating Underwriter (as defined in the Continuing Disclosure Agreement) or the Owners of at least 25% in aggregate Bond Obligation of the related Series of Bonds, shall, but only to the extent indemnified to its satisfaction from any liability or expense, including, without limitation, fees and expenses of its attorneys) or any Owner or Beneficial Owner may take such actions as may be necessary and appropriate, including seeking mandate or specific performance by court order, to cause the City, to comply with its obligations under this section. For purposes of this section, "Beneficial Owner" shall have the meaning prescribed thereto in the respective Continuing Disclosure Agreement relating to such Series of Bonds.

ARTICLE VII

EVENTS OF DEFAULT AND REMEDIES OF OWNERS

SECTION 7.01. Events of Default. The following events shall be Events of Default:

(a) default in the due and punctual payment of the principal or Redemption Price of any Bond when and as the same shall become due and payable, whether at maturity as therein expressed, by proceedings for redemption, by declaration or otherwise in the amounts and at the times provided therefor;

(b) default in the due and punctual payment of any installment of interest on any Bond when and as such interest installment shall become due and payable;

(c) failure by the City to observe or perform any covenant, condition, agreement or provision in this Indenture on its part to be observed or performed, other than as referred to in subsection (a) or (b) of this Section, for a period of thirty (30) days after written notice, specifying such failure and requesting that it be remedied, has been given to the City by the Trustee; except that, if such failure can be remedied but not within such thirty (30) day period and if the City has taken all action reasonably possible to remedy such failure within such thirty (30) day period, such failure shall not become an Event of Default for so long as the City shall diligently proceed to remedy the same in accordance with and subject to any directions or limitations of time established by the Trustee;

(d) default by the City under any agreement governing any Parity Debt and the continuance of such default beyond the therein stated grace period, if any, with respect to such default;

(e) the filing by the City of a petition in voluntary bankruptcy for the composition of its affairs or for its corporate reorganization under any state or federal bankruptcy or insolvency law, or an assignment by the City for the benefit of creditors, or the admission by the City in writing to its insolvency or inability to pay debts as they mature, or the consent by the City in writing to the appointment of a trustee or receiver for itself;

(f) the entering by a court of competent jurisdiction of an order, judgment or decree declaring the City insolvent, or adjudging it bankrupt, or appointing a trustee or receiver of the City, or approving a petition filed against the City seeking reorganization of the City under any applicable law or statute of the United States of America or any state thereof, and such order, judgment or decree shall not be vacated or set aside or stayed within sixty (60) days from the date of the entry thereof; or

(g) the assumption, under the provisions of any other law for the relief or aid of debtors, by any court of competent jurisdiction of custody or control of the City or of the Water Net Revenues and such custody or control shall not be terminated within sixty (60) days from the date of assumption of such custody or control.

SECTION 7.02. Application of Water Net Revenues and Other Funds After Default; Acceleration. If an Event of Default shall occur and be continuing, the City shall immediately transfer to the Trustee all Water Net Revenues held by it and received thereafter and the Trustee shall apply all Water Net Revenues and any other funds then held or thereafter received by the Trustee under any of the provisions of this Indenture (except as otherwise provided in this Indenture) as follows and in the following order:

(1) To the payment of any expenses necessary in the opinion of the Trustee to protect the interests of the Owners of the Bonds and Parity Debt, including the costs and expenses of the Trustee and the Owners in declaring such Event of Default, and payment of reasonable fees and expenses of the Trustee (including reasonable fees and disbursements of its counsel and other agents) incurred in and about the performance of its powers and duties under this Indenture; and

(2) To the payment of the whole amount of Bond Obligation then due on the Bonds and Parity Debt (upon presentation of the Bonds and Parity Debt to be paid, and stamping thereon of the payment if only partially paid, or surrender thereof if fully paid) subject to the provisions of this Indenture, with interest on such Bond Obligation at the rate or rates of interest borne by the respective Bonds and Parity Debt, to the payment to the persons entitled thereto of all installments of interest then due and the unpaid principal or Redemption Price of any Bonds and Parity Debt which shall have become due, whether at maturity or by call for redemption, in the order of their due dates, with interest on the overdue Bond Obligation and Parity Debt at the rate borne by the respective Bonds and Parity Debt, and, if the amount available shall not be sufficient to pay in full all the Bonds and Parity Debt due on any date, together with such interest, then to the payment thereof ratably, according to the amounts of principal or interest or Accreted Value (plus accrued interest) due on such date to the persons entitled thereto, without any discrimination or preference.

In each and every such case during the continuance of such Event of Default, the Owners of not less than a majority in aggregate amount of Bond Obligation of the Bonds at the time Outstanding shall be entitled, upon notice in writing to the City, to declare the principal of all of the Bonds then Outstanding, and the interest accrued thereon, to be due and payable immediately, and upon any such declaration the same shall become and shall be immediately due and payable, anything in this Indenture or in the Bonds contained to the contrary notwithstanding.

This provision, however, is subject to the condition that if, at any time after the principal of the Bonds shall have been so declared due and payable, the City shall pay to or shall deposit with the Trustee a sum sufficient to pay all principal on such Bonds matured prior to such declaration and all matured installments of interest (if any) upon all the Bonds, and the reasonable fees and expenses of the Trustee, and any and all other defaults known to the Trustee (other than in the payment of principal of and interest on the Bonds due and payable solely by reason of such declaration) shall have been made good or cured to the satisfaction of the Trustee, or provision deemed by the Trustee to be adequate shall have been made therefor, then, and in every such case, the Owners of not less than a majority in aggregate amount of Bond Obligation of the Bonds at the time Outstanding, by written notice to the City and to the Trustee, may, on behalf of the Owners of all the Bonds, rescind and annul such declaration and its consequences; but no such rescission and annulment shall extend to or shall affect any subsequent default, or shall impair or exhaust any right or power consequent thereon.

SECTION 7.03. Trustee to Represent Owners. The Trustee is hereby irrevocably appointed (and the successive respective Owners of the Bonds, by taking and holding the same, shall be conclusively deemed to have so appointed the Trustee) as trustee and true and lawful attorney-in-fact of the Owners of the Bonds for the purpose of exercising and prosecuting on their behalf such rights and remedies as may be available to such Owners under the provisions of the Bonds, this Indenture and applicable provisions of any other law. Upon the occurrence and continuance of an Event of Default or other occasion giving rise to a right in the Trustee to represent the Owners, the Trustee in its discretion may, and upon the written request of the Owners of not less than twenty-five percent (25%) in aggregate amount of Bond Obligation of the Bonds then Outstanding, and upon being indemnified to its satisfaction therefor, shall, proceed to protect or enforce its rights or the rights of such Owners by such appropriate action, suit, mandamus or other proceedings as it shall deem most effectual to protect and enforce any such right, at law or in equity, either for the specific performance of any covenant or agreement contained herein, or in aid of the execution of any power herein granted, or for the enforcement of any other appropriate legal or equitable right or remedy vested in the Trustee or in such Owners under this Indenture or any other law; and upon instituting such proceeding, the Trustee shall be entitled, as a matter of right, to the appointment of a receiver of the Water Net Revenues, and other assets pledged under this Indenture, pending such proceedings. All rights of action under this Indenture or the Bonds or otherwise may be prosecuted and enforced by the Trustee without the possession of any of the Bonds or the production thereof in any proceeding relating thereto, and any such suit, action or proceeding instituted by the Trustee shall be brought in the name of the Trustee for the benefit and protection of all the Owners of such Bonds, subject to the provisions of this Indenture (including Section 7.05).

SECTION 7.04. Owners' Direction of Proceedings. Anything in this Indenture to the contrary notwithstanding, the Owners of a majority in aggregate amount of Bond Obligation of the Bonds then Outstanding shall have the right, by an instrument or concurrent instruments in writing executed and delivered to the Trustee and upon furnishing the Trustee with indemnification satisfactory to it, to direct the method of conducting all remedial proceedings taken by the Trustee hereunder, provided that such direction shall not be otherwise than in accordance with law and the provisions of this Indenture, that the Trustee may take any other action deemed proper by the Trustee which is not inconsistent with such direction, and that the Trustee shall have the right to decline to follow any such direction which in the opinion of the Trustee would be unjustly prejudicial to Owners or holders of Parity Debt not parties to such direction.

SECTION 7.05. Limitation on Owners' Right to Sue. No Owner of any Bond shall have the right to institute any suit, action or proceeding at law or in equity, for the protection or enforcement of any right or remedy under this Indenture or any other applicable law with respect to such Bond, unless (1) such Owner shall have given to the Trustee written notice of the occurrence of an Event of Default; (2) the Owners of not less than twenty-five percent (25%) in aggregate amount of Bond Obligation of the Bonds then Outstanding shall have made written request upon the Trustee to exercise the powers hereinbefore granted or to institute such suit, action or proceeding in its own name; (3) such Owner or said Owners shall have tendered to the Trustee reasonable indemnity against the costs, expenses and liabilities to be incurred in compliance with such request; (4) the Trustee shall have refused or omitted to comply with such request for a period of sixty (60) days after such written request shall have been received by, and said tender of indemnity shall have been made to, the Trustee; and (5) the Trustee shall not have received contrary directions from the Owners of a majority in aggregate amount of Bond Obligation of the Bonds then Outstanding.

Such notification, request, tender of indemnity and refusal or omission are hereby declared, in every case, to be conditions precedent to the exercise by any Owner of Bonds of any remedy hereunder or under law; it being understood and intended that no one or more Owners of Bonds shall have any right in any manner whatever by his, her or their action to affect, disturb or prejudice the security of this Indenture or the rights of any other Owners of Bonds, or to enforce any right under this Indenture or other applicable law with respect to the Bonds, except in the manner herein provided, and that all proceedings at law or in equity to enforce any such right shall be instituted, had and maintained in the manner herein provided and for the benefit and protection of all Owners of the Outstanding Bonds, subject to the provisions of this Indenture.

SECTION 7.06. Absolute Obligation of the City. Nothing in any other provision of this Indenture or in the Bonds contained shall affect or impair the obligation of the City, which is absolute and unconditional, to pay the principal or Redemption Price of and interest on the Bonds to the respective Owners of the Bonds at their respective due dates therefor or upon call for redemption, as herein provided, but only out of the Water Net Revenues and other assets herein pledged therefor, or affect or impair the right of such Owners, which is also absolute and unconditional, to enforce such payment by virtue of the contract embodied in the Bonds.

SECTION 7.07. Termination of Proceedings. In case any proceedings taken by the Trustee or any one or more Owners on account of any Event of Default shall have been

discontinued or abandoned for any reason or shall have been determined adversely to the Trustee or the Owners, then in every such case the City, the Trustee and the Owners, subject to any determination in such proceedings, shall be restored to their former positions and rights hereunder, severally and respectively, and all rights, remedies, powers and duties of the City, the Trustee and the Owners shall continue as though no such proceedings had been taken.

SECTION 7.08. Remedies Not Exclusive. No remedy herein conferred upon or reserved to the Trustee or to the Owners of the Bonds is intended to be exclusive of any other remedy or remedies, and each and every such remedy, to the extent permitted by law, shall be cumulative and in addition to any other remedy given hereunder or now or hereafter existing at law or in equity or otherwise.

SECTION 7.09. No Waiver of Default. No delay or omission of the Trustee or of any Owner of the Bonds to exercise any right or power arising upon the occurrence of any default shall impair any such right or power or shall be construed to be a waiver of any such default or an acquiescence therein; and every power and remedy given by this Indenture to the Trustee or to the Owners of the Bonds may be exercised from time to time and as often as may be deemed expedient.

ARTICLE VIII

THE TRUSTEE

SECTION 8.01. Appointment; Duties, Immunities and Liabilities of Trustee.

(A) Wells Fargo Bank, National Association is hereby appointed as Trustee under this Indenture and hereby accepts the trust imposed upon it as Trustee hereunder and to perform all the functions and duties of the Trustee hereunder, subject to the terms and conditions set forth in this Indenture. The Trustee shall, prior to an Event of Default, and after the curing or waiver of all Events of Default which may have occurred, perform such duties and only such duties as are specifically set forth in this Indenture and no implied covenants shall be read into this Indenture against the Trustee. The Trustee shall, during the existence of any Event of Default (which has not been cured or waived), exercise such of the rights and powers vested in it by this Indenture and use the same degree of care and skill in their exercise as a prudent person would exercise or use under the circumstances in the conduct of his or her own affairs.

(B) The City may remove the Trustee at any time unless an Event of Default shall have occurred and then be continuing, and shall remove the Trustee if at any time requested to do so by an instrument or concurrent instruments in writing signed by the Owners of not less than a majority in aggregate amount of Bond Obligation of the Bonds then Outstanding (or their attorneys duly authorized in writing) or if at any time the Trustee shall cease to be eligible in accordance with subsection (E) of this Section, or shall become incapable of acting, or shall be adjudged a bankrupt or insolvent, or a receiver of the Trustee or its property shall be appointed, or any public officer shall take control or charge of the Trustee or of its property or affairs for the purpose of rehabilitation, conservation or liquidation, in each case by giving

written notice of such removal to the Trustee, and thereupon shall appoint a successor Trustee by an instrument in writing.

(C) The Trustee may at any time resign by giving written notice of such resignation to the City and by giving the Owners notice of such resignation by mail at the addresses shown on the registration books maintained by the Trustee. Upon receiving such notice of resignation, the City shall promptly appoint a successor Trustee by an instrument in writing.

(D) Any removal or resignation of the Trustee and appointment of a successor Trustee shall become effective upon acceptance of appointment by the successor Trustee. If no successor Trustee shall have been appointed and have accepted appointment within forty-five (45) days of giving notice of removal or notice of resignation as aforesaid, the resigning Trustee or any Owner (on behalf of himself or herself and all other Owners) may petition any court of competent jurisdiction for the appointment of a successor Trustee, and such court may thereupon, after such notice (if any) as it may deem proper, appoint such successor Trustee. Any successor Trustee appointed under this Indenture, shall signify its acceptance of such appointment by executing and delivering to the City and to its predecessor Trustee a written acceptance thereof, and thereupon such successor Trustee, without any further act, deed or conveyance, shall become vested with all the moneys, estates, properties, rights, powers, trusts, duties and obligations of such predecessor Trustee, with like effect as if originally named Trustee herein; but, nevertheless at the Request of the City or the request of the successor Trustee, such predecessor Trustee shall execute and deliver any and all instruments of conveyance or further assurance and do such other things as may reasonably be required for more fully and certainly vesting in and confirming to such successor Trustee all the right, title and interest of such predecessor Trustee in and to any property held by it under this Indenture and shall pay over, transfer, assign and deliver to the successor Trustee any money or other property subject to the trusts and conditions herein set forth. Upon request of the successor Trustee, the City shall execute and deliver any and all instruments as may be reasonably required for more fully and certainly vesting in and confirming to such successor Trustee all such moneys, estates, properties, rights, powers, trusts, duties and obligations. Upon acceptance of appointment by a successor Trustee as provided in this subsection, the City shall give notice of the succession of such Trustee to the trusts hereunder by mail to the Owners at the addresses shown on the registration books maintained by the Trustee. If the City fails to mail such notice within fifteen (15) days after acceptance of appointment by the successor Trustee, the successor Trustee shall cause such notice to be mailed at the expense of the City.

(E) Any Trustee appointed under the provisions of this Section in succession to the Trustee shall be a trust company or bank having the powers of a trust company having a corporate trust office in the State, having a combined capital and surplus of at least seventy-five million dollars ($75,000,000) and subject to supervision or examination by federal or state authority. If such bank or trust company publishes a report of condition at least annually, pursuant to law or to the requirements of any supervising or examining authority above referred to, then for the purpose of this subsection the combined capital and surplus of such bank or trust company shall be deemed to be its combined capital and surplus as set forth in its most recent report of condition so published. In case at any time the Trustee shall cease to be eligible in accordance with the provisions of this subsection (E), the Trustee shall resign immediately in the manner and with the effect specified in this Section.

If, by reason of the judgment of any court, the Trustee or any successor Trustee is rendered unable to perform its duties hereunder, and if no successor Trustee be then appointed, all such duties and all of the rights and powers of the Trustee hereunder shall be assumed by and vest in the City in trust for the benefit of the Owners.

SECTION 8.02. Merger or Consolidation. Any company into which the Trustee may be merged or converted or with which it may be consolidated or any company resulting from any merger, conversion or consolidation to which it shall be a party or any company to which the Trustee may sell or transfer all or substantially all of its corporate trust business, provided such company shall be eligible under subsection (E) of Section 8.01, shall be the successor to such Trustee without the execution or filing of any paper or any further act, anything herein to the contrary notwithstanding.

SECTION 8.03. Liability of Trustee.

(A) The recitals of facts herein and in the Bonds contained shall be taken as statements of the City, and the Trustee assumes no responsibility for the correctness of the same (other than the certificate of authentication of the Trustee on each Bond), and makes no representations as to the validity or sufficiency of this Indenture or of the Bonds or of any Investment Security, as to the sufficiency of the Water Net Revenues, or the priority of the lien of this Indenture thereon, or as to the financial or technical feasibility of the Water System and shall not incur any responsibility in respect of any such matter, other than in connection with the duties or obligations expressly herein or in the Bonds assigned to or imposed upon it. The Trustee shall, however, be responsible for its representations contained in its certificate of authentication on the Bonds. The Trustee shall not be liable in connection with the performance of its duties hereunder, except for its own negligence, willful misconduct or breach of the express terms and conditions hereof. The Trustee and its directors, officers, employees or agents may in good faith buy, sell, own, hold and deal in any of the Bonds and may join in any action which any Owner of a Bond may be entitled to take, with like effect as if the Trustee was not the Trustee under this Indenture. The Trustee may in good faith hold any other form of indebtedness of the City, own, accept or negotiate any drafts, bills of exchange, acceptances or obligations of the City and make disbursements for the City and enter into any commercial or business arrangement therewith, without limitation.

(B) The Trustee shall not be liable for any error of judgment made in good faith by a responsible officer unless it shall be proved that the Trustee was negligent in ascertaining the pertinent facts. The Trustee may execute any of the trusts or powers hereof and perform the duties required of it hereunder by or through attorneys, agents, or receivers, and shall be entitled to advice of counsel concerning all matters of trust and its duty hereunder, but the Trustee shall be answerable for the negligence or misconduct of any such attorney, agent, or receiver selected by it; provided, however, that the Trustee shall not be answerable for the negligence or misconduct of any attorney or certified public accountant selected by it with due care.

(C) The Trustee shall not be liable with respect to any action taken or omitted to be taken by it in good faith in accordance with the direction of the Owners of not less than twenty-five percent (25%) in aggregate amount of Bond Obligation of the Bonds at the time

Outstanding relating to the time, method and place of conducting any proceeding for any remedy available to the Trustee or exercising any trust or power conferred upon the Trustee under this Indenture.

(D) The Trustee shall be under no obligation to exercise any of the rights or powers vested in it by this Indenture at the request, order or direction of any of the Owners pursuant to the provisions of this Indenture, including, without limitation, the provisions of Article VII hereof, unless such Owners shall have offered to the Trustee security or indemnity satisfactory to it against the costs, expenses and liabilities which may be incurred therein or thereby.

(E) No provision of this Indenture shall require the Trustee to expend or risk its own funds or otherwise incur any financial liability in the performance or exercise of any of its duties hereunder.

(F) The Trustee shall not be deemed to have knowledge of and shall not be required to take any action with respect to, any Event of Default (other than an Event of Default described in subsections (a) or (b) of Section 7.01) or event which would, with the giving of notice, the passage of time or both, constitute an Event of Default, unless the Trustee shall have actual knowledge of such event or shall have been notified of such event by the City or the Owners of twenty-five percent (25%) in aggregate amount of Bond Obligation of the Bonds at the time Outstanding. Without limiting the generality of the foregoing, the Trustee shall not be required to ascertain, monitor or inquire as to the performance or observance by the City of the terms, conditions, covenants or agreements set forth in Article VI hereof (including, without limitation, the covenants of the City set forth in Section 6.08 hereof), other than the covenants of the City to make payments with respect to the Bonds when due as set forth in Section 6.01 and to file with the Trustee when due, such reports and certifications as the City is required to file with the Trustee hereunder.

(G) No permissive power, right or remedy conferred upon the Trustee hereunder shall be construed to impose a duty to exercise such power, right or remedy.

(H) The Trustee shall not be bound to make any investigation into the facts or matters stated in any resolution, certificate, statement, instrument, opinion, report, notice, request, direction, consent, order, bond, debenture, coupon or other paper or document but the Trustee, in its discretion, may make such further inquiry or investigation into such facts or matters as it may see fit, and, if the Trustee shall determine to make such further inquiry or investigation, it shall be entitled to examine the books, records and premises of the City, personally or by agent or attorney.

(I) The Trustee shall not be responsible for:

(1) the application or handling by the City of any Water Net Revenues or other moneys transferred to or pursuant to any Requisition or Request of the City in accordance with the terms and conditions hereof;

(2) the application and handling by the City of any other fund or account designated to be held by the City hereunder;

(3) any error or omission by the City in making any computation or giving any instruction with respect to the Rebate Fund and may rely conclusively on any computations or instructions furnished to it by the City with respect to the Rebate Fund and the Tax Certificate; or

(4) the construction, operation or maintenance of the Water System by the City.

(J) Whether or not therein expressly so provided, every provision of this Indenture relating to the conduct or affecting the liability of or affording protection to the Trustee shall be subject to the provisions of this Article VIII.

(K) The Trustee shall have no responsibility with respect to any information, statement or recital in any official statement, offering memorandum or any other disclosure material prepared or distributed with respect to the Bonds.

SECTION 8.04. Right of Trustee to Rely on Documents. The Trustee shall be protected in acting upon any notice, resolution, request, consent, order, certificate, report, opinion, note or other paper or document believed by it to be genuine and to have been signed or presented by the proper party or parties. The Trustee may consult with counsel, including, without limitation, counsel of or to the City, with regard to legal questions, and the opinion of such counsel shall be full and complete authorization and protection in respect of any action taken or suffered by it hereunder in good faith and in accordance herewith unless it shall be proved that the Trustee was negligent in ascertaining the pertinent facts.

Whenever in the administration of the trusts imposed upon it by this Indenture the Trustee shall deem it necessary or desirable that a matter be proved or established prior to taking or suffering any action hereunder, such matter (unless other evidence in respect thereof be herein specifically prescribed) may be deemed to be conclusively proved and established by a Certificate of the City, and such Certificate shall be full warrant to the Trustee for any action taken or suffered in good faith under the provisions of this Indenture in reliance upon such Certificate, but in its discretion the Trustee may, in lieu thereof, accept other evidence of such matter or may require such additional evidence as to it may seem reasonable. The Trustee may also rely conclusively on any report or certification of any certified public accountant, investment banker, financial consultant, or other expert selected by the City or selected by the Trustee with due care in connection with matters required to be proven or ascertained in connection with its administration of the trusts created hereby.

SECTION 8.05. Compensation and Indemnification of Trustee. The City shall cause to be paid to the Trustee from time to time reasonable compensation for all service rendered under this Indenture, and also all reasonable expenses, charges, counsel fees and other disbursements, including those of its attorneys, agents, and employees, incurred in and about the performance of their powers and duties under this Indenture, subject to the provisions of Section 11.10 hereof. The City further agrees to indemnify and save the Trustee, its officers, directors and employees harmless from and against any costs, claims, expenses or liabilities, including fees and expenses of its attorneys, which it may incur in the exercise and performance

of its powers and duties hereunder, and which are not due to its negligence, misconduct or default.

ARTICLE IX

MODIFICATION OR AMENDMENT OF THIS INDENTURE

SECTION 9.01. Amendments Permitted.

(A) (1) This Indenture and the rights and obligations of the City, the Owners of the Bonds and the Trustee may be modified or amended from time to time and at any time by a Supplemental Indenture, which the City and the Trustee may enter into with the written consent of the Owners of a majority in aggregate amount of Bond Obligation of the Bonds (or, if such Supplemental Indenture is only applicable to a Series of Bonds, such Series of Bonds) then Outstanding or, in case less than all of the Series of Bonds then Outstanding are affected by the modification or amendment, of the Owners of at least a majority in aggregate principal amount of the Bonds so affected and Outstanding at the time such consent is given, shall have been filed with the Trustee; provided, that if such modification or amendment will, by its terms, not take effect so long as any Bonds of any particular maturity remain Outstanding, the consent of the Owners of such Bonds shall not be required and such Bonds shall not be deemed to be Outstanding for the purpose of any calculation of Bonds Outstanding under this Section.

(2) In lieu of satisfying the requirements of Section 9.01(A)(1) hereof, this Indenture and the rights and obligations of the City and of the Owners of the Bonds and of the Trustee may also be modified or amended at any time by a Supplemental Indenture entered into by the City and the Trustee which shall become binding when the written consents of each provider of a letter of credit or a policy of bond insurance for the Bonds shall have been filed with the Trustee; provided, that at such time the payment of all the principal of and interest on all Outstanding Bonds shall be insured by a policy or policies of municipal bond insurance or payable under a letter of credit the provider of which shall be a financial institution or association having unsecured debt obligations rated, or insuring or securing other debt obligations rated on the basis of such insurance or letters of credit, in one of the two highest Rating Categories of Moody's, Fitch or Standard & Poor's. A copy of each such Supplemental Indenture when executed and delivered shall be sent by the City to Moody's, Fitch and Standard & Poor's to extent such rating agency is then rating the Bonds.

(3) No such modification or amendment shall (a) extend the fixed maturity of any Bond, or reduce the amount of principal thereof, or extend the time of payment or reduce the amount of any mandatory sinking fund payment provided for the payment of any Bond, or reduce the rate of interest thereon, or extend the time of payment of interest thereon, or reduce any premium payable upon the redemption thereof exclusively, without the consent of the Owner of each Bond so affected, or (b) reduce the aforesaid percentage of Bond Obligation the consent of the Owners of which is required to effect any such modification or amendment, or permit the creation of any lien on the Water Net Revenues and other assets pledged under this Indenture prior to or on a parity with the lien created by this Indenture, or deprive the Owners of the Bonds of the lien created by

this Indenture on such Water Net Revenues and other assets (in each case, except as expressly provided in this Indenture), without the consent of the Owners of all of the Bonds then Outstanding. It shall not be necessary for the consent of the Owners to approve the particular form of any Supplemental Indenture, but it shall be sufficient if such consent shall approve the substance thereof.

(B) This Indenture and the rights and obligations of the City, of the Trustee and of the Owners of the Bonds may also be modified or amended from time to time and at any time by a Supplemental Indenture, which the City may adopt without the consent of any Owners but only to the extent permitted by law and only for any one or more of the following purposes:

(1) to add to the covenants and agreements of the City in this Indenture contained other covenants and agreements thereafter to be observed, to pledge or assign additional security for the Bonds (or any portion thereof), or to surrender any right or power herein reserved to or conferred upon the City;

(2) to make such provisions for the purpose of curing any ambiguity, inconsistency or omission, or of curing or correcting any defective provision, contained in this Indenture, or in regard to matters or questions arising under this Indenture, as the City may deem necessary or desirable, and which shall not materially and adversely affect the interests of the Owners of the Bonds;

(3) to modify, amend or supplement this Indenture in such manner as to permit the qualification hereof under the Trust Indenture Act of 1939, as amended, or any similar federal statute hereafter in effect, and to add such other terms, conditions and provisions as may be permitted by said Act or similar federal statute, and which shall not materially and adversely affect the interests of the Owners of the Bonds;

(4) to make modifications or adjustments necessary, appropriate or desirable to provide for the issuance of Variable Rate Indebtedness, Capital Appreciation Indebtedness or Parity Debt with such interest rate, payment, maturity and other terms as the City may deem desirable; subject to the provisions of Section 3.01, 3.03 and 3.05;

(5) to provide for the issuance of Bonds in book-entry form or bearer form, provided that no such provision shall materially and adversely affect the interests of the Owners of the Bonds;

(6) if the City agrees in a Supplemental Indenture to maintain the exclusion of interest on a Series of Bonds from gross income for purposes of federal income taxation, to make such provisions as are necessary or appropriate to ensure such exclusion;

(7) to provide for the issuance of an additional Series of Bonds pursuant to provisions of Section 3.02 or Section 3.03; and

(8) for any other purpose that does not materially and adversely affect the interests of the Owners of the Bonds.

SECTION 9.02. Effect of Supplemental Indenture. From and after the time any Supplemental Indenture becomes effective pursuant to this Article, this Indenture shall be deemed to be supplemented, modified and/or amended in accordance therewith, and the respective rights, duties and obligations under this Indenture of the City, the Trustee and all Owners of Bonds Outstanding shall thereafter be determined, exercised and enforced hereunder subject in all respects to such supplement, modification and/or amendment, and all the terms and conditions of any such Supplemental Indenture shall be deemed to be part of the terms and conditions of this Indenture for any and all purposes.

SECTION 9.03. Endorsement of Bonds; Preparation of New Bonds. Bonds delivered after any Supplemental Indenture becomes effective pursuant to this Article may, and if the Trustee so determines shall, bear a notation by endorsement or otherwise in form approved by the City and the Trustee as to any modification or amendment provided for in such Supplemental Indenture, and, in that case, upon demand of the Owner of any Bond Outstanding at the time of such execution and presentation of his or her Bond for such purpose at the Corporate Trust Office or at such additional offices as the Trustee may select and designate for that purpose, a suitable notation shall be made on such Bond. If the Supplemental Indenture shall so provide, new Bonds so modified as to conform, in the opinion of the City and the Trustee, to any modification or amendment contained in such Supplemental Indenture, shall be prepared and executed by the City and authenticated by the Trustee, and upon demand of the Owners of any Bonds then Outstanding shall be exchanged at the Principal Corporate Trust Office, without cost to any Owner, for Bonds then Outstanding, upon surrender for cancellation of such Bonds, in equal aggregate principal amounts of the same Series, tenor and maturity.

SECTION 9.04. Amendment of Particular Bonds. The provisions of this Article shall not prevent any Owner from accepting any amendment as to the particular Bonds held by him or her, provided that due notation thereof is made on such Bonds.

ARTICLE X

DEFEASANCE

SECTION 10.01. Discharge of Indenture. Bonds of any Series or a portion thereof may be paid by the City in any of the following ways:

(a) by paying or causing to be paid the Bond Obligation of and interest on such Outstanding Bonds, as and when the same become due and payable;

(b) by depositing with the Trustee, an escrow agent or other fiduciary, in trust, at or before maturity, money or securities in the necessary amount (as provided in Section 10.03) to pay or redeem such Outstanding Bonds; or

(c) by delivering to the Trustee, for cancellation by it, such Outstanding Bonds.

If the City shall pay all Series for which any Bonds are Outstanding and also pay or cause to be paid all other sums payable hereunder by the City, then and in that case, at the election of the City (evidenced by a Certificate of the City filed with the Trustee signifying the intention of the

City to discharge all such indebtedness and this Indenture), and notwithstanding that any Bonds shall not have been surrendered for payment, this Indenture and the pledge of Water Net Revenues and other assets made under this Indenture and all covenants, agreements and other obligations of the City under this Indenture shall cease, terminate, become void and be completely discharged and satisfied. In such event, upon Request of the City, the Trustee shall cause an accounting for such period or periods as may be requested by the City to be prepared and filed with the City and shall execute and deliver to the City all such instruments as may be necessary or desirable to evidence such discharge and satisfaction, and the Trustee shall pay over, transfer, assign or deliver to the City all moneys or securities or other property held by it pursuant to this Indenture which, as evidenced by a verification report, upon which the Trustee may conclusively rely, from a firm of certified public accountants, are not required for the payment or redemption of Bonds not theretofore surrendered for such payment or redemption.

SECTION 10.02. Discharge of Liability on Bonds. Upon the deposit with the Trustee, escrow agent or other fiduciary, in trust, at or before maturity, of money or securities in the necessary amount (as provided in Section 10.03) to pay or redeem any Outstanding Bond (whether upon or prior to its maturity or the redemption date of such Bond), provided that, if such Bond is to be redeemed prior to maturity, notice of such redemption shall have been given as in Article IV provided or provision satisfactory to the Trustee shall have been made for the giving of such notice, then all liability of the City in respect of such Bond shall cease, terminate and be completely discharged, provided that the Owner thereof shall thereafter be entitled to the payment of the principal of and premium, if any, and interest on the Bonds, and the City shall remain liable for such payment, but only out of such money or securities deposited with the Trustee as aforesaid for their payment, subject, however, to the provisions of Section 10.04 and the continuing duties of the Trustee hereunder.

The City may at any time surrender to the Trustee for cancellation by it any Bonds previously issued and delivered, which the City may have acquired in any manner whatsoever, and such Bonds, upon such surrender and cancellation, shall be deemed to be paid and retired.

SECTION 10.03. Deposit of Money or Securities with Trustee. Whenever in this Indenture it is provided or permitted that there be deposited with or held in trust by the Trustee money or securities in the necessary amount to pay or redeem any Bonds, the money or securities so to be deposited or held may include money or securities held by the Trustee in the funds and accounts established pursuant to this Indenture and shall be:

(a) lawful money of the United States of America in an amount equal to the principal amount of such Bonds and all unpaid interest thereon to maturity, except that, in the case of Bonds which are to be redeemed prior to maturity and in respect of which notice of such redemption shall have been given as in Article IV provided or provision satisfactory to the Trustee shall have been made for the giving of such notice, the amount to be deposited or held shall be the principal amount or Redemption Price of such Bonds and all unpaid interest thereon to the redemption date; or

(b) Defeasance Securities, the principal of and interest on which when due will, in the opinion of an independent certified public accountant or, as determined by the City using due diligence, another firm of verification agents, delivered to the Trustee

(upon which opinion the Trustee may conclusively rely), provide money sufficient to pay the principal or Redemption Price of and all unpaid interest to maturity, or to the redemption date, as the case may be, on the Bonds to be paid or redeemed, as such principal or Redemption Price and interest become due, provided that, in the case of Bonds which are to be redeemed prior to the maturity thereof, notice of such redemption shall have been given as in Article IV provided or provision satisfactory to the Trustee shall have been made for the giving of such notice;

provided, in each case, that the Trustee shall have been irrevocably instructed (by the terms of this Indenture or by Request of the City) to apply such money to the payment of such principal or Redemption Price and interest with respect to such Bonds.

SECTION 10.04. Payment of Bonds After Discharge of Indenture. Any moneys held by the Trustee in trust for the payment of the principal or Redemption Price of, or interest on, any Bonds and remaining unclaimed for two years after the principal of all of the Bonds has become due and payable (whether at maturity or upon call for redemption as provided in this Indenture), if such moneys were so held at such date, or two (2) years after the date of deposit of such moneys if deposited after said date when all of the Bonds became due and payable, shall be repaid to the City free from the trust created by this Indenture, and all liability of the Trustee with respect to such moneys shall thereupon cease; provided, however, that before the repayment of such moneys to the City as aforesaid, the Trustee may (at the cost of the City) first mail to the Owners of any Bonds remaining unpaid at the addresses shown on the registration books maintained by the Trustee a notice, in such form as may be deemed appropriate by the Trustee, with respect to the Bonds so payable and not presented and with respect to the provisions relating to the repayment to the City of the moneys held for the payment thereof. All moneys held by or on behalf of the Trustee for the payment of principal or Accreted Value of or interest or premium on Bonds, whether at redemption or maturity, shall be held in trust for the account of the Owners thereof and the Trustee shall not be required to pay Owners any interest on, or be liable to the Owners or any other person (other than the City) for any interest earned on, moneys so held. Any interest earned thereon shall belong to the City and shall be deposited monthly by the Trustee into the Water Revenue Fund.

ARTICLE XI

MISCELLANEOUS

SECTION 11.01. Liability of City Limited to Water Net Revenues. Notwithstanding anything in this Indenture or in the Bonds contained, the City shall not be required to advance any moneys derived from any source other than the Water Net Revenues and other assets pledged hereunder for any of the purposes in this Indenture mentioned, whether for the payment of the principal or Redemption Price of or interest on the Bonds or for any other purpose of this Indenture.

The Bonds are special, limited obligations of the City. The Bonds shall not be deemed to constitute a debt or liability of the City, the State of California or of any political subdivision thereof within the meaning of any constitutional or statutory provision, or a pledge of the faith and credit of the City, the State of California or of any political subdivision thereof, but shall be

payable, except to the extent of certain amounts held hereunder pledged therefor, solely from Water Net Revenues. Neither the faith and credit nor the taxing power of the City, the State of California or of any political subdivision thereof is pledged to the payment of the principal of, premium, if any, or the interest on the Bonds. The issuance of the Bonds shall not directly or indirectly or contingently obligate the City, the State of California or any political subdivision thereof to levy or to pledge any form of taxation whatsoever therefor or to make any appropriation for their payment.

SECTION 11.02. Successor is Deemed Included in All References to Predecessor. Whenever in this Indenture either the City or the Trustee is named or referred to, such reference shall be deemed to include the successors or assigns thereof, and all the covenants and agreements in this Indenture contained by or on behalf of the City or the Trustee shall bind and inure to the benefit of the respective successors and assigns thereof whether so expressed or not.

SECTION 11.03. Limitation of Rights to City, Trustee and Owners. Nothing in this Indenture or in the Bonds expressed or implied is intended or shall be construed to give to any person other than the City, the Trustee and the Owners of the Bonds and any Parity Debt, any legal or equitable right, remedy or claim under or in respect of this Indenture or any covenant, condition or provision therein or herein contained; and all such covenants, conditions and provisions are and shall be held to be for the sole and exclusive benefit of the City, the Trustee and the Owners of the Bonds and any Parity Debt.

SECTION 11.04. Waiver of Notice. Whenever in this Indenture the giving of notice by mail or otherwise is required, the giving of such notice may be waived in writing by the person entitled to receive such notice and in any such case the giving or receipt of such notice shall not be a condition precedent to the validity of any action taken in reliance upon such waiver.

SECTION 11.05. Destruction or Delivery of Cancelled Bonds. Whenever in this Indenture provision is made for the cancellation by the Trustee and the delivery to the City of any Bonds, the Trustee may, in its sole discretion, in lieu of such cancellation and delivery, destroy such Bonds, and deliver a certificate of such destruction to the City.

SECTION 11.06. Severability of Invalid Provisions. If any one or more of the provisions contained in this Indenture or in the Bonds shall for any reason be held to be invalid, illegal or unenforceable in any respect, then such provision or provisions shall be deemed severable from the remaining provisions contained in this Indenture and such invalidity, illegality or unenforceability shall not affect any other provision of this Indenture, and this Indenture shall be construed as if such invalid or illegal or unenforceable provision had never been contained herein. The City hereby declares that it would have executed and delivered this Indenture and each and every other Section, paragraph, sentence, clause or phrase hereof and authorized the issuance of the Bonds pursuant thereto irrespective of the fact that any one or more Sections, paragraphs, sentences, clauses or phrases of this Indenture may be held illegal, invalid or unenforceable.

SECTION 11.07. Notice to City and Trustee. Any notice to or demand upon the Trustee may be served or presented, and such demand may be made, at the Corporate Trust Office of the Trustee. Any notice to or demand upon the City, shall be deemed to have been sufficiently given or served for all purposes by being deposited, first-class mail postage prepaid, in a post office letter box, addressed to the City at 275 East Olive Avenue, Burbank, California 91502, Attention: City Manager (or such other address as may have been filed in writing by the City with the Trustee).

SECTION 11.08. Evidence of Rights of Owners. Any request, consent or other instrument required or permitted by this Indenture to be signed and executed by Owners may be in any number of concurrent instruments of substantially similar tenor and shall be signed or executed by such Owners in person or by an agent or agents duly appointed in writing. Proof of the execution of any such request, consent or other instrument or of a writing appointing any such agent, or of the holding by any person of Bonds transferable by delivery, shall be sufficient for any purpose of this Indenture and shall be conclusive in favor of the Trustee and of the City if made in the manner provided in this Section.

The fact and date of the execution by any person of any such request, consent or other instrument or writing may be proved by the certificate of any notary public or other officer of any jurisdiction, authorized by the laws thereof to take acknowledgments of deeds, certifying that the person signing such request, consent or other instrument acknowledged to him or her the execution thereof, or by an affidavit of a witness of such execution duly sworn to before such notary public or other officer.

The ownership of Bonds shall be proved by the bond registration books held by the Trustee. The Trustee may establish a record date as of which to measure consent of the Owners to determine whether the requisite consents are received.

Any request, consent, or other instrument or writing of the Owner of any Bond shall bind every future Owner of the same Bond and the Owner of every Bond issued in exchange therefor or in lieu thereof, in respect of anything done or suffered to be done by the Trustee or the City in accordance therewith or reliance thereon.

SECTION 11.09. Disqualified Bonds. In determining whether the Owners of the requisite aggregate amount of Bond Obligation have concurred in any demand, request, direction, consent or waiver under this Indenture, Bonds which are owned or held by or for the account of the City, or by any other obligor on the Bonds, or by any person directly or indirectly controlling or controlled by, or under direct or indirect common control with, the City or any other obligor on the Bonds, shall be disregarded and deemed not to be Outstanding for the purpose of any such determination. Bonds so owned which have been pledged in good faith may be regarded as Outstanding for the purposes of this Section if the pledgee shall establish to the satisfaction of the Trustee the pledgee's right to vote such Bonds and that the pledgee is not a person directly or indirectly controlling or controlled by, or under direct or indirect common control with, the City or any other obligor on the Bonds. In case of a dispute as to such right, any decision by the Trustee taken upon the advice of counsel shall be full protection to the Trustee.

SECTION 11.10. Money Held for Particular Bonds. The money held by the Trustee for the payment of the interest, principal or Redemption Price due on any date with respect to particular Bonds (or portions of Bonds in the case of registered Bonds redeemed in part only) shall, on and after such date and pending such payment, be set aside on its books and held in trust by it for the Owners of the Bonds entitled thereto, subject, however, to the provisions of Section 10.04.

SECTION 11.11. Funds and Accounts; Valuation. Any fund required by this Indenture to be established and maintained by the Trustee may be established and maintained in the accounting records of the Trustee, either as a fund or an account, and may, for the purposes of such records, any audits thereof and any reports or statements with respect thereto, be treated either as a fund or as an account; but all such records with respect to all such funds shall at all times be maintained in accordance with customary standards of the industry, to the extent practicable, and with due regard for the protection of the security of the Bonds and the rights of every holder thereof. Notwithstanding anything to the contrary herein, for the purposes of determining the amount in any fund or account held by the Trustee, all Investment Securities credited to such fund or account shall be valued at the lesser of cost or market value (plus, prior to the first payment of interest following purchase, the amount of any accrued interest paid as part of the purchase price).

SECTION 11.12. Article and Section Headings and References. The headings or titles of the several Articles and Sections hereof, and any table of contents appended to copies hereof, shall be solely for convenience of reference and shall not affect the meaning, construction or effect of this Indenture.

All references herein to "Articles," "Sections" and other subdivisions are to the corresponding Articles, Sections or subdivisions of this Indenture; the words "herein," "hereof," "hereby," "hereunder" and other words of similar import refer to this Indenture as a whole and not to any particular Article, Section or subdivision hereof; and words of the masculine gender shall mean and include words of the feminine and neuter genders.

SECTION 11.13. Waiver of Personal Liability. No Council member, officer, agent or employee of the City or the Trustee shall be individually or personally liable for the payment of the principal or Redemption Price of or interest on the Bonds or be subject to any personal liability or accountability by reason of the issuance thereof; but nothing herein contained shall relieve any such Council member, officer, agent or employee of the City or the Trustee from the performance of any official duty provided by law or by this Indenture.

SECTION 11.14. Governing Law. This Indenture shall be construed and governed in accordance with the laws of the State of California.

SECTION 11.15. Business Day. Except as specifically set forth in a Supplemental Indenture, any payments or transfers which would otherwise become due on any day which is not a Business Day shall become due or shall be made on the next succeeding Business Day with the same effect as if made on such preceding non-Business Day.

SECTION 11.16. Effectiveness. This Indenture shall take effect upon its execution and delivery.

SECTION 11.17. Execution in Counterparts. This Indenture may be executed in several counterparts, each of which shall be deemed an original, and all of which shall constitute but one and the same instrument.

IN WITNESS WHEREOF, the parties hereto have executed this Indenture by their officers thereunto duly authorized as of the day and year first written above.

CITY OF BURBANK

By: _____
City Manager

(Seal)

ATTEST:

By: _____
City Clerk

WELLS FARGO BANK, NATIONAL ASSOCIATION, as Trustee

By: _____
Authorized Officer

4

FIFTH SUPPLEMENTAL BURBANK WATER AND POWER WATER REVENUE BOND INDENTURE

by and between the

CITY OF BURBANK, CALIFORNIA

and

U.S. BANK TRUST COMPANY, NATIONAL ASSOCIATION,
as Trustee

Dated as of [_____ 1], 2026

(Supplemental to the Burbank Water and Power Water Revenue Bond Indenture dated as of November 1, 2010)

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Fifth Supplemental Burbank Water and Power Water Revenue Bond Indenture
(Supplemental to the Burbank Water and Power Water
Revenue Bond Indenture dated
as of November 1, 2010)
Authorizing the Issuance of
$[PAR AMOUNT] Aggregate Principal Amount of
City of Burbank, California
Burbank Water and Power Water Revenue Bonds,
Series of 2026

This FIFTH SUPPLEMENTAL BURBANK WATER AND POWER WATER REVENUE BOND INDENTURE, dated as of [_____ 1], 2026 (the "Fifth Supplement"), by and between the CITY OF BURBANK, CALIFORNIA (the "City"), a municipal corporation and chartered city duly organized and existing under the Constitution and laws of the State of California, and U.S. BANK TRUST COMPANY, NATIONAL ASSOCIATION, as successor trustee (the "Trustee"),

W I T N E S S E T H :

WHEREAS, this Fifth Supplement is supplemental to the Burbank Water and Power Water Revenue Bond Indenture, dated as of November 1, 2010 (the "Master Water Revenue Bond Indenture"), by and between the City and the Trustee, providing for the issuance of City of Burbank, California Burbank Water and Power Water Revenue Bonds (the "Bonds"); and

WHEREAS, the Master Water Revenue Bond Indenture provides that the City may issue Bonds from time to time as authorized by a supplemental indenture thereto; and

WHEREAS, the City has heretofore issued four Series of revenue bonds under the Master Water Revenue Bond Indenture, two of which Series are currently outstanding as described below; and

WHEREAS, the City has heretofore issued its City of Burbank, California Burbank Water and Power Water Revenue/Refunding Bonds, Series of 2021 (the "2021 Bonds"), which 2021 Bonds are currently outstanding in the principal amount of $22,000,000, pursuant to the Master Water Revenue Bond Indenture, as supplemented and amended, including by a Third Supplemental Burbank Water and Power Water Revenue Bond Indenture, dated as of November 1, 2021; and

WHEREAS, the City has heretofore issued on a parity with the 2021 Bonds, its City of Burbank, California Burbank Water and Power Water Revenue Refunding Bonds, Series of 2024 (the "2024 Bonds"), which 2024 Bonds are currently outstanding in the principal amount of $21,540,000, pursuant to the Master Water Revenue Bond Indenture, as supplemented and

amended, including by a Fourth Supplemental Burbank Water and Power Water Revenue Bond Indenture, dated as of June 1, 2024; and

WHEREAS, Article 12 of Chapter 4 of Title 2 of the Burbank Municipal Code authorizes the City to issue revenue bonds for the purpose of financing additions, betterments and extensions to and improvements of the water system of the City and related facilities and to refund obligations issued for such purpose; and

WHEREAS, the City Council has determined to issue a series of Bonds to be known as the City of Burbank, California Burbank Water and Power Water Revenue Bonds, Series of 2026 (the "Series 2026 Bonds") to, together with other funds, (i) finance the costs (including by reimbursing the City for certain previously incurred expenditures made in connection therewith) of certain improvements to the City's water system, including but not limited to distribution system pipeline replacements, booster station improvements and upgrades, reservoir replacement and improvements, treatment improvements, and other upgrades to the water system, or such other and additional facilities for the water system as the City hereafter determines to substitute therefor (the "2026 Water Project") and (ii) pay Costs of Issuance of the Series 2026 Bonds; and

WHEREAS, the City Council has determined that it is necessary and required that the City enter into this Fifth Supplement to establish and declare, in conjunction with the Master Water Revenue Bond Indenture, the terms and conditions upon which the Series 2026 Bonds shall be issued and secured and to secure the payment of the principal thereof and premium (if any) and interest thereon; and

WHEREAS, the City Council has determined that all acts, conditions and things required by law to exist, to have happened and to have been performed precedent to and in connection with the execution and delivery of this Fifth Supplement do exist, have happened and have been performed in regular and due time, form and manner as required by law, and the parties hereto are now duly authorized to execute and enter into this Fifth Supplement;

NOW, THEREFORE, the parties hereto agree, as follows:

ARTICLE XVI

THE SERIES 2026 BONDS

SECTION 16.01. Definitions. The terms defined in this Section shall, for all purposes of this Fifth Supplement and of any certificate, opinion or other document herein mentioned, have the meanings herein specified, to be equally applicable to both the singular and plural forms of any of the terms herein defined. Terms defined in the Master Water Revenue Bond Indenture not otherwise defined herein shall have the meanings specified therein.

"Authorized Denomination" means, with respect to the Series 2026 Bonds, $5,000 or any integral multiple thereof.

"Certificate," "Statement," "Request," "Requisition" or "Order" of the City mean, respectively, a written certificate, statement, request, requisition or order signed in the name of the City by the City Manager, a Deputy City Manager, the City Treasurer, the Financial Services

Director, the General Manager of Burbank Water and Power or the Chief Financial Officer of Burbank Water and Power, or any other person authorized by any of the foregoing to execute such instruments. Any such instrument and supporting opinions or representations, if any, may, but need not, be combined in a single instrument with any other instrument, opinion or representation, and the two or more so combined shall be read and construed as a single instrument. If and to the extent required by Section 1.03 of the Master Water Revenue Bond Indenture, certificates and opinions shall include the statements provided for in said Section 1.03.

"Series 2026 Bonds" means the City of Burbank, California Burbank Water and Power Water Revenue Bonds, Series of 2026.

"Series 2026 Costs of Issuance Fund" means the Series 2026 Costs of Issuance Fund established in Section 16.11.

"Series 2026 Water System Fund" means the Series 2026 Water System Fund established in Section 16.11.

"2026 Water Project" means improvements to the Water System, including but not limited to distribution system pipeline replacements, booster station improvements and upgrades, reservoir replacement and improvements, treatment improvements, and other upgrades to the Water System, or such other and additional facilities for the water system as the City hereafter determines to substitute therefor.

SECTION 16.02. Authorization; Terms of the Series 2026 Bonds.

(A) A fifth Series of Bonds to be issued under the Master Water Revenue Bond Indenture is hereby created. Such Series shall be known as the "City of Burbank, California Burbank Water and Power Water Revenue Bonds, Series of 2026" (herein referred to as the "Series 2026 Bonds"). The Series 2026 Bonds shall be issued in the aggregate initial principal amount of $[PAR AMOUNT] in accordance with the law and the Master Water Revenue Bond Indenture to (i) finance the costs of the 2026 Water Project (including by reimbursing the City for certain previously incurred expenditures made in connection therewith) and (ii) pay Costs of Issuance of the Series 2026 Bonds.

(B) The Series 2026 Bonds shall be issued in fully registered form and shall be initially registered in the name of "Cede & Co.," as nominee of The Depository Trust Company. The Series 2026 Bonds shall be evidenced by one Series 2026 Bond maturing on each of the maturity dates as set forth in Section 16.02(C) in a denomination corresponding to the total principal amount of the Series 2026 Bonds of such maturity. Each Series 2026 Bond may be assigned by the Trustee a distinctive number or letter and number, and a record of the same shall be maintained by the Trustee. Registered ownership of the Series 2026 Bonds, or any portion thereof, may not thereafter be transferred except as set forth in Section 2.10 of the Master Water Revenue Bond Indenture.

(C) The Series 2026 Bonds shall be dated the date of delivery thereof, shall be issued in Authorized Denominations, and shall bear interest from the date thereof at the following rates per annum and shall mature on June 1 in the following years in the following amounts:

Maturity Date (June 1)	Principal Amount	Interest Rate
[___]	$[___]	[___]%

Interest on the Series 2026 Bonds shall be payable semiannually on June 1 and December 1 of each year, commencing on June 1, 2027, in lawful money of the United States of America by check mailed by first-class mail on each interest payment date to the Owner thereof as of the close of business on the fifteenth (15th) day (whether or not a Business Day) of the calendar month immediately preceding such interest payment date (each a "Record Date"); provided, that upon the written request of an Owner of one million dollars ($1,000,000) or more in aggregate principal amount of Series 2026 Bonds received by the Trustee prior to the applicable Record Date (which such request shall remain in effect until rescinded in writing by such Owner), interest shall be paid by wire transfer in immediately available funds.

Interest with respect to any Series 2026 Bond shall be payable from the interest payment date next preceding the date of authentication thereof unless such date of authentication is on or before an interest payment date and after the close of business on the preceding Record Date, in which case interest with respect thereto shall bear interest from such interest payment date, or unless such date of authentication is on or before the first Record Date, in which case interest with respect thereto shall be payable from the date of delivery of such Series 2026 Bond, or unless any Series 2026 Bond is in default as of the date of authentication thereof, in which case interest with respect thereto shall be payable from the date to which interest has been paid in full, payable on each interest payment date.

Interest on the Series 2026 Bonds shall be computed on the basis of a 360-day year of twelve 30-day months. The principal of and premium, if any, on the Series 2026 Bonds are payable

when due upon presentation thereof at the Corporate Trust Office of the Trustee, in lawful money of the United States of America.

So long as the Series 2026 Bonds are maintained in book-entry form, payments of principal, premium, if any, and interest shall be made by the Trustee to the Securities Depository by wire transfer.

The Trustee shall provide to Owners CUSIP number identification, with appropriate dollar amounts for each CUSIP number, on all redemption payments and interest payments, whether by check or by wire transfer.

SECTION 16.03. Redemption of Series 2026 Bonds.

(A) The Series 2026 Bonds maturing on or before June 1, 20[__] are not subject to optional redemption prior to maturity. The Series 2026 Bonds maturing on or after June 1, 20[__] are subject to redemption prior to their respective stated maturities, at the option of the City, from any source of available funds, as a whole or in part on any date (by such maturities as may be specified by the City and by lot within a maturity), on or after [June 1], 20[__], at a Redemption Price equal to 100% of the principal amount of the Series 2026 Bonds to be redeemed, plus accrued interest to the date fixed for redemption, without premium.

(B) The Series 2026 Bonds maturing on June 1, 20[__] shall also be subject to redemption prior to their stated maturity, in part, from mandatory sinking fund payments as specified below, commencing on June 1, 20[__], at a Redemption Price equal to the principal amount thereof, plus accrued interest thereon to the date fixed for redemption, without premium.

Term Series 2026 Bonds Due June 1, 20[__]

Mandatory Sinking Fund Payment Dates (June 1)	Mandatory Sinking Fund Payments $
†	

† Final Maturity.

(C) redemption prior to their stated maturity, in part, from mandatory sinking fund payments as specified below, commencing on June 1, 20[__], at a Redemption Price equal to the

principal amount thereof, plus accrued interest thereon to the date fixed for redemption, without premium.

Term Series 2026 Bonds Due June 1, 20[__]

Mandatory Sinking Fund Payment Dates (June 1)	Mandatory Sinking Fund Payments $
†	

† Final Maturity.

SECTION 16.04. Selection of Series 2026 Bonds for Redemption. If less than all of the Series 2026 Bonds are to be redeemed, the maturities of the Series 2026 Bonds to be redeemed shall be selected by the City. Whenever provision is made in this Fifth Supplement for the redemption of less than all of the Series 2026 Bonds of any maturity, the Trustee shall select the Series 2026 Bonds to be redeemed, from all Series 2026 Bonds of the respective maturity not previously called for redemption, in Authorized Denominations, by lot in any manner which the Trustee in its sole discretion shall deem appropriate. The Trustee shall promptly notify the City in writing of the Series 2026 Bonds so selected for redemption.

SECTION 16.05. Notice of Redemption of Series 2026 Bonds. The City shall notify the Trustee at least forty-five (45) days prior to the redemption date for Series 2026 Bonds pursuant to Section 16.03 (or such shorter time as may be agreed to by the Trustee). Notice of redemption shall be mailed by the Trustee, not less than twenty (20) nor more than sixty (60) days prior to the redemption date, (i) to the respective Owners of any Series 2026 Bonds designated for redemption at their addresses appearing on the bond registration books of the Trustee by first-class mail, (ii) to the Securities Depository by facsimile or other electronic means of communications and by first-class mail, and (iii) to EMMA at www.emma.msrb.org, by electronic means of communication, or to such other securities depositories or information services as the City may designate in a Request of the City delivered to the Trustee. Notice of redemption shall be given in the form and otherwise in accordance with the terms of the Master Water Revenue Bond Indenture and this Fifth Supplement.

The City has the right to rescind any notice of the optional redemption of Series 2026 Bonds by Request to the Trustee on or prior to the dated fixed for such redemption. Any notice of optional redemption shall be cancelled and annulled if for any reason funds will not be or are not available on the date fixed for redemption for the payment in full of the Series 2026 Bonds then called for redemption, and such cancellation will not constitute an Event of Default. The City and the Trustee shall have no liability to the Owners or any other party related to or arising from such rescission of notice of redemption. The Trustee shall provide notice of rescission of redemption in the same manner as the original notice of redemption was provided.

SECTION 16.06. Partial Redemption of Series 2026 Bonds. Upon surrender of any Series 2026 Bond redeemed in part only, the City shall execute and the Trustee shall authenticate and deliver to the Owner thereof, at the expense of the City, a new Series 2026 Bond of Authorized Denominations, and of the same maturity and interest rate, equal in aggregate principal amount to the unredeemed portion of the Series 2026 Bond surrendered.

SECTION 16.07. Effect of Redemption of Series 2026 Bonds. Notice of redemption having been duly given as aforesaid, and moneys for payment of the Redemption Price of, together with interest accrued to the redemption date on, the Series 2026 Bonds (or portions thereof) so called for redemption being held by the Trustee, on the redemption date designated in such notice, the Series 2026 Bonds (or portions thereof) so called for redemption shall become due and payable at the Redemption Price specified in such notice, together with interest accrued thereon to the date fixed for redemption, interest on the Series 2026 Bonds so called for redemption shall cease to accrue, said Series 2026 Bonds (or portions thereof) shall cease to be entitled to any benefit or security under the Master Water Revenue Bond Indenture, and the Owners of such Series 2026 Bonds shall have no rights in respect thereof except to receive payment of such Redemption Price and accrued interest.

All Series 2026 Bonds redeemed pursuant to the provisions of this Article shall be cancelled upon surrender thereof and destroyed.

SECTION 16.08. Form of Series 2026 Bonds. The Series 2026 Bonds and the certificate of authentication and registration to be executed thereon shall be in substantially the form set forth as Exhibit A hereto. The Series 2026 Bond designation letters and numbers, maturity dates, principal amounts, and interest rates shall be inserted therein in conformity with Section 16.02.

SECTION 16.09. Issuance of Series 2026 Bonds. At any time after the execution and delivery of this Fifth Supplement, the City may execute and the Trustee shall authenticate and deliver the Series 2026 Bonds in the aggregate principal amount of $[PAR AMOUNT] upon the Order of the City.

SECTION 16.10. Application of Proceeds of Series 2026 Bonds.

(A) The proceeds of the sale of the Series 2026 Bonds in the amount of $[____] (computed as $[PAR AMOUNT].00 aggregate principal amount of the Series 2026 Bonds, plus $[____] [net] original issue premium, and less $[____] Underwriter's discount), shall be received by the Trustee on behalf of the City and, together with certain other available amounts as described below, held in trust and set aside as follows:

(i) The Trustee shall transfer to the City for deposit in the Series 2026 Water System Fund from proceeds of the Series 2026 Bonds the amount of $[____], to be applied in accordance with Section 16.11 hereof; and

(ii) The Trustee shall deposit in the Series 2026 Costs of Issuance Fund from proceeds of the Series 2026 Bonds the amount of $[____], to be applied in accordance with Section 16.11 hereof.

SECTION 16.11. Establishment and Application of Series 2026 Water System Fund and Series 2026 Costs of Issuance Fund. The City shall establish, maintain and hold in trust a separate fund designated as the "Series 2026 Water System Fund." The moneys in the Series 2026 Water System Fund shall be used and withdrawn by the City to pay the costs (or reimburse the City for previously incurred costs) of the 2026 Water Project. Moneys on deposit in the Series 2026 Water System Fund may be invested by the Trustee in Investment Securities or the Local Agency Investment Fund pursuant to Requests of the City delivered to the Trustee. All interest, profit and other income received from the investment of moneys in the Series 2026 Water System Fund shall be credited to such Fund. The Trustee shall establish and maintain and hold in trust a special fund designated as the "Series 2026 Costs of Issuance Fund." The moneys in the Series 2026 Costs of Issuance Fund shall be used and withdrawn by the Trustee to pay the Costs of Issuance of the Series 2026 Bonds in accordance with directions of the City expressed in one or more Requisitions of the City delivered to the Trustee, in the form set forth as Exhibit B. Moneys on deposit in the Series 2026 Costs of Issuance Fund may be invested by the Trustee in Investment Securities or the Local Agency Investment Fund pursuant to Requests of the City delivered to the Trustee. All interest, profit and other income received from the investment of moneys in the Series 2026 Costs of Issuance Fund shall be credited to such Fund. If any sum shall remain unexpended in the Series 2026 Costs of Issuance Fund on March 1, 2027 it shall, at the direction of the City, be applied for any lawful purpose with respect to the Water System upon such terms and conditions as shall not, in the opinion of Bond Counsel, adversely affect the exclusion from gross income for federal income tax purposes of interest on the Series 2026 Bonds. Designation of Series 2026 Bonds as Non-Participating Bonds; No Reserve Fund. The Series 2026 Bonds shall not constitute Participating Bonds in accordance with the provisions of Section 3.02 of the Master Water Revenue Bond Indenture. The Reserve Fund Requirement for the Series 2026 Bonds shall be zero ($0).

SECTION 16.13. Tax Covenants. In furtherance of the covenants set forth in Sections 6.07 and 6.08 of the Indenture, in connection with the Series 2026 Bonds, the City hereby covenants as follows:

(A) *Special Definitions*. When used in this Section, the following terms have the following meanings:

"Code" means the Internal Revenue Code of 1986.

"Computation Date" has the meaning set forth in section 1.148-1(b) of the Treasury Regulations.

"Gross Proceeds," with respect to an issue, means any proceeds of that issue as defined in section 1.148-1(b) of the Treasury Regulations (referring to sale, investment and transferred proceeds), and any replacement proceeds of that issue as defined in section 1.148-1(c) of the Treasury Regulations.

"Investment" means (i) any security (within the meaning of section 165(g)(2)(A) or (B) of the Code), (ii) any obligation (notwithstanding that such obligation may be a tax-exempt bond), (iii) any annuity contract, (iv) when allocated to a bond other than a private activity bond, any residential rental property for family units that is not located within the jurisdiction of the

issuer and that is not acquired to implement a court ordered or approved housing desegregation plan, or (v) any investment-type property (as defined in section 1.148-1(e) of the Treasury Regulations).

"Nongovernmental Person" refers to any person or entity (including the United States or any agency, department and instrumentality thereof) other than a state or local government, or an agency or instrumentality acting solely on behalf thereof.

"Nonpurpose Investment," with respect to an issue, means any investment other than a tax-exempt bond that is not a specified private activity bond (within the meaning of section 57(a)(5)(C) of the Code), in which Gross Proceeds of that issue are invested and that is not acquired to carry out the governmental purposes of that issue.

"*Proceeds*," with respect to an issue of governmental obligations, has the meaning set forth in section 1.148-1(b) of the Treasury Regulations (referring to sale, investment and transferred proceeds, but not replacement proceeds, of that issue).

"Rebate Amount" has the meaning set forth in section 1.148-1(b) of the Treasury Regulations.

"Treasury Regulations" means the United States Treasury Regulations promulgated pursuant to sections 103 and 141 through 150 of the Code.

"Yield" shall have:

(1) with respect to any Investment or class of Investments, that meaning which is set forth in section 1.148-5 of the Treasury Regulations; and

(2) with respect to any issue, that meaning which is set forth in section 1.148-4 of the Treasury Regulations.

(B) *Not to Cause Interest to Become Taxable*. The City will take all actions necessary to establish and maintain the exclusion pursuant to section 103(a) of the Code of interest on the Series 2026 Bonds from the gross income of the owners thereof for federal income tax purposes, and will not use, permit the use of, or omit to use Gross Proceeds of the Series 2026 Bonds or any other amounts (or any property the acquisition, construction or improvement of which is to be financed directly or indirectly with such Gross Proceeds) in a manner that if made or omitted, respectively, would cause the interest on any of the Series 2026 Bonds to fail to be excluded pursuant to section 103(a) of the Code from the gross income of the owners thereof for federal income tax purposes. Without limiting the generality of the foregoing, unless and until the City receives a written Opinion of Bond Counsel to the effect that failure to comply with such covenant will not adversely affect the exclusion pursuant to section 103(a) of the Code of interest on any Series 2026 Bond from the gross income of the owner thereof, the City shall comply with this covenant and each of the specific covenants in this Section 16.13.

(C) *No Private Use or Private Payments*. Except as would not cause any Series 2026 Bond to become a "private activity bond" within the meaning of section 141 of the Code and

the Treasury Regulations and rulings thereunder, the City shall at all times prior to the final cancellation of the last of the Series 2026 Bonds to be retired:

(1) exclusively own, operate and possess all property the acquisition, construction or improvement of which is to be financed or refinanced directly or indirectly with proceeds of the Series 2026 Bonds and not use or permit the use of such proceeds (including through contractual arrangements with terms different than those applicable to the general public) or any property acquired, constructed or improved with such proceeds in any activity carried on by Nongovernmental Person that would create private business use described in section 141(b) of the Code; and

(2) not directly or indirectly impose or accept any charge or other payment by any person or entity in respect of the use by any Nongovernmental Person of proceeds of the Series 2026 Bonds or of any property the acquisition, construction or improvement of which is to be financed or refinanced directly or indirectly with such proceeds that would constitute a payment described in section 141(b)(2)(B) of the Code.

Without limiting the foregoing, except as would not cause any Series 2026 Bond to become a "private activity bond" within the meaning of section 141 of the Code and the Tax Regulations and rulings thereunder, the City will not: (i) permit any Nongovernmental Person to hold any ownership, proprietary or possessory interest in the financed property; (ii) contract with any Nongovernmental Person for the provision of operating or other services with respect to any function of the financed property (unless either (A) such arrangement requires no payment of fees to such Nongovernmental Person other than as direct reimbursement of third party costs or reasonable administrative overhead, or (B) such arrangement conforms to administrative guidance of the Internal Revenue Service in order to assure that such arrangement does not create a private business use relationship of the Nongovernmental Person to the financed property); or (iii) contract with any Nongovernmental Person for the sale of output or capacity of the financed property unless such contract does not result in private business use under section 1.141-7 of the Treasury Regulations.

(D) *No Private Loan*. Except as would not cause any Series 2026 Bond to become a "private activity bond" within the meaning of section 141 of the Code and the Treasury Regulations and rulings thereunder, the City shall not use proceeds of any Series 2026 Bond to make or finance any loan to any person or entity other than a state or local government. For purposes of the foregoing covenant, such proceeds are considered to be "loaned" to a person or entity not only if such proceeds are provided to such a person or entity under circumstances that create an indebtedness of that person or entity under local law or for federal income tax purposes, but also if: (a) property acquired, constructed or improved with such proceeds is sold or leased to such person or entity in a transaction that creates a debt for federal income tax purposes; (b) capacity in or service from such property is committed to such person or entity under a take-or-pay, output or similar contract or arrangement that has the effect of transferring a substantial proprietary interest in such property; or (c) indirect benefits of such proceeds, or burdens and benefits of ownership of any property acquired, constructed or improved with such proceeds, are otherwise transferred in a transaction that is the economic equivalent of a loan.

(E) *Not to Invest at Higher Yield*. Except as would not cause the Series 2026 Bonds to become "arbitrage bonds" within the meaning of section 148 of the Code and the Treasury Regulations and rulings thereunder, the City shall not, at any time prior to the final cancellation of the last Series 2026 Bond to be retired, directly or indirectly invest Gross Proceeds in any Investment, if as a result of such investment the Yield of any Investment or class of Investments acquired with Gross Proceeds, whether then held or previously disposed of, would materially exceed the Yield of the Series 2026 Bonds, all as determined in accordance with the provisions of said section 148 and Treasury Regulations and rulings.

(F) *Not Federally Guaranteed*. Except to the extent permitted by section 149(b) of the Code and the Treasury Regulations and rulings thereunder, the City shall not take or omit to take any action that would cause any Series 2026 Bond to be "federally guaranteed" within the meaning of section 149(b) of the Code and the Treasury Regulations and rulings thereunder. Without limitation of the foregoing, the City will not permit any portion of the debt service on the Series 2026 Bonds to be guaranteed (in whole or in part) by the United States, or more than 5% of the proceeds of the Series 2026 Bonds to be loaned to any person under which the obligation of that person to repay such loan is guaranteed (in whole or in part) by the United States, or more than 5% of the proceeds of the Series 2026 Bonds to be invested (directly or indirectly) in federally insured deposits or accounts. For this purpose, a guarantee or insurance by an agency or instrumentality of the United States will be treated as though made or provided by the United States.

(G) *Information Report*. The City shall timely file any information required by section 149(e) of the Code with respect to the Series 2026 Bonds with the Secretary of the Treasury on Form 8038-G or such other forms and in such place as the Secretary may prescribe.

(H) *Rebate of Arbitrage Profits*. Except to the extent otherwise provided in section 148(f) of the Code and the Treasury Regulations, in order to assure that no Series 2026 Bond is treated as an arbitrage bond:

(1) the City shall account for all Gross Proceeds of the Series 2026 Bonds (including all receipts, expenditures and investments thereof) on its books of account separately and apart from all other funds (and receipts, expenditures and investments thereof) and shall retain all records of accounting for at least six years after the day on which the last Series 2026 Bond is discharged. However, to the extent permitted by law, the City may commingle Gross Proceeds of Series 2026 Bonds with its other monies, provided that it separately accounts for each receipt and expenditure of Gross Proceeds and the obligations acquired therewith;

(2) not less frequently than each Computation Date, the City shall retain the services of a qualified rebate analyst to calculate the Rebate Amount in accordance with rules set forth in section 148(f) of the Code and the Treasury Regulations and rulings thereunder. The City promptly shall report to the Trustee the results of such calculation, including the basis therefor, in sufficient detail and on a timely basis in order that the City shall be able to comply with its covenants herein. The Trustee shall maintain a copy of the calculation with its official transcript of proceedings relating to the issuance of the Series 2026 Bonds until six years after the final Computation Date;

(3) to assure the excludability of the interest on Series 2026 Bonds from the gross income of the owners thereof for federal income tax purposes, the City shall pay to the Trustee for deposit into the Rebate Fund established herein an amount sufficient to permit the City timely to pay to the United States the amount that when added to the future value of previous rebate payments made for the Series 2026 Bonds equals (i) in the case of a Final Computation Date as defined in section 1.148-3(e)(2) of the Treasury Regulations, one hundred percent (100%) of the Rebate Amount on such date; and (ii) in the case of any other Computation Date, ninety percent (90%) of the Rebate Amount on such date. In all cases, such rebate payments shall be made by the City at the times and in the amounts as are or may be required by section 148(f) of the Code and the Treasury Regulations and rulings thereunder, and shall be accompanied by Form 8038-T or such other forms and information as is or may be required by section 148(f) of the Code and the Treasury Regulations and rulings thereunder for execution and filing by the City; and

(4) the City shall exercise reasonable diligence to assure that no errors are made in the calculations and payments required by paragraphs (2) and (3), and if an error is made, to discover and promptly correct such error within a reasonable amount of time thereafter (and in all events within one hundred eighty (180) days after discovery of the error), including by payment to the United States of any additional Rebate Amount owed to it, interest thereon, and any penalty imposed under section 1.148-3(h) or other provision of the Code or Treasury Regulations.

(I) *Not to Divert Arbitrage Profits*. Except to the extent permitted by section 148 of the Code and the Treasury Regulations and rulings thereunder, the City shall not, at any time prior to the final cancellation of the last of the Series 2026 Bonds to be retired, enter into any transaction that reduces the amount required to be paid to the United States pursuant to paragraph (H) of this Section because such transaction results in a smaller profit or a larger loss than would have resulted if the transaction had been at arm's length and had the Yield on the Series 2026 Bonds not been relevant to either party.

(J) *Series 2026 Bonds Not Hedge Bonds*. The City represents and covenants that none of the Series 2026 Bonds is or will become a "hedge bond" within the meaning of section 149(g) of the Code. Without limitation of the foregoing, (A) the City will not deliver the Series 2026 Bonds unless on the date of the issuance of the Series 2026 Bonds it reasonably expects that within the three-year period commencing on such date of issuance at least 85% of the spendable proceeds of the Series 2026 Bonds will be expended for the governmental purposes thereof and (B) the City covenants that at no time will more than 50% of such spendable proceeds of the Series 2026 Bonds be invested in Nonpurpose Investments having a substantially guaranteed yield for a period of four years or more.

(K) *Use of Proceeds; Weighted Average Maturity*. The City hereby represents and covenants that it will apply the proceeds of the Series 2026 Bonds in a manner so that the weighted average maturity of the Series 2026 Bonds does not exceed 120% of the average reasonably expected economic life of the facilities financed or refinanced therewith (all determined in accordance with the provisions of section 147(b) of the Code).

(L) *Elections*. The City hereby directs and authorizes each of the Mayor, the Vice Mayor, the City Manager, a Deputy City Manager, the City Treasurer, the Financial Services Director, the General Manager of Burbank Water and Power and the Chief Financial Officer of

Burbank Water and Power to make elections permitted or required pursuant to the provisions of the Code or the Treasury Regulations, as such authorized City representative (after consultation with Bond Counsel) deems necessary or appropriate in connection with the Series 2026 Bonds in the Tax Certificate or similar or other appropriate certificate, form or document.

(M) *Closing Certificate*. The City agrees to execute and deliver in connection with the issuance of Series 2026 Bonds a Tax Certificate as to Arbitrage and the Provisions of Sections 103 and 141-150 of the Code, or similar document containing additional representations and covenants pertaining to the excludability of interest on the Series 2026 Bonds from the gross income of the Owners for federal income tax purposes, which representations and covenants are incorporated as though expressly set forth herein.

SECTION 16.14. Terms of Series 2026 Bonds Subject to the Master Water Revenue Bond Indenture. Except as in this Fifth Supplement expressly provided, every term and condition contained in the Master Water Revenue Bond Indenture shall apply to the Fifth Supplement and to the Series 2026 Bonds with the same force and effect as if the same were herein set forth at length, with such omissions, variations and modifications thereof as may be appropriate to make the same conform to the Fifth Supplement.

The Fifth Supplement and all the terms and provisions herein contained shall form part of the Master Water Revenue Bond Indenture as fully and with the same effect as if all such terms and provisions had been set forth in the Master Water Revenue Bond Indenture. The Master Water Revenue Bond Indenture is hereby ratified and confirmed and shall continue in full force and effect in accordance with the terms and provisions thereof, as supplemented hereby.

SECTION 16.15. Effective Date of Fifth Supplement. The Fifth Supplement shall take effect upon its execution and delivery.

SECTION 16.16. Execution in Counterparts. The Fifth Supplement may be executed in several counterparts, each of which shall be deemed an original, and all of which shall constitute but one and the same instrument.

IN WITNESS WHEREOF, the parties hereto have executed the Fifth Supplement by their officers thereunto duly authorized as of the day and year first written above.

CITY OF BURBANK

By: _____
Chief Financial Officer
Burbank Water and Power

(Seal)

ATTEST:

By: _____
City Clerk

U.S. BANK TRUST COMPANY, NATIONAL ASSOCIATION,
as Trustee

By: _____
Authorized Officer

EXHIBIT A

(FORM OF SERIES 2026 BOND)

No. ___ $_____

UNLESS THIS SERIES 2026 BOND IS PRESENTED BY AN AUTHORIZED REPRESENTATIVE OF THE DEPOSITORY TRUST COMPANY TO THE REGISTRAR FOR REGISTRATION OF TRANSFER, EXCHANGE, OR PAYMENT, AND ANY SERIES 2026 BOND ISSUED IS REGISTERED IN THE NAME OF CEDE & CO. OR IN SUCH OTHER NAME AS IS REQUESTED BY AN AUTHORIZED REPRESENTATIVE OF THE DEPOSITORY TRUST COMPANY (AND ANY PAYMENT IS MADE TO CEDE & CO. OR TO SUCH OTHER ENTITY AS IS REQUESTED BY AN AUTHORIZED REPRESENTATIVE OF THE DEPOSITORY TRUST COMPANY), ANY TRANSFER, PLEDGE, OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL INASMUCH AS THE REGISTERED OWNER HEREOF, CEDE & CO., HAS AN INTEREST HEREIN.

CITY OF BURBANK, CALIFORNIA
BURBANK WATER AND POWER WATER REVENUE BOND,
SERIES OF 2026

Maturity Date	Interest Rate	Dated Date	CUSIP
June 1, 20__	___%	____, 2026	12082U___

REGISTERED OWNER: CEDE & CO.

PRINCIPAL AMOUNT:

The CITY OF BURBANK, CALIFORNIA a municipal corporation and chartered city duly organized and existing under the Constitution and the laws of the State of California (the "City"), for value received, hereby promises to pay (but only out of the Water Net Revenues and funds hereinafter referred to) to the registered owner named above or registered assigns, on the maturity date specified above (subject to any right of prior redemption or payment as provided in the hereinafter mentioned Indenture), the principal sum specified above together with interest thereon from the dated date specified above until the principal hereof shall have been paid, at the interest rate per annum specified above, payable semiannually on June 1 and December 1 in each year, commencing on June 1, 2027. Interest hereon is payable in lawful money of the United States of America by (except as otherwise provided in the hereinafter mentioned Indenture) check mailed by first-class mail on each interest payment date to the registered owner as of the close of business on the 15th day of the calendar month immediately preceding such interest payment date. The

principal hereof and premium, if any, hereon are payable when due upon presentation hereof at the Corporate Trust Office (as defined in the Indenture) of U.S. Bank Trust Company, National Association, as successor trustee (together with any successor as trustee under said Indenture, the "Trustee"), in lawful money of the United States of America.

This bond is one of a duly authorized issue of City of Burbank, California, Burbank Water and Power Water Revenue Bonds (the "Bonds") of the series and designation indicated on the face hereof. Such authorized issue of Bonds is not limited in aggregate principal amount, except as otherwise provided in the hereinafter mentioned Indenture, and consists or may consist of one or more series of varying denominations, dates, maturities, interest rates and other provisions, as in said Indenture provided, all issued and to be issued pursuant to the provisions of Article 12 of Chapter 4 of Title 2 of the City Code. This Bond is issued pursuant to a Burbank Water and Power Water Revenue Bond Indenture, dated as of November 1, 2010, by and between the City and the Trustee and a Fifth Supplemental Burbank Water and Power Water Revenue Bond Indenture, dated as of [_____ 1], 2026 (the "Fifth Supplement"), by and between the City and the Trustee, authorizing the issuance of a Series of Bonds of which this Bond is one (such indenture as amended and supplemented, including as supplemented by the Fifth Supplement, collectively, the "Indenture"). Reference is hereby made to the Indenture for a description of the terms under which the Bonds are issued and to be issued, the provisions with regard to the nature and extent of the Water Net Revenues (as that term is defined in the Indenture), and the rights of the registered owners of the Bonds; and all the terms of the Indenture are hereby incorporated herein and constitute a contract between the City and the registered owner from time to time of this Bond, and to all the provisions thereof the registered owner of this Bond, by its acceptance hereof, consents and agrees. Additional Bonds may be issued, and indebtedness may be incurred, on a parity with the Bonds of this authorized issue, but only subject to the conditions and limitations contained in the Indenture.

The Bonds and the Parity Debt (as defined in the Indenture) hereafter issued by the City are payable from, and are secured by a pledge of and lien on, the Water Net Revenues and all amounts held by the Trustee under the Indenture (except for amounts held in the Rebate Fund), subject only to the provisions of the Indenture permitting the application thereof for the purposes and on the terms and conditions provided in the Indenture.

The Bonds are revenue obligations of the City and are payable as to both principal and interest, and any premium upon redemption thereof, exclusively from Water Net Revenues and certain other funds pledged under the Indenture. The Bonds are special, limited obligations of the City. The Bonds shall not be deemed to constitute a debt or liability of the City, the State of California or of any political subdivision thereof within the meaning of any constitutional or statutory provision, or a pledge of the faith and credit of the City, the State of California or of any political subdivision thereof, but shall be payable, except to the extent of certain amounts held under the Indenture pledged therefor, solely from Water Net Revenues. Neither the faith and credit nor the taxing power of the City, the State of California or of any political subdivision thereof is pledged to the payment of the principal of, premium, if any, or the interest on the Bonds. The issuance of the Bonds shall not directly or indirectly or contingently obligate the City, the State of California or any political subdivision thereof to levy or to pledge any form of taxation whatsoever therefor or to make any appropriation for their payment.

The Bonds are subject to redemption as provided in the Fifth Supplement and as otherwise provided in the Indenture.

This Bond is transferable or exchangeable for other Authorized Denominations by the registered owner hereof, in person or by its duly authorized attorney, at the Corporate Trust Office of the Trustee, but only in the manner, subject to the limitations and upon payment of the charges provided in the Indenture, and upon surrender and cancellation of this Bond. Upon such transfer or exchange a new fully registered Bond or Bonds, of Authorized Denomination or Denominations, of the same series, tenor, maturity and interest rate for the same aggregate principal amount will be issued to the registered owner in exchange therefor.

The City, the Trustee and any paying agent may deem and treat the registered owner hereof as the absolute owner hereof for all purposes, and the City, the Trustee and any paying agent shall not be affected by any notice to the contrary.

The rights and obligations of the City and of the registered owners of the Bonds may be modified or amended at any time in the manner, to the extent, and upon the terms provided in the Indenture, which provide, in certain circumstances, for modifications and amendments without the consent of or notice to the registered owners of the Bonds.

It is hereby certified and recited that any and all acts, conditions and things required to exist, to happen and to be performed, precedent to and in the incurring of the indebtedness evidenced by this Bond, and in the issuing of this Bond, do exist, have happened and have been performed in due time, form and manner, as required by the Constitution and statutes of the State of California, and that this Bond, together with all other indebtedness of the City pertaining to the Water Net Revenues, is within every debt and other limit prescribed by the Constitution and the statutes of the State of California, and is not in excess of the amount of Bonds permitted to be issued under the Indenture or otherwise.

This Bond shall not be entitled to any benefit under the Indenture, or become valid or obligatory for any purpose, until the certificate of authentication hereon endorsed shall have been manually signed by the Trustee.

Capitalized terms used but not defined herein shall have the meanings assigned to them in the Indenture.

IN WITNESS WHEREOF, THE CITY OF BURBANK, CALIFORNIA has caused this Bond to be executed in its name and on its behalf by the Financial Services Director of the City and countersigned by the City Clerk or Assistant City Clerk by their facsimile or manual signatures and the seal of the City to be reproduced hereon.

CITY OF BURBANK, CALIFORNIA

By: _____
Financial Services Director

(SEAL)

Attested:

By: _____
City Clerk

[FORM OF CERTIFICATE OF AUTHENTICATION
AND REGISTRATION]

This is one of the Bonds described in the within mentioned Indenture and registered on the date set forth below.

Dated: _____, 2026

U.S. BANK TRUST COMPANY, NATIONAL ASSOCIATION,
as Trustee

By: _____
Authorized Officer

[FORM OF ASSIGNMENT]

For value received _____ hereby sell, assign and transfer unto _____ the within Bond and hereby irrevocably constitute and appoint _____ attorney, to transfer the same on the books of the City at the office of the Trustee, with full power of substitution in the premises.

_____

NOTE: The signature to this Assignment must correspond with the name on the face of the within registered bond in every particular, without alteration or enlargement or any change whatsoever.

Dated: _____

Signature Guaranteed by:

_____

NOTE: Signature must be guaranteed by an eligible guarantor institution.

EXHIBIT B

FORM OF REQUISITION

$[PAR AMOUNT] Aggregate Principal Amount of
City of Burbank, California
Burbank Water and Power Water Revenue Bonds,
Series of 2026

U.S. Bank Trust Company, National Association
633 W. Fifth Street, 24th Floor
Los Angeles, California 90071

Attn:

Re: Fifth Supplemental Burbank Water and Power Water Revenue Bond Indenture, dated as of [_____ 1], 2026, by and between the City of Burbank and U.S. Bank Trust Company, National Association, as trustee, relating to the City of Burbank, California Burbank Water and Power Water Revenue Bonds, Series of 2026

REQUISITION NO. __

[SERIES 2026 COSTS OF ISSUANCE FUND][SERIES 2026 WATER SYSTEM FUND]

Please pay, from the [Series 2026 Costs of Issuance Fund][Series 2026 Water System Fund] established under Section 16.11 of the above-referenced Fifth Supplemental Indenture, the amounts set forth on Exhibit A for the purposes therein designated, each such payment to be made to the person or entity therein designated.

Each such payment is a proper charge against such Fund, and no payment for any such charge has previously been made.

Dated: _____

CITY OF BURBANK

By: _____

EXHIBIT A

PAYEE	PURPOSE	AMOUNT[*]

_____
[* Not to exceed amount.]

(SEE ATTACHED SUPPORTING DOCUMENTATION)

CONTINUING DISCLOSURE AGREEMENT

$_____
CITY OF BURBANK, CALIFORNIA
Burbank Water and Power Water Revenue Bonds, Series of 2026

This Continuing Disclosure Agreement (this "Disclosure Agreement"), dated as of _____, 2026, is by and between the City of Burbank, a municipal corporation and chartered city duly organized and existing under the Constitution and the laws of the State of California (the "City"), and U.S. Bank Trust Company, National Association, as dissemination agent (the "Dissemination Agent").

RECITALS

WHEREAS, this Disclosure Agreement is being executed and delivered by the City and the Dissemination Agent in connection with the issuance by the City of the $_____ City of Burbank, California Burbank Water and Power Water Revenue Bonds, Series of 2026 (the "2026 Bonds").

WHEREAS, the 2026 Bonds are being issued pursuant to a Fifth Supplemental Burbank Water and Power Water Revenue Bond Indenture dated as of [_____ 1], 2026, which supplements and amends the Burbank Water and Power Water Revenue Bond Indenture dated as of November 1, 2010 (as supplemented, the "Indenture"), by and between the City and U.S. Bank Trust Company, National Association, as successor trustee for the 2026 Bonds (the "Trustee").

NOW, THEREFORE, for and in consideration of the mutual premises and covenants herein contained, the parties hereto agree as follows:

Section 1. Purpose of the Disclosure Agreement. This Disclosure Agreement is being executed and delivered by the City and the Dissemination Agent for the benefit of the holders and beneficial owners of the 2026 Bonds and in order to assist the Participating Underwriters in complying with S.E.C. Rule 15c2-12.

Section 2. Definitions. In addition to the definitions set forth above and in the Indenture, which apply to any capitalized term used in this Disclosure Agreement unless otherwise defined in this Section, the following capitalized terms shall have the following meanings:

"*Annual Report*" means any Annual Report provided by the City pursuant to, and as described in, Sections 3 and 4 of this Disclosure Agreement.

"*Annual Report Date*" means the date that is nine months after the end of the City's fiscal year (currently March 31 based on the City's fiscal year end of June 30).

"*Dissemination Agent*" shall mean U.S. Bank Trust Company, National Association, or any Dissemination Agent designated in writing by the City and which has filed with the City a written acceptance of such designation.

"*EMMA System*" shall mean the MSRB's Electronic Municipal Market Access system, or such other electronic system designated by the MSRB.

"*Listed Events*" means any of the events listed in Section 5(a) of this Disclosure Agreement.

"*MSRB*" means the Municipal Securities Rulemaking Board, which has been designated by the Securities and Exchange Commission as the sole repository of disclosure information for purposes of the Rule.

"*Official Statement*" means the final official statement dated _____, 2026, executed by the City in connection with the issuance of the 2026 Bonds.

"Participating Underwriters" means J.P. Morgan Securities LLC and Stern Brothers & Co., the original underwriters of the 2026 Bonds required to comply with the Rule in connection with offering of the 2026 Bonds.

"*Rule*" *means* Rule 15c2-12 adopted by the Securities and Exchange Commission under the Securities Exchange Act of 1934, as it may be amended from time to time.

Section 3. Provision of Annual Reports.

(a) The City shall, or shall cause the Dissemination Agent to, not later than the Annual Report Date, commencing March 31, [2027], with the report for the [2025-26] fiscal year, provide to the MSRB, in an electronic format as prescribed by the MSRB, an Annual Report that is consistent with the requirements of Section 4 of this Disclosure Agreement. Not later than 15 Business Days prior to the Annual Report Date, the City shall provide the Annual Report to the Dissemination Agent (if other than the City). If by the Annual Report Date the Dissemination Agent (if other than the City) has not received a copy of the Annual Report, the Dissemination Agent shall contact the City to determine if the City is in compliance with the previous sentence. The Annual Report may be submitted as a single document or as separate documents comprising a package, and may include by reference other information as provided in Section 4 of this Disclosure Agreement; provided that the audited financial statements of the City's Water Utility Enterprise Fund may be submitted separately from the balance of the Annual Report, and later than the Annual Report Date, if not available by that date. If the City's fiscal year changes, it shall give notice of such change in the same manner as for a Listed Event under Section 5(b).

(b) If the City does not provide, or cause the Dissemination Agent to provide, an Annual Report by the Annual Report Date as required in subsection (a) above, the Dissemination Agent shall provide a notice to the MSRB, in a timely manner, in an electronic format as prescribed by the MSRB.

(c) With respect to each Annual Report, the Dissemination Agent shall:

(i) determine each year prior to the Annual Report Date the then-applicable rules and electronic format prescribed by the MSRB for the filing of annual continuing disclosure reports; and

(ii) if the Dissemination Agent is other than the City, file a report with the City and the Participating Underwriters certifying that the Annual Report has been provided pursuant to this Disclosure Agreement, and stating the date it was provided.

Section 4. Content of Annual Reports. The City's Annual Report shall contain or incorporate by reference the following documents and information:

(a) The audited financial statements for the City's Water Utility Enterprise Fund for the most recently completed fiscal year, prepared in accordance with Generally Accepted Accounting Principles as promulgated to apply to governmental entities from time to time by the Governmental Accounting Standards Board. If the audited financial statements for the City's Water Utility Enterprise

Fund are not available by the Annual Report Date, the Annual Report shall contain unaudited financial statements in a format similar to the financial statements contained in the Official Statement, and the audited financial statements shall be filed in the same manner as the Annual Report when they become available.

(b) Unless otherwise provided in the audited financial statements filed on or before the Annual Report Date, financial information and operating data with respect to the City for the preceding fiscal year, substantially similar to that provided in the corresponding tables in the Official Statement:

(i) Principal amount of 2026 Bonds outstanding as of the end of such fiscal year.

(ii) Updated information comparable to the information in the table titled "BURBANK WATER AND POWER - Customers, Water Sales, Water Revenues and Maximum Day Demand" as it appears in the Official Statement.

(iii) Updated information comparable to the information in the table titled "BURBANK WATER AND POWER - WEIGHTED AVERAGE BILLING PRICE" as it appears in the Official Statement.

(iv) Updated information comparable to the information in the table titled "BURBANK WATER AND POWER - HISTORICAL NET REVENUES AND DEBT SERVICE COVERAGE - WATER SYSTEM" as it appears in the Official Statement.

(c) In addition to any of the information expressly required to be provided under paragraph (b) above, the City shall provide such further material information, if any, as may be necessary to make the specifically required statements, in the light of the circumstances under which they are made, not misleading.

(d) Any or all of the items listed above may be included by specific reference to other documents, including official statements of debt issues of the City or related public entities, which are available to the public on the MSRB's Internet web site or filed with the Securities and Exchange Commission. The City shall clearly identify each such other document so included by reference.

Section 5. Reporting of Listed Events.

(a) The City shall give, or cause to be given, notice of the occurrence of any of the following Listed Events with respect to the 2026 Bonds:

(1) Principal and interest payment delinquencies.

(2) Non-payment related defaults, if material.

(3) Unscheduled draws on debt service reserves reflecting financial difficulties.

(4) Unscheduled draws on credit enhancements reflecting financial difficulties.

(5) Substitution of credit or liquidity providers, or their failure to perform.

(6) Adverse tax opinions, the issuance by the Internal Revenue Service of proposed or final determinations of taxability, Notices of Proposed Issue

(IRS Form 5701-TEB) or other material notices or determinations with respect to the tax status of the 2026 Bonds, or other material events affecting the tax status of the 2026 Bonds.

(7) Modifications to rights of security holders, if material.

(8) Bond calls, if material, and tender offers.

(9) Defeasances.

(10) Release, substitution, or sale of property securing repayment of the securities, if material.

(11) Rating changes.

(12) Bankruptcy, insolvency, receivership or similar event of the City.

(13) The consummation of a merger, consolidation, or acquisition involving the City, or the sale of all or substantially all of the assets of the City (other than in the ordinary course of business), the entry into a definitive agreement to undertake such an action, or the termination of a definitive agreement relating to any such actions, other than pursuant to its terms, if material.

(14) Appointment of a successor or additional Trustee or the change of name of the Trustee, if material.

(15) Incurrence of a financial obligation of the obligated person, if material, or agreement to covenants, events of default, remedies, priority rights, or other similar terms of a financial obligation of the obligated person, any of which affect security holders, if material.

(16) (Default, event of acceleration, termination event, modification of terms, or other similar events under the terms of a financial obligation of the obligated person, any of which reflect financial difficulties.

(b) Upon the occurrence of a Listed Event, the City shall, or shall cause the Dissemination Agent (if not the City) to, file a notice of such occurrence with the MSRB, in an electronic format as prescribed by the MSRB, in a timely manner not in excess of 10 Business Days after the occurrence of the Listed Event. Notwithstanding the foregoing, notice of Listed Events described in subsection (a)(8) above need not be given under this subsection any earlier than the notice (if any) of the underlying event is given to holders of affected Bonds under the Indenture.

(c) The City acknowledges that the events described in subparagraphs (a)(2), (a)(7), (a)(8) (if the event is a bond call), (a)(10), (a)(13), (a)(14), and (a)(15) of this Section 5 contain the qualifier "if material" and that subparagraph (a)(6) also contains the qualifier "material" with respect to certain notices, determinations or other events affecting the tax status of the 2026 Bonds. The City shall cause a notice to be filed as set forth in paragraph (b) above with respect to any such event only to the extent that it determines the event's occurrence is material for purposes of U.S. federal securities law. Upon occurrence of any of these Listed Events, the City will as soon as possible determine if such event would be material

under applicable federal securities law. If such event is determined to be material, the City will cause a notice to be filed as set forth in paragraph (b) above.

(d) For purposes of this Disclosure Agreement, any event described in paragraph (a)(12) above is considered to occur when any of the following occur: the appointment of a receiver, trustee, or similar officer for the City in a proceeding under the United States Bankruptcy Code or in any other proceeding under state or federal law in which a court or governmental authority has assumed jurisdiction over substantially all of the assets or business of the City, or if such jurisdiction has been assumed by leaving the existing governing body and officials or officers in possession but subject to the supervision and orders of a court or governmental authority, or the entry of an order confirming a plan of reorganization, arrangement, or liquidation by a court or governmental authority having supervision or jurisdiction over substantially all of the assets or business of the City.

(e) For purposes of Section 5(a)(15) and (16), "financial obligation" means a (i) debt obligation; (ii) derivative instrument entered into in connection with, or pledged as security or a source of payment for, an existing or planned debt obligation; or (iii) guarantee of (i) or (ii). The term financial obligation shall not include municipal securities as to which a final official statement has been provided to the Municipal Securities Rulemaking Board consistent with the Rule.

Section 6. Identifying Information for Filings with the MSRB. All documents provided to the MSRB under the Disclosure Agreement shall be accompanied by identifying information as prescribed by the MSRB.

Section 7. Termination of Reporting Obligation. The City's obligations under this Disclosure Agreement shall terminate upon the legal defeasance, prior redemption or payment in full of all of the 2026 Bonds. If such termination occurs prior to the final maturity of the 2026 Bonds, the City shall give notice of such termination in the same manner as for a Listed Event under Section 5(b).

Section 8. Dissemination Agent. The City may, from time to time, appoint or engage a Dissemination Agent to assist it in carrying out its obligations under this Disclosure Agreement, and may discharge any such Agent, with or without appointing a successor Dissemination Agent. The Dissemination Agent may resign by providing 30 days' written notice to the City.

Section 9. Amendment; Waiver. Notwithstanding any other provision of this Disclosure Agreement, the City and the Dissemination Agent may amend this Disclosure Agreement (and the Trustee shall agree to any amendment so requested by the City; provided, however, that the Dissemination Agent shall not be obligated to enter into any amendment increasing or affecting its duties or obligations), and any provision of this Disclosure Agreement may be waived, provided that the following conditions are satisfied:

(a) if the amendment or waiver relates to the provisions of Sections 3(a), 4 or 5(a), it may only be made in connection with a change in circumstances that arises from a change in legal requirements, change in law, or change in the identity, nature, or status of an obligated person with respect to the 2026 Bonds, or type of business conducted;

(b) the undertakings herein, as proposed to be amended or waived, would, in the opinion of nationally recognized bond counsel, have complied with the requirements of the Rule at the time of the primary offering of the 2026 Bonds, after taking into account any amendments or interpretations of the Rule, as well as any change in circumstances; and

(c) the proposed amendment or waiver either (i) is approved by holders of the 2026 Bonds in the manner provided in the Indenture for amendments to the Indenture with the consent of holders, or (ii) does not, in the opinion of the Trustee or nationally recognized bond counsel, materially impair the interests of the holders or beneficial owners of the 2026 Bonds.

If the annual financial information or operating data to be provided in the Annual Report is amended pursuant to the provisions hereof, the first annual financial information filed pursuant hereto containing the amended operating data or financial information shall explain, in narrative form, the reasons for the amendment and the impact of the change in the type of operating data or financial information being provided.

If an amendment is made to the undertaking specifying the accounting principles to be followed in preparing financial statements, the annual financial information for the year in which the change is made shall present a comparison between the financial statements or information prepared on the basis of the new accounting principles and those prepared on the basis of the former accounting principles. The comparison shall include a qualitative discussion of the differences in the accounting principles and the impact of the change in the accounting principles on the presentation of the financial information, in order to provide information to investors to enable them to evaluate the ability of the City to meet its obligations. To the extent reasonably feasible, the comparison shall be quantitative. A notice of the change in the accounting principles shall be filed in the same manner as for a Listed Event under Section 5(b).

Section 10. Additional Information. Nothing in this Disclosure Agreement shall be deemed to prevent the City from disseminating any other information, using the means of dissemination set forth in this Disclosure Agreement or any other means of communication, or including any other information in any Annual Report or notice of occurrence of a Listed Event, in addition to that which is required by this Disclosure Agreement. If the City chooses to include any information in any Annual Report or notice of occurrence of a Listed Event in addition to that which is specifically required by this Disclosure Agreement, the City shall have no obligation under this Disclosure Agreement to update such information or include it in any future Annual Report or notice of occurrence of a Listed Event.

Section 11. Default. In the event of a failure of the City to comply with any provision of this Disclosure Agreement, the Dissemination Agent may (and, at the written direction of any Participating Underwriter or any holder or beneficial owner of the 2026 Bonds shall, upon receipt of indemnification reasonably satisfactory to the Dissemination Agent) take such actions as may be necessary and appropriate, including seeking mandate or specific performance by court order, to cause the City to comply with its obligations under this Disclosure Agreement. A default under this Disclosure Agreement shall not be deemed an Event of Default under the Indenture, and the sole remedy under this Disclosure Agreement in the event of any failure of the City to comply with this Disclosure Agreement shall be an action to compel performance.

Section 12. Duties, Immunities and Liabilities of Dissemination Agent. The Dissemination Agent shall have only such duties as are specifically set forth in this Disclosure Agreement, and the City agrees to indemnify and save the Dissemination Agent, its officers, directors, employees and agents, harmless against any loss, expense and liabilities which it may incur arising out of or in the exercise or performance of its powers and duties hereunder, including the costs and expenses (including attorneys' fees) of defending against any claim of liability, but excluding liabilities due to the Dissemination Agent's negligence or willful misconduct. The Dissemination Agent shall have no duty or obligation to review any information provided to it hereunder and shall not be deemed to be acting in any fiduciary capacity for the City, the Trustee, the 2026 Bond owners or any other party. The obligations of the City under this Section shall survive resignation or removal of the Dissemination Agent and payment of the 2026 Bonds.

Section 13. Beneficiaries. This Disclosure Agreement shall inure solely to the benefit of the City, the Trustee, the Dissemination Agent, the Participating Underwriters and holders and beneficial owners from time to time of the 2026 Bonds, and shall create no rights in any other person or entity.

Section 14. Counterparts. This Disclosure Agreement may be executed in several counterparts, each of which shall be regarded as an original, and all of which shall constitute one and the same instrument.

[Remainder of page intentionally left blank]

IN WITNESS WHEREOF, the parties hereto have executed this Disclosure Agreement as of the date first above written.

CITY OF BURBANK

By: _____
Joseph Lillio
Chief Financial Officer,
Burbank Water and Power

U.S. BANK TRUST COMPANY,
NATIONAL ASSOCIATION,
as Dissemination Agent

By: _____
Authorized Officer

$_____
CITY OF BURBANK, CALIFORNIA
Burbank Water and Power
Water Revenue Bonds, Series of 2026

BOND PURCHASE AGREEMENT

_____ __, 2026

City of Burbank
275 East Olive Avenue
Burbank, California 91502

Ladies and Gentlemen:

The undersigned, J.P. Morgan Securities LLC, as representative (the "Representative") of itself and Stern Brothers & Co. (each, an "Underwriter" and collectively, the "Underwriters"), hereby offers to enter into this Bond Purchase Agreement (the "Purchase Agreement") with the City of Burbank, California (the "City"), which, upon the acceptance of this offer by the City, will be binding upon the City and the Underwriters. This offer is made subject to written acceptance by the City prior to 11:59 P.M., California time, on the date hereof. If this offer is not so accepted, this offer will be subject to withdrawal by the Underwriters upon notice delivered to the City at any time prior to acceptance by the City. All capitalized terms used herein and not otherwise defined herein shall have the respective meanings ascribed thereto in the Official Statement (as hereinafter defined). The Representative represents and warrants to the City that it has been duly authorized to execute this Purchase Agreement and to take any action hereunder on behalf of the Underwriters.

1. Purchase, Sale and Delivery of the Bonds.

(a) Subject to the terms and conditions, and in reliance upon the representations, warranties and agreements set forth herein, the Underwriters hereby agree, jointly and severally, to purchase from the City, and the City agrees to sell and deliver to the Underwriters, all (but not less than all) of the $_____ aggregate principal amount of the City's Burbank Water and Power Water Revenue Bonds, Series of 2026 (the "Bonds"). The purchase price for the Bonds shall be $_____ (representing the $_____ aggregate principal amount of the Bonds, plus $_____ of original issue premium, less $_____ of Underwriters' discount).

(b) The Bonds are authorized and being issued pursuant to Article 12 of Chapter 4 of Title 2 of the Burbank Municipal Code, as amended (the "City Code"), and a resolution adopted by the City Council of the City on _____ __, 2026 (the "Bond Resolution"). The Bonds will also be issued pursuant to the Burbank Water and Power Water Revenue Bond Indenture, dated as of November 1, 2010 (the "Master Water Revenue Bond Indenture"), by and between the City and U.S. Bank Trust Company, National Association, as successor trustee (the "Trustee"), as supplemented and amended, including as supplemented and amended by the [Fifth] Supplemental Burbank Water

and Power Water Revenue Bond Indenture, dated as of _____ 1, 2026 (the "Fifth Supplemental Indenture"), by and between the City and the Trustee, relating to the Bonds. The Master Water Revenue Bond Indenture, as previously supplemented and amended, and as supplemented and amended by the Fifth Supplemental Indenture, is referred to herein as the "Indenture."

The Bonds shall be dated the date of delivery thereof and shall mature on such dates, bear interest at such rates and be subject to redemption, all as set forth in Schedule I attached hereto. Interest on the Bonds shall be payable semiannually on June 1 and December 1 of each year, commencing June 1, 2027. The Bonds shall be substantially in the form described in, and shall be issued and secured under the provisions of, the Indenture. The Bonds are secured by a pledge of the Water Net Revenues (as defined in the Indenture) and other funds pledged therefor under the Indenture and will otherwise have such terms as are described in the Official Statement. The Bonds are being issued to (i) finance a portion of the costs of the 2026 Water Project (as defined in the Official Statement), and (ii) pay costs of issuance of the Bonds.

The City will undertake, pursuant to a Continuing Disclosure Agreement relating to the Bonds (the "Continuing Disclosure Agreement"), to provide certain annual financial information and operating data relating to the Water System and notices of the occurrence of certain events. A description of this undertaking and the proposed form of Continuing Disclosure Agreement are set forth in the Preliminary Official Statement (as defined herein) and will be set forth in the Official Statement (as defined herein).

(c) At 8:00 A.M., California time, on _____ __, 2026 or at such other time or on such other date as mutually agreed upon by the City and the Representative (such time and date herein referred to as the "Closing Date"), the City will, subject to the terms and conditions hereof, sell and deliver, or cause to be delivered, the Bonds to the Underwriters, in definitive form, duly executed and authenticated, together with the other documents mentioned herein, and subject to the terms and conditions hereof, the Underwriters will accept such delivery and pay the purchase price of the Bonds as set forth in paragraph (a) above, in immediately available funds (such delivery and payment being herein referred to as the "Closing") to the order of the Trustee. Sale, delivery and payment as aforesaid shall be made at the offices of Norton Rose Fulbright US LLP ("Bond Counsel"), 555 South Flower Street, 41st Floor, Los Angeles, California, or such other place (or via such electronic means) as shall have been mutually agreed upon by the City and the Representative, except that the Bonds shall be delivered through the Trustee via the Fast Automated Securities Transfer (FAST) book-entry system of The Depository Trust Company ("DTC") in New York, New York, in fully registered book-entry eligible form (which may be typewritten) and registered in the name of Cede & Co. as nominee of DTC.

2. Establishment of Issue Price of the Bonds.

(a) The Representative, on behalf of the Underwriters, agrees to assist the City in establishing the issue price of the Bonds and shall execute and deliver to the City at or before the Closing Date an "issue price" or similar certificate, together with the supporting pricing wires or equivalent communications, substantially in the form attached hereto as Exhibit D, with such modifications as may be appropriate or necessary, in the reasonable judgment of the Representative, the City and Bond Counsel (as hereinafter defined), to accurately reflect, as applicable, the sales price or prices or the initial offering price or prices to the public of the Bonds.

(b) With respect to Bonds of those maturities as to which at least 10% of the Bonds of the maturity has been sold to the public (as defined in paragraph (f) below) at a single price (the "10% test" or "General Rule"), based on reporting by the Underwriters to the City on the date hereof and prior to the execution of this Purchase Agreement, which maturities are indicated in Schedule I attached hereto as having satisfied the General Rule (the "General Rule Maturities"), the City will treat the first price at which 10% of each such maturity of the Bonds was sold to the public as the issue price of that maturity. With respect to Bonds of those maturities as to which the General Rule has not been satisfied, based on reporting by the Underwriters to the City on the date hereof and prior to the execution of this Purchase Agreement, which maturities are indicated in Schedule I attached hereto as being subject to the "hold-the-offering-price rule," defined below (the "Hold-the-Offering-Price Maturities"), if any, the Underwriters and the City agree that the rules in paragraph (c) below shall apply. For purposes of this section, for Bonds maturing on the same date but having different interest rates, each separate group of Bonds having a different interest rate is subject to the General Rule or paragraph (c) below, as the case may be, as if such separate group of Bonds were a separate maturity.

(c) The Underwriters agree to make a bona fide offering of the Bonds to the public on or before the date of this Purchase Agreement at the offering price or prices (the "initial offering price"), or the corresponding yields, set forth in the final Official Statement and on Schedule I attached hereto. Schedule I also sets forth, identified under the column "Hold-the-Offering Price Rule Used," as of the date of this Purchase Agreement, the maturities, if any, of the Bonds for which the 10% test has not been satisfied and for which the City and the Underwriters agree that the restrictions set forth in the next sentence shall apply, which will allow the City to treat the initial offering price to the public of each such maturity as of the sale date as the issue price of that maturity (the "hold-the-offering-price rule"). So long as the hold-the-offering-price rule remains applicable to any maturity of the Bonds, the Underwriters will neither offer nor sell unsold Bonds of that maturity, if any, to any person at a price that is higher than the initial offering price to the public during the period starting on the sale date and ending on the earlier of the following:

(1) the close of the fifth (5th) business day after the sale date; or

(2) the date on which the Underwriters have sold at least 10% of that maturity of the Bonds to the public at a price that is no higher than the initial offering price to the public.

The Representative will advise the City promptly after the close of the fifth (5th) business day after the sale date whether it has sold, within such five-business-day period, at least 10% of each such maturity of the Bonds, if any, to the public at a price that is no higher than the initial offering price to the public.

(d) The Representative confirms that:

(i) any agreement among underwriters, any selling group agreement, and each third-party distribution agreement to which the Representative is a party, relating to the initial sale of the Bonds to the public, if applicable, together with the related pricing wires, contains or will contain language obligating each underwriter, each dealer who is a member of the selling group and each broker-dealer that is a party to such retail or other third-party distribution agreement, as applicable, to (A) comply with the hold-the-offering-price rule, if applicable, if and for so long as directed by the Representative; (B) promptly notify the

Representative of any sales of Bonds that, to its knowledge, are made to a purchaser who is a related party to an underwriter participating in the initial sale of the Bonds to the public (each such term being used as defined below), and (C) acknowledge that, unless otherwise advised by such underwriter, dealer or broker-dealer, the Representative shall assume that each order submitted by such underwriter, dealer or broker-dealer is a sale to the public; and

(ii) any agreement among underwriters or selling group agreement relating to the initial sale of the Bonds to the public, if applicable, together with the related pricing wires, contains or will contain language obligating each underwriter or dealer that is a party to a third-party distribution agreement to be employed in connection with the initial sale of the Bonds to the public to require each broker-dealer that is a party to such third-party distribution agreement to comply with the hold-the-offering-price rule, if applicable, in each case if and for so long as directed by the Representative, the underwriter or the dealer and as set forth in the related pricing wires.

(e) The City acknowledges that, in making the representations set forth in this Section, the Representative will rely on (i) the agreement of each Underwriter to comply with the requirements for establishing the issue price of the Bonds, including, but not limited to, its agreement to comply with the hold-the-offering-price rule, if applicable to the Bonds, as set forth in an agreement among underwriters and the related pricing wires (ii) in the event a selling group has been created in connection with the initial sale of the Bonds to the public, the agreement of each dealer who is a member of the selling group to comply with the requirements for establishing issue price of the Bonds, including, but not limited to, its agreement to comply with the hold-the-offering-price rule, if applicable to the Bonds, as set forth in a selling group agreement and the related pricing wires, (iii) in the event an Underwriter or a dealer who is a member of the selling group is a party to a third-party distribution agreement that was employed in connection with the initial sale of the Bonds to the public, the agreement of each broker-dealer that is a party to such agreement to comply with the requirements for establishing issue price of the Bonds, including, but not limited to, its agreement to comply with the hold-the-offering-price rule, if applicable to the Bonds, as set forth in the third-party distribution agreement and the related pricing wires. The City further acknowledges that each Underwriter shall be solely liable for its failure to comply with its agreement regarding the requirements for establishing the issue price of the Bonds, including, but not limited to, its agreement to comply with the hold-the-offering-price rule, if applicable to the Bonds, and that no Underwriter shall be liable for the failure of any other Underwriter, or of any dealer who is a member of a selling group, or of any broker-dealer that is a party to a third-party distribution agreement, to comply with the requirements for establishing issue price of the Bonds, including, but not limited to, its corresponding agreement regarding the requirements regarding the establishment of the issue price of the Bonds, including, but not limited to, its agreement to comply with the hold-the-offering-price rule, if applicable to the Bonds.

(f) The Underwriters acknowledge that sales of any Bonds to any person that is a related party to an underwriter participating in the initial sale of the Bonds to the public shall not constitute sales to the public for purposes of this section. Further, for purposes of this section:

(1) "public" means any person other than an underwriter or a related party,

(2) "underwriter" (when used with a lower case "u") means (A) any person that agrees pursuant to a written contract with the City (or with the lead underwriter to form an underwriting syndicate) to participate in the initial sale of the Bonds to the public and (B) any

person that agrees pursuant to a written contract directly or indirectly with a person described in clause (A) to participate in the initial sale of the Bonds to the public (including a member of a selling group or a party to a third-party distribution agreement participating in the initial sale of Bonds to the public),

(3) a purchaser of any of Bonds is a "related party" to an underwriter if the underwriter and the purchaser are subject, directly or indirectly, to (A) more than 50% common ownership of the voting power or the total value of their stock, if both entities are corporations (including direct ownership by one corporation of another), (B) more than 50% common ownership of their capital interests or profits interests, if both entities are partnerships (including direct ownership by one partnership of another), or (C) more than 50% common ownership of the value of the outstanding stock of the corporation or the capital interests or profit interests of the partnership, as applicable, if one entity is a corporation and the other entity is a partnership (including direct ownership of the applicable stock or interests by one entity of the other), and

(4) "sale date" means the date of execution of this Purchase Agreement by all parties.

3. Use and Preparation of Official Statement. The City hereby ratifies, confirms and approves of the use and distribution by the Underwriters prior to the date hereof of an official statement in preliminary form dated _____ __, 2026 relating to the Bonds (which, together with all appendices thereto, is referred to herein as the "Preliminary Official Statement"). The City has deemed final the Preliminary Official Statement as of its date for purposes of Rule 15c2-12 promulgated under the Securities Exchange Act of 1934 ("Rule 15c2-12"), except for information permitted to be omitted therefrom by Rule 15c2-12. The City hereby acknowledges that the Preliminary Official Statement has been made available to investors in electronic form. The City hereby agrees to deliver or cause to be delivered to the Underwriters, within seven (7) business days of the date hereof and at least in sufficient time to accompany any orders or confirmations that request payment from any customer, copies of the final official statement, dated the date hereof (which, together with all information previously permitted to have been omitted by Rule 15c2-12 and any amendments or supplements to such official statement as have been approved by the City and the Underwriters is referred to herein as the "Official Statement") in sufficient quantity to enable the Underwriters to comply with the rules of the Securities and Exchange Commission and the Municipal Securities Rulemaking Board. The City hereby approves of the use and distribution by the Underwriters of the Official Statement in connection with the offer and sale of the Bonds and acknowledges that the Official Statement may be made available to investors in electronic form. At the time of or prior to the Closing Date, the Representative shall file a copy of the Official Statement in electronic form with, and as permitted by, the Municipal Securities Rulemaking Board through its Electronic Municipal Market Access System. The Representative shall advise the City of the date of such filing.

4. Representations and Warranties of the City. The City hereby represents and warrants to the Underwriters that, as of the date hereof and the Closing Date:

(a) The City is a municipal corporation and a charter city duly organized and existing under and pursuant to the Constitution and laws of the State of California and the Charter of the City.

(b) The City has full legal right, power and authority to issue the Bonds, to sell the Bonds to the Underwriters as provided in this Purchase Agreement, to execute and deliver the Indenture, the Continuing Disclosure Agreement, the Official Statement and this Purchase Agreement.

(c) The Bond Resolution has been duly and validly adopted by the City and is in full force and effect, and this Purchase Agreement has been duly authorized, executed and delivered by the City and, assuming due authorization and execution thereof by the Representative, constitutes a legal, valid and binding agreement of the City enforceable in accordance with its terms, subject to laws relating to bankruptcy, insolvency or other laws affecting the enforcement of creditors' rights generally and the application of equitable principles if equitable remedies are sought.

(d) The execution and delivery of the Bonds, the Indenture and the Continuing Disclosure Agreement have been duly authorized by the City; and, on or prior to the Closing Date, the Bonds, the Indenture and the Continuing Disclosure Agreement will be executed and delivered by the City and, assuming due authorization and execution thereof by the other respective parties thereto, if any, the Bonds, the Indenture, and the Continuing Disclosure Agreement will constitute legal, valid and binding agreements of the City enforceable in accordance with their terms, subject to laws relating to bankruptcy, insolvency or other laws affecting the enforcement of creditors' rights generally and the application of equitable principles if equitable remedies are sought.

(e) The City has complied with all provisions of the Bond Resolution and the Indenture required to be complied with as of the date hereof, and will at the Closing Date be in compliance, in all respects, with the Bond Resolution, the Indenture, the Continuing Disclosure Agreement and this Purchase Agreement.

(f) The City has duly authorized and approved the execution and delivery of the Bonds, including their issuance and sale to the Underwriters pursuant to this Purchase Agreement, the Indenture, the Continuing Disclosure Agreement, this Purchase Agreement and the Official Statement, and has duly authorized and approved the performance by the City of its obligations contained in, and the taking of any and all action as may be necessary to carry out, give effect to and consummate the transactions contemplated by, each of those documents.

(g) The City is not, and as of the Closing Date will not be, in breach of or in default under any applicable law or administrative rule or regulation of the State of California, the United States, or any department, division, agency or instrumentality of either thereof, or any applicable court or administrative decree or order or any loan agreement, note, resolution, indenture, contract, agreement or other instrument to which the City is a party or is otherwise subject or bound which in any way, directly or indirectly, affects the issuance of the Bonds or the validity thereof and no event has occurred and is continuing which, with the passage of time or the giving of notice, or both, would constitute such an event of default under any such instrument; and the adoption of the Bond Resolution, the execution and delivery of the Bonds, the Indenture, the Continuing Disclosure Agreement, this Purchase Agreement and the other instruments contemplated by any of such documents to which the City is a party, and compliance with the provisions of each thereof, do not and will not conflict with or constitute a breach of or default under any applicable law or administrative rule or regulation of the State of California, the United States, or any department, division, agency or instrumentality of either thereof, or any applicable court or administrative decree or order or any loan agreement, note, resolution, indenture, contract, agreement or other instrument to which the City is a party or is otherwise subject or bound, nor will any such execution, delivery,

adoption or compliance result in the creation or imposition of any lien, charge or other security interest or encumbrance of any nature whatsoever upon Water Net Revenues or any of the other property or assets of the City, except as provided in the Indenture.

(h) All approvals, licenses, consents, authorizations, elections and orders of, or filings or registrations with, any governmental authority, legislative body, board, agency or City having jurisdiction which would constitute a condition precedent to, or the absence of which would materially adversely affect, the performance by the City of its obligations hereunder or under the Indenture, the Bonds or the Continuing Disclosure Agreement have been obtained and are in full force and effect.

(i) Except as disclosed in the Preliminary Official Statement and the Official Statement, there is no action, suit, proceeding, inquiry or investigation, at law or in equity, before or by any court, government agency, public board or body, pending or, to the best knowledge of the City after reasonable investigation, threatened against the City, (i) in any way questioning the existence of the City or the titles of the officers of the City to their respective offices; (ii) seeking to restrain or enjoin the issuance, sale or delivery of any or all of the Bonds, or the collection of Water Net Revenues to pay any or all of the Bonds; (iii) in any way contesting or affecting the validity of the Indenture, the Continuing Disclosure Agreement, the Bonds or their tax-exempt status, this Purchase Agreement or the collection of such revenues or the pledge thereof, or contesting the powers of the City or any official of the City in connection with the adoption of the Bond Resolution, the issuance, sale or delivery of the Bonds, or the execution and delivery of the Indenture, the Continuing Disclosure Agreement or this Purchase Agreement or the performance of its obligations contained therein or herein; (iv) which reasonably may be expected to result in any material adverse change in the business, properties, assets or financial condition of the Water System or which reasonably may be expected to have a material adverse effect on the ability of the City to meet its obligations under the Indenture, the Continuing Disclosure Agreement, the Bonds or this Purchase Agreement; or (v) asserting that the Preliminary Official Statement or the Official Statement contained or contains any untrue statement of material fact or omitted or omits to state any material fact necessary to make the statements therein, in light of the circumstances under which they were made, not misleading.

(j) The Indenture, the Continuing Disclosure Agreement, the Bonds and the other documents described in the Preliminary Official Statement and the Official Statement conform in all material respects to the descriptions thereof contained in the Preliminary Official Statement and the Official Statement.

(k) The City will furnish such information, execute such instruments and take such other action in cooperation with the Underwriters as the Representative may reasonably request (i) to qualify the Bonds for offer and sale under the "blue sky" or other securities laws and regulations of such states and other jurisdictions of the United States as the Representative may designate, provided that in connection therewith the City will not be required to file a general consent to service of process in any jurisdiction; and (ii) to determine the eligibility of the Bonds for investment under the laws of such states and other jurisdictions, and will use its best efforts to continue such qualifications in effect so long as required for the distribution of the Bonds. In particular, the City will comply with all securities laws, rules and regulations relating to Rule 15c2-12 applicable to the Bonds.

(l) Any certificates signed by the Mayor, the Vice Mayor, the City Manager, the Assistant City Manager, the General Manager, any Assistant General Manager, the Chief Financial Officer of Burbank Water and Power, the Financial Services Director or other authorized officer of the City will be deemed a representation and warranty by the City to the Underwriters as to the statements made therein.

(m) The City will apply the proceeds of the Bonds in accordance with the Indenture and as contemplated by the Official Statement.

(n) The City has not, and as of the Closing Date will not have, failed to pay principal and interest, when due, on any of its outstanding bonds or notes.

(o) Between the date of this Purchase Agreement and the Closing Date, the City will not, without prior written notice to the Representative, issue, any bonds, notes or other obligations for borrowed money payable from Water Net Revenues, and subsequent to the respective dates as of which information is given in the Preliminary Official Statement and the Official Statement up to and including the Closing Date, the City has not incurred and will not incur any material liabilities, direct or contingent, in any case, other than in the ordinary course of business or as discussed in the Preliminary Official Statement and the Official Statement.

(p) As of its date and the date hereof, the Preliminary Official Statement (excluding information concerning DTC and the book-entry system as to which no representation is made) did not, except as to the information permitted to be omitted by Rule 15c2-12, contain any untrue statement of a material fact or omit to state a material fact necessary to make the statements therein, in light of the circumstances under which they were made, not misleading.

(q) As of the date hereof and at all times subsequent hereto to and including the date which is 25 days following the End of the Underwriting Period (as defined herein) for the Bonds, the Official Statement (excluding information concerning DTC and the book-entry system and the information provided by the Underwriters under the caption "UNDERWRITING" (collectively, the "Excluded Information") as to which no representation is made) did not and will not contain any untrue statement of a material fact or omit to state a material fact necessary to make the statements therein, in light of the circumstances under which they were made, not misleading.

(r) If between the date hereof and the date which is 25 days after the End of the Underwriting Period for the Bonds, an event occurs which might or would cause the information contained in the Official Statement, as then supplemented or amended, to contain an untrue statement of a material fact or to omit to state a material fact necessary to make the statements therein, in light of the circumstances under which they were made, not misleading, the City will notify the Underwriters, and, if in the opinion of the City, the Underwriters or their respective counsel, such event requires the preparation and publication of a supplement or amendment to the Official Statement, the City will forthwith prepare and furnish to the Underwriters (at the expense of the City) a reasonable number of copies of an amendment of or supplement to the Official Statement (in form and substance satisfactory to the Underwriters) which will amend or supplement the Official Statement so that it will not contain an untrue statement of a material fact or omit to state a material fact necessary in order to make the statements therein, in the light of the circumstances existing at the time the Official Statement is delivered to prospective purchasers, not misleading. For the purposes of this paragraph (r), between the date hereof and the date which is 25 days after the End of the

Underwriting Period for the Bonds, the City will furnish such information with respect to itself as the Underwriters may from time to time reasonably request.

(s) If the information contained in the Official Statement is amended or supplemented pursuant to paragraph (r) of this Section 4, at the time of each supplement or amendment thereto and (unless subsequently again supplemented or amended pursuant to such paragraph) at all times subsequent thereto up to and including the date which is 25 days after the End of the Underwriting Period for the Bonds, the Official Statement (other than the Excluded Information as to which no representation is being made) so supplemented or amended (including any financial and statistical data contained therein) will not contain any untrue statement of a material fact or omit to state a material fact necessary to make the statements therein, in the light of the circumstances under which they were made, not misleading.

(t) As used herein and for the purposes of the foregoing, the term "End of the Underwriting Period" for the Bonds shall mean the earlier of (i) the Closing Date unless the City shall have been notified in writing to the contrary by the Representative on or prior to the Closing Date, or (ii) the date on which the End of the Underwriting Period for the Bonds has occurred under Rule 15c2-12; provided, however, that the City may treat as the End of the Underwriting Period for the Bonds the date specified as such in a notice from the Representative stating the date which is the End of the Underwriting Period.

(u) The financial statements included in the appendices to the Preliminary Official Statement and the Official Statement present fairly the financial position of the Water System as of June 30, 2026 and the results of operations for the fiscal years then ended, in conformity with generally accepted accounting principles applied on a basis consistent with the preceding periods. As of the Closing Date, there will not be any material adverse change in the financial position, results of operations or condition, financial or otherwise, of the Water System from that described in the Preliminary Official Statement and the Official Statement.

(v) Except as disclosed in the Preliminary Official Statement and the Official Statement, the City has not failed to comply in all material respects with the terms of any continuing disclosure obligation under Rule 15c2-12 within the past five years.

5. Conditions to the Obligations of the Underwriters. The Underwriters have entered into this Purchase Agreement in reliance upon the City's representations and warranties herein and the representations and warranties of the City to be contained in the documents and instruments to be delivered on or prior to the Closing Date and upon the performance by the City of its obligations both on and as of the date hereof and as of the Closing Date. Accordingly, the Underwriters' obligations under this Purchase Agreement are and will be subject to the following additional conditions:

(a) The Underwriters shall receive, within seven (7) business days of the date hereof and at least in sufficient time to accompany any orders or confirmations that request payment from any customer, copies of the Official Statement (including all information previously permitted to have been omitted by Rule 15c2-12 and any amendments or supplements as have been approved by the Underwriters), in such quantity as the Underwriters shall have requested pursuant to Section 3 hereof;

(b) The representations and warranties of the City contained herein are true and correct in all material respects at the date hereof and will be true and correct on the Closing Date, and

the statements of the officers and other officials of the City made in any certificate or other document furnished pursuant to the provisions hereof are accurate at the date hereof and will be true and correct on the Closing Date.

(c) At the Closing Date, the Bond Resolution will have been duly adopted and the Official Statement will have been duly authorized, executed and delivered by the City; the Indenture, the Continuing Disclosure Agreement and this Purchase Agreement will be in full force and effect as valid and binding agreements between the various parties thereto; the Bond Resolution, the Indenture, the Continuing Disclosure Agreement and the Official Statement shall not have been amended, modified or supplemented (except as may be agreed to in writing by the Underwriters); the ratings for the Bonds included in the Official Statement will be in effect; and the City will have performed its obligations required under or specified in this Purchase Agreement, the Official Statement and the Indenture to be performed at or prior to the Closing.

(d) At or prior to the Closing Date, the Underwriters shall have received the following documents, in each case satisfactory in form and substance to the Underwriters:

(1) the approving opinion of Norton Rose Fulbright US LLP, Bond Counsel to the City, dated the Closing Date, substantially in the form attached to the Official Statement as Appendix E;

(2) a certificate, dated the Closing Date, of the City executed by its City Manager or other appropriate official acceptable to the Underwriters, to the effect that (A) (i) on the date of the Preliminary Official Statement and as of the date of this Purchase Agreement, the Preliminary Official Statement (except as to any information permitted to be omitted therefrom by Rule 15c2-12), did not and does not contain any untrue statement of material fact or omit any statement or information which is necessary to make the statements therein, in the light of the circumstances under which they were made, not misleading; provided, however, that no representation need be made as to The Depositary Trust Company ("DTC") or DTC's book-entry only system; and (ii) on the date of the Official Statement and on the Closing Date, the Official Statement did not and does not contain any untrue statement of material fact or omit any statement or information which is necessary to make the statements therein, in the light of the circumstances under which they were made, not misleading; provided, however, that no representation need be made as to The Depositary Trust Company ("DTC") or DTC's book-entry only system; (B) the representations and warranties of the City in this Purchase Agreement are true and correct on and as of the Closing Date as if made on and as of the Closing Date, and the City has complied in all material respects with and performed all of its covenants and agreements in this Purchase Agreement to be complied with and performed at or prior to the Closing; (C) the City has complied with all the agreements and satisfied all the conditions on its part to be performed or satisfied at or prior to the Closing Date pursuant to this Purchase Agreement with respect to the execution and delivery of the Bonds; and (D) between the date of this Purchase Agreement and the Closing Date, the City has not offered or issued any bonds, notes or other obligations for borrowed money payable from Water Net Revenues, or incurred any material liabilities with respect to Burbank Water and Power, direct or contingent, other than with the written consent of the Underwriters, nor has there been any adverse change of a material nature in the financial position, results of operations or condition, financial or otherwise, of Burbank Water and Power or the Water System;

(3) a certificate, dated the Closing Date, by the City Manager or other appropriate official of the City acceptable to the Underwriters, and by the City Attorney, to the effect

that other than as described in the Preliminary Official Statement and the Official Statement, to the best of their knowledge, no action, suit, proceeding, inquiry or investigation, at law or in equity, before or by any court, government agency, public board or body is pending or, to their knowledge after reasonable investigation, threatened (i) in any way questioning the corporate existence of the City or the titles of the officers of the City to their respective offices; (ii) seeking to restrain or enjoin the issuance, sale or delivery of any of the Bonds, or the collection of Water Net Revenues pledged or to be pledged to pay any of the Bonds; (iii) in any way contesting or affecting the validity of the Indenture, the Continuing Disclosure Agreement, the Bonds or their tax-exempt status, this Purchase Agreement or the collection of said revenues or the pledge thereof, or contesting the powers of the City or any official of the City in connection with the adoption of the Bond Resolution, the issuance, sale or the delivery of the Bonds or the execution and delivery of the Indenture, the Continuing Disclosure Agreement or this Purchase Agreement and the performance of its obligations contained therein or herein; (iv) which reasonably may be expected to result in any material adverse change in the business, properties, assets or the financial condition of Burbank Water and Power or the Water System or which reasonably may be expected to have a material adverse effect on the ability of the City to meet its obligations under the Indenture, the Continuing Disclosure Agreement, the Bonds or this Purchase Agreement; or (v) asserting that the Preliminary Official Statement or the Official Statement contained any untrue statement of a material fact or omitted to state any material fact necessary to make the statements therein, in light of the circumstances under which they were made, not misleading, which certificate shall be in form and substance acceptable to the Underwriters (but in lieu of such certificate, the Underwriters may, in their sole discretion, accept an opinion of Bond Counsel or counsel to the City, acceptable to the Underwriters in form and substance, that in their opinion the issues raised in any such pending or threatened litigation are without substance or that the contentions of any plaintiffs therein are without merit);

(4) executed or certified, as appropriate, copies of the documents referred to in Section 5(c), with related certificates and opinions satisfactory to Bond Counsel, the City Attorney and Counsel to the Underwriters;

(5) a supplemental opinion of Norton Rose Fulbright US LLP, Bond Counsel to the City, dated the Closing Date and addressed to the Underwriters, in substantially the form attached hereto as Exhibit A;

(6) an opinion of Norton Rose Fulbright US LLP, as Disclosure Counsel to the City, dated the Closing Date and addressed to the Underwriters, in substantially the form attached hereto as Exhibit B.

(7) an opinion of the City Attorney, dated the Closing Date and addressed to the Underwriters, in substantially the form attached hereto as Exhibit C;

(8) The opinion of Stradling Yocca Carlson & Rauth LLP ("Underwriters' Counsel"), dated the Closing Date and addressed to the Underwriters, to the effect that (i) the Bonds are not subject to the registration requirements of the Securities Act of 1933, as amended, and the Indenture is exempt from qualification pursuant to the Trust Indenture Act of 1939, as amended, (ii) assuming the due authorization, execution and delivery of the Continuing Disclosure Agreement by the parties thereto and the enforceability thereof, the Continuing Disclosure Agreement satisfies (b)(5)(i) of Rule 15c2-12 of the Securities Exchange Act; and (iii) without passing upon and without assuming any responsibility for the accuracy, completeness or fairness of any of the statements contained in the Preliminary Official Statement and the Official Statement and

making no representation that they have independently verified the accuracy, completeness or fairness of any such statements; in their capacity as counsel to the Underwriters during the course of the preparation of the Preliminary Official Statement and the Official Statement, they participated in conferences with representatives of the City, the City Attorney, Norton Rose Fulbright US LLP as Bond Counsel and Disclosure Counsel, KNN Public Finance, LLC as municipal advisor, and the Underwriters, during which the contents of the Preliminary Official Statement and the Official Statement and related matters were discussed and based on their participation in such conferences, and in reliance thereon and on the certificates, opinions and other documents they have reviewed, no information has come to the attention of the lawyers of such firm rendering professional legal services in connection with such representation that has caused them to believe that the Preliminary Official Statement, as of its date and as of the date of the Purchase Agreement, and the Official Statement as of its date and as of the Closing Date (excluding therefrom any financial statements or other financial, accounting, statistical, economic, engineering or demographic data; any charts, tables, graphs, forecasts, estimates, projections, assumptions or expressions of opinion; the information set forth in the Appendices to the Preliminary Official Statement and the Official Statement; any CUSIP numbers or information relating thereto; or any information about tax-exemption, DTC and its book-entry system, ratings or rating agencies, as to all of which they express no view) contained or contains any untrue statement of a material fact or omits to state any material fact necessary to make the statements therein, in the light of the circumstances under which they were made, not misleading.

(9) A Tax Certificate executed by the City relating to the Bonds in form and substance acceptable to Bond Counsel;

(10) evidence from Moody's Ratings of the "[___]" rating assigned to the Bonds by such rating service and that, as of the Closing Date, such rating has not been withdrawn or downgraded;

(11) a certificate of the Trustee, dated the Closing Date, to the effect that:

(i) the Trustee is a national banking association duly organized and existing under the laws of the United States of America;

(ii) the Trustee has full corporate trust powers and authority to serve as Trustee under the Indenture; and

(iii) the Trustee acknowledges and accepts its obligations under the Indenture and that such acceptance is in full compliance with, and does not conflict with, any applicable law or governmental regulation currently in effect, and does not conflict with or violate any contract to which the Trustee is a party or any administrative or judicial decision by which the Trustee is bound;

(12) an opinion of counsel to the Trustee, dated the date of Closing and addressed to the City and the Underwriters, to the effect that, the Trustee's obligations under the Indenture constitute legal, valid and binding obligations of the Trustee, enforceable in accordance with their respective terms under California law except that the enforceability thereof may be limited by applicable bankruptcy, insolvency, reorganization, moratorium and other laws in effect from time to time affecting the rights of creditors generally and except to the extent that the enforceability thereof may be limited by the application of general principles of equity;

(13) A copy of any Blue Sky Memorandum with respect to the Bonds, if any, prepared by Underwriters' Counsel;

(14) Evidence that a federal tax information form 8038-G has been prepared for filing with respect to the Bonds;

(15) A copy of the Notice of Final Sale required to be delivered to the California Debt and Investment Advisory Commission pursuant to Section 8855 of the California Government Code;

(16) Confirmation from the City in a form satisfactory to the Underwriters that consent of LSL, LLP, independent accountants, is not required for the inclusion of the audited financial statements of Burbank Water and Power, for the fiscal year ended June 30, 2026 included in Appendix B to the Preliminary Official Statement and the Official Statement; and

(17) Such additional legal opinions, certificates, proceedings, instruments and other documents as the Underwriters may reasonably request necessary to evidence the truth and accuracy, as of the Closing Date of the representations of the City contained in this Purchase Agreement and the due performance or satisfaction by the City at or prior to the Closing Date of all agreements then to be performed and all conditions then to be satisfied by the City pursuant to this Purchase Agreement.

6. Termination. The Underwriters may terminate their obligations under this Purchase Agreement, if between the date hereof and the Closing Date, in the reasonable judgment of the Underwriters (evidenced by notification to the City terminating the obligation of the Underwriters to accept delivery of and make any payment for the Bonds), any of the following events or circumstances shall have occurred:

(a) an amendment to the Constitution of the United States or the State of California shall have been passed or legislation shall have been introduced in or enacted by the Congress of the United States or the legislature of any state having jurisdiction of the subject matter or legislation pending in the Congress of the United States shall have been amended or legislation shall have been recommended to the Congress of the United States or to any state having jurisdiction of the subject matter or otherwise endorsed for passage (by press release, other form of notice or otherwise) by the President of the United States, the Treasury Department of the United States, the Internal Revenue Service or the Chairman or ranking minority member of the Committee on Finance of the United States Senate or the Committee on Ways and Means of the United States House of Representatives, or legislation shall have been proposed for consideration by either such Committee by any member thereof or presented as an option for consideration by either such Committee by the staff of such Committee or by the staff of the Joint Committee on Taxation of the Congress of the United States, or legislation shall have been favorably reported for passage to either House of the Congress of the United States by a Committee of such House to which such legislation has been referred for consideration, or a decision shall have been rendered by a court of the United States or of the State of California or the Tax Court of the United States, or a ruling shall have been made or a regulation or temporary regulation shall have been proposed or made or any other release or announcement shall have been made by the Treasury Department of the United States, the Internal Revenue Service or other federal or State of California authority, with respect to federal or State of California taxation upon revenues or other income of the general character to be derived by the City or upon interest received on obligations of the general character of the Bonds which may have the

purpose or effect, directly or indirectly, of affecting the tax status of the City, its property or income, its securities (including the Bonds) or the interest thereon, or any tax exemption granted or authorized by State of California legislation or materially and adversely affecting the market price or marketability of the Bonds or the market price generally of obligations of the general character of the Bonds or the ability of the Underwriters to enforce contracts for the sale, at the contemplated offering prices (or yields), of the Bonds;

(b) legislation enacted, introduced in the Congress or recommended for passage by the President of the United States, or a decision rendered by a court established under Article III of the Constitution of the United States or by the Tax Court of the United States, or an order, ruling, regulation (final, temporary or proposed) or official statement issued or made by or on behalf of the Securities and Exchange Commission, or any other governmental agency having jurisdiction of the subject matter shall have been made or issued to the effect that obligations of the general character of the Bonds, or the Bonds, including any or all underlying arrangements, are not exempt from registration under the Securities Act of 1933, as amended, or that the Indenture is not exempt from qualification under the Trust Indenture Act of 1939, as amended;

(c) the declaration of a general banking moratorium by federal, New York or California authorities, or the general suspension of trading on any national securities exchange, or a major financial crisis or a material disruption in commercial banking or securities settlement or clearances services;

(d) the minimum or maximum prices for securities similar to the Bonds shall have been fixed and be in force, or maximum ranges for prices for securities, similar to the Bonds, shall have been required and be in force on the New York Stock Exchange or other national securities exchange, whether by virtue of determination by that exchange or by order of the U.S. Securities and Exchange Commission or any other governmental authority having jurisdiction;

(e) the imposition by the New York Stock Exchange or other national securities exchange, or any governmental authority, of any material restrictions not now in force with respect to the Bonds or obligations of the general character of the Bonds or securities generally, or the material increase of any such restrictions now in force, including those relating to the extension of credit by, or the charge to the net capital requirements of, the Underwriters;

(f) an order, decree or injunction of any court of competent jurisdiction, or order, ruling, regulation or official statement by the Securities and Exchange Commission, or any other governmental agency having jurisdiction of the subject matter, issued or made to the effect that the issuance, offering or sale of obligations of the general character of the Bonds, or the issuance, offering or sale of the Bonds, including any or all underlying obligations, as contemplated hereby or by the Official Statement, is or would be in violation of the federal securities laws or the Trust Indenture Act of 1939, as amended and then in effect;

(g) the withdrawal or downgrading of any rating of the Bonds or any other outstanding debt of the City's Water System by Moody's Ratings or the rating on the Bonds shall have been placed on "negative outlook," "credit watch" or similar categorization by Moody's Ratings;

(h) an event or circumstance shall occur or be discovered which makes untrue or incorrect in any material respect any statement or information contained in the Official Statement or

which is not reflected in the Official Statement but should be reflected therein in order to make the statements contained therein not misleading in any material respect and requires an amendment of or supplement to the Official Statement and, in either such event, (a) the City refuses to permit the Official Statement to be supplemented to supply such statement or information or (b) the effect of the Official Statement as so supplemented is, in the reasonable judgment of the Underwriters, to materially adversely affect the marketability or the market price of the Bonds or the ability of the Underwriters to enforce contracts for the sale, at the contemplated offering prices (or yields), of the Bonds; or

(i) an outbreak or escalation in military hostilities or an act of terrorism involving the United States or the declaration by the United States of war or any outbreak or escalation of a national or international emergency or calamity, or any other calamity or crisis in the financial markets of the United States or elsewhere, which, in the judgment of the Underwriters, materially adversely affects the market price or marketability of the Bonds or the ability of the Underwriters to enforce contracts for the sale, at the contemplated offering prices (or yields), of the Bonds; or

(j) at the time of the Closing, any material adverse change or development involving a prospective change, in the condition, financial or otherwise, or in the earnings or operations of the Water System (including the financial projections), from that set forth in the Official Statement which, in the judgment of the Underwriters, materially adversely affects the marketability or the market price of the Bonds or the ability of the Underwriters to enforce contracts for the sale, at the contemplated offering prices (or yields), of the Bonds.

7. Expenses.

(a) The Underwriters shall be under no obligation to pay, and the City shall pay, any expenses incident to the performance of the City's obligations hereunder including, but not limited to: (i) the cost of preparation, printing and distribution of the Indenture, the Continuing Disclosure Agreement, the Preliminary Official Statement, the Official Statement and any supplements or amendments thereto, including a reasonable number of certified or conformed copies thereof; (ii) the cost of preparation and printing of the Bonds; (iii) the fees and disbursements of Bond Counsel and Disclosure Counsel; (iv) the fees and disbursements of any engineers, accountants and other experts, consultants or advisors retained by the City; (v) fees for bond ratings (which include fees of rating agencies and travel expenses of the City); (vi) the fees for a third-party continuing disclosure undertaking compliance review; and (vii) the Underwriters' out-of-pocket expenses incurred with respect to the financing, including (a) air travel and hotel costs in connection with the pricing of the Bonds, any investor meetings, any rating agency trips and the Closing, (b) meals and transportation for the City, the Underwriters and other working group personnel during such trips, (c) expenses related to attending working group meetings, such as parking, meals and transportation, and (d) any other miscellaneous costs related to the Closing. The City acknowledges that it has had an opportunity, in consultation with such advisors as it may deem appropriate, if any, to evaluate and consider the fees and expenses being incurred as part of the issuance of the Bonds.

(b) The Underwriters shall pay: (i) the cost of preparation and printing of this Purchase Agreement and the Preliminary Blue Sky Memorandum; (ii) all advertising expenses and Blue Sky filing fees in connection with the public offering of the Bonds; (iii) fees, if any, payable to the California Debt and Investment Advisory Commission, the Municipal Securities Rulemaking Board and the fees associated with obtaining CUSIP numbers for the Bonds; and (iv) all other

expenses incurred by them in connection with the public offering of the Bonds not outlined in (a) above, including the fees and disbursements of Underwriters' Counsel and any fees and expenses for a continuing disclosure undertaking compliance review. Such expenses of the Underwriters will be paid or reimbursed through the expense component of the Underwriters' discount. The City acknowledges that fees payable to the California Debt and Investment Advisory Commission are the legal obligation of the Underwriters and not the City and the City consents to reimburse the Underwriters for such fees.

The City and the Underwriters agree that in the event the aggregate estimated expenses exceed the aggregate actual expenses incurred by the Underwriters in an amount equal to or greater than $1,000 (the "Reimbursement Threshold"), the Underwriters shall reimburse to the City the amount that the aggregate estimated expenses exceed the aggregate actual expenses. For the avoidance of doubt, the City acknowledges and agrees that in the event the aggregate estimated expenses exceed the aggregate actual expenses incurred by the Underwriters in an amount less than the Reimbursement Threshold, no reimbursement will be made by the Underwriters.

8. Notices. Any notice or other communication to be given (i) to the City under this Purchase Agreement may be given by delivering the same in writing to the City: City of Burbank, 301 East Olive Avenue, Burbank, California 91502, Attention: Financial Services Director, with a copy of same to Burbank Water and Power's Chief Financial Officer, 164 West Magnolia Boulevard, P.O. Box 631, Burbank, California 91503-0631; and (ii) to the Underwriters under this Purchase Agreement may be given by delivering the same in writing to the Representative: J.P. Morgan Securities LLC, 2029 Century Park E, Floor 41, Los Angeles, CA 90067, Attention: Tyler Old.

9. Survival of Representations and Warranties. The City's representations, warranties and agreements contained in this Purchase Agreement or made in any certificate delivered hereunder shall remain operative and in full force and effect, regardless of: (i) any investigations or statements made by or on behalf of the Underwriters; and (ii) delivery of and payment for the Bonds pursuant to this Purchase Agreement.

10. Parties in Interest. This Purchase Agreement is made solely for the benefit of the City and the Underwriters (including the successors or assigns of the Underwriters) and no other person shall acquire or have any right hereunder or by virtue hereof.

11. No Fiduciary. The City acknowledges and agrees that (i) the Underwriters are not acting as municipal advisors within the meaning of Section 15B of the Securities Exchange Act, as amended, (ii) the purchase and sale of the Bonds pursuant to this Purchase Agreement is an arm's-length commercial transaction between the City and the Underwriters, and that the Underwriters have financial and other interests that differ from those of the City, (iii) in connection therewith and with the discussions, undertakings and procedures leading up to the consummation of such transaction, each of the Underwriters is and has been acting solely as a principal and is not acting as the agent or fiduciary of the City, (iv) the Underwriters (individually or collectively) have not assumed an advisory or fiduciary responsibility in favor of the City with respect to the offering contemplated hereby or the discussions, undertakings and procedures leading thereto (irrespective of whether an Underwriter has provided other services or is currently providing other services to the City on other matters) and the Underwriters have no obligation to the City with respect to the offering contemplated hereby except the obligations expressly set forth in this Purchase Agreement and (v) the City has consulted their own legal, financial and/or municipal and other advisors to the extent they have deemed appropriate.

12. Headings. The headings of the sections of this Purchase Agreement are inserted for convenience only and shall not be deemed to be a part hereof.

13. Effectiveness and Counterpart Signatures. This Purchase Agreement shall become effective and binding upon the respective parties hereto upon the execution of the acceptance hereof by duly authorized officers of the City and shall be valid and enforceable as of the time of such acceptance. This Purchase Agreement may be executed by the parties hereto in separate counterparts, each of which when so executed and delivered shall be an original, but all such counterparts shall together constitute but one and the same instrument.

[Remainder of page intentionally left blank.]

14. Governing Law. This Purchase Agreement shall be construed in accordance with the laws of the State of California.

Very truly yours,

J.P. MORGAN SECURITIES LLC
STERN BROTHERS & CO.

By: J.P. Morgan Securities LLC,
as Representative of the Underwriters

By:_____
Executive Director

Accepted:

CITY OF BURBANK, CALIFORNIA

By:_____
Chief Financial Officer
Burbank Water and Power

(Signature page to BWP Water 2026 Bonds Purchase Agreement)

SCHEDULE I

MATURITY SCHEDULE AND REDEMPTION PROVISIONS

MATURITY SCHEDULE

$_____
CITY OF BURBANK, CALIFORNIA
Burbank Water and Power
Water Revenue Bonds, Series of 2026

Maturity Date (June 1)	Principal Amount	Interest Rate	Yield	Price	General Rule (10% Test) Used	Hold-the-Offering Price Rule Used

C Priced to par call on June 1, 20__.

REDEMPTION PROVISIONS

Optional Redemption of Bonds. The Bonds maturing on or before June 1, 20__ are not subject to redemption prior to maturity. The Bonds maturing on and after June 1, 20__ are subject to redemption by the City prior to their respective stated maturity dates, at the option of the City, from any source of available funds, as a whole or in part in authorized denominations on any date (by such maturities as may be specified by the City and by lot within a maturity), on or after June 1, 20__, at a redemption price equal to 100% of the principal amount of the Bonds to be redeemed, plus accrued interest to the dated fixed for redemption date, without premium.

EXHIBIT A

FORM OF SUPPLEMENTAL OPINION OF BOND COUNSEL

[Closing Date]

J.P. Morgan Securities LLC
Los Angeles, California

Stern Brothers & Co.
Sacramento, California

Re: $_____ City of Burbank, California Burbank Water and Power Water Revenue Bonds, Series of 2026

Ladies and Gentlemen:

We have acted as bond counsel to the City of Burbank, California (the "City") in connection with the issuance by the City of its Burbank Water and Power Water Revenue Bonds, Series of 2026 in the aggregate principal amount of $_____ (the "Bonds"). The Bonds are being issued pursuant to Article 12 of Chapter 4 of Title 2 (formerly Article 12 of Chapter 14) of the Burbank Municipal Code, as amended (the "Bond Law"). The Bonds are also being issued pursuant to a Burbank Water and Power Water Revenue Bond Indenture, dated as of November 1, 2010 (the "Master Indenture"), by and between the City and U.S. Bank Trust Company, National Association, as successor trustee (the "Trustee"), as amended and supplemented, including by the Fifth Supplemental Burbank Water and Power Water Revenue Bond Indenture, dated as of _____ 1, 2026 (the "Fifth Supplemental Indenture" and collectively with the Master Indenture as previously amended and supplemented, the "Indenture"), by and between the City and the Trustee.

The Bonds are being sold on the date hereof by the City to you, as underwriters, pursuant to a Bond Purchase Agreement, dated _____ __, 2026 (the "Bond Purchase Agreement"), between J.P. Morgan Securities LLC, as your Representative, and the City. All capitalized terms used herein and not otherwise defined shall have the meaning ascribed to such terms in the Bond Purchase Agreement.

In addition to the opinions set forth in our final legal opinion (the "Bond Opinion") concerning the validity of the Bonds and certain other matters, dated the date hereof and addressed to the City (but which may be relied upon by you to the same extent as if such opinion were addressed to you), and based on and subject to the matters referred to in such Bond Opinion (which are hereby incorporated herein by reference), and in reliance thereon, as of the date hereof, we are of the following opinions or conclusions:

1. The statements contained in the Official Statement under the captions "DESCRIPTION OF THE 2026 BONDS," "SECURITY AND SOURCES OF PAYMENT FOR THE 2026 BONDS," "PLAN OF FINANCE," "TAX MATTERS," "APPENDIX C – SUMMARY OF CERTAIN PROVISIONS OF THE INDENTURE," and "APPENDIX E – FORM OF OPINION OF BOND COUNSEL" insofar as such statements expressly summarize certain provisions of the Bonds, the Indenture and the Bond Opinion concerning certain tax matters relating to the Bonds, are

accurate in all material respects and present a fair and accurate summary of such provisions for the purpose of use in the Official Statement.

2. The Official Statement and the execution and delivery thereof have been duly approved by the City and the Bond Purchase Agreement and the Continuing Disclosure Agreement have been duly authorized, executed and delivered by the City and (assuming due authorization, execution and delivery by and validity against the other parties thereto) are valid and binding agreements of the City enforceable in accordance with their respective terms. We call attention to the fact that the rights and obligations under the Bond Purchase Agreement and the Continuing Disclosure Agreement and the enforceability thereof are subject to and may be limited by bankruptcy, insolvency, reorganization, arrangement, moratorium and other similar laws affecting creditors' rights, to the application of equitable principles, to the possible unavailability of specific performance or injunctive relief, to the exercise of judicial discretion in appropriate cases and to the limitations on legal remedies against public agencies in the State of California. We express no opinion with respect to any indemnification, contribution, penalty, choice of law, choice of forum or waiver (including, without limitation, waiver of jury trial or consent to nonjury trial) provisions contained in the foregoing documents.

3. The Bonds are not subject to the registration requirements of the Securities Act of 1933, as amended, and the Indenture is exempt from qualification pursuant to the Trust Indenture Act of 1939, as amended.

This letter is furnished by us as bond counsel to the City. No attorney-client relationship has existed or exists between our firm and you in connection with the Bonds or by virtue of this letter. We disclaim any obligation to update this letter. This letter is delivered to you as Underwriters of the Bonds, is solely for your benefit as such Underwriters in connection with the original issuance of the Bonds on the date hereof, and is not to be used, circulated, quoted or otherwise referred to or relied upon for any other purpose or by any other person. This letter is not intended to, and may not, be relied upon by owners of Bonds or by any other party to whom it is not specifically addressed.

Respectfully submitted,

EXHIBIT B

**FORM OF OPINION OF NORTON ROSE FULBRIGHT US LLP,
AS DISCLOSURE COUNSEL**

[Closing Date]

City of Burbank
Burbank, California

J.P. Morgan Securities LLC
Los Angeles, California

Stern Brothers & Co.
Sacramento, California

Re: $_____ City of Burbank, California Burbank Water and Power Water Revenue Bonds, Series of 2026

Ladies and Gentlemen:

We have acted as Disclosure Counsel to the City of Burbank, California (the "City") in connection with the issuance by the City of its Burbank Water and Power Water Revenue Bonds, Series of 2026 in the aggregate principal amount of $_____ (the "Bonds"). The Bonds are being issued pursuant to Article 12 of Chapter 4 of Title 2 (formerly Article 12 of Chapter 14) of the Burbank Municipal Code, as amended (the "Bond Law"). The Bonds are also being issued pursuant to a Burbank Water and Power Water Revenue Bond Indenture, dated as of November 1, 2010 (the "Master Indenture"), by and between the City and U.S. Bank Trust Company, National Association, as successor trustee (the "Trustee"), as amended and supplemented, including by the Fifth Supplemental Burbank Water and Power Water Revenue Bond Indenture, dated as of _____ 1, 2026 (the "Fifth Supplemental Indenture" and collectively with the Master Indenture as previously amended and supplemented, the "Indenture"), by and between the City and the Trustee. The Bonds are more fully described in the Official Statement of the City, dated _____ __, 2026 (the "Official Statement").

Capitalized terms used and not otherwise defined herein shall have the meanings ascribed thereto in the Official Statement.

In delivering this letter, we have reviewed such records, documents, certificates and opinions, and made such other investigations of law and fact as we have deemed necessary or appropriate. This letter is limited to matters governed by the federal securities law of the United States, and we assume no responsibility with respect to the applicability or effect of the laws of any other jurisdiction.

In our capacity as Disclosure Counsel to the City, we have rendered certain assistance in connection with the preparation of the Preliminary Official Statement, dated _____ __, 2026 (the "Preliminary Official Statement"), and the Official Statement. Rendering such assistance involved, among other things, discussions and inquiries concerning various legal matters, review of certain records, documents and proceedings, and participation in meetings and telephone conferences with, among others, representatives of the City, the City Attorney, KNN Public Finance, LLC, municipal

advisor to the City, the Underwriters and their counsel, at which meetings and conferences the contents of the Preliminary Official Statement and the Official Statement and related matters were discussed. On the basis of the information made available to us in the course of the foregoing (but without having undertaken to determine or verify independently, or assuming any responsibility for the accuracy, completeness or fairness of any of the statements contained in the Preliminary Official Statement or in the Official Statement), no facts have come to the attention of the personnel in our firm directly involved in rendering legal advice and assistance in connection with the preparation of the Preliminary Official Statement and the Official Statement which cause us to believe that (a) the Preliminary Official Statement as of its date and as of the date of the Bond Purchase Agreement, dated _____ __, 2026, by and between the City and J.P. Morgan Securities LLC, as Representative, contained any untrue statement of a material fact or omitted to state a material fact necessary to make the statements therein, in the light of the circumstances under which they were made, not misleading (excluding therefrom financial and statistical data; forecasts, projections, estimates, assumptions and expressions of opinions; statements relating to The Depository Trust Company, Cede & Co. and the book-entry system; information under the caption "UNDERWRITING" and statements contained in APPENDIX B – "AUDITED FINANCIAL STATEMENTS OF THE CITY OF BURBANK WATER AND ELECTRIC UTILITY ENTERPRISE FUNDS FOR THE FISCAL YEAR ENDED JUNE 30, 2026" and APPENDIX F – "DTC AND THE BOOK-ENTRY ONLY SYSTEM," as to all of which we express no view, and except for such information as is permitted to be excluded from the Preliminary Official Statement pursuant to Rule 15c2-12 of the Securities Exchange Act of 1934, as amended, including but not limited to information as to pricing, yield, interest rate, maturity, amortization, redemption provisions, underwriters' compensation and CUSIP numbers), or (b) the Official Statement as of its date and as of the date hereof contained or contains any untrue statement of a material fact or omitted or omits to state any material fact necessary to make the statements therein, in the light of the circumstances under which they were made, not misleading (excluding therefrom financial and statistical data; forecasts, projections, estimates, assumptions and expressions of opinions; statement relating to The Depository Trust Company, Cede & Co. and the book-entry system; information under the caption "UNDERWRITING" and statements contained in APPENDIX B – "AUDITED FINANCIAL STATEMENTS OF THE CITY OF BURBANK WATER AND ELECTRIC UTILITY ENTERPRISE FUNDS FOR THE FISCAL YEAR ENDED JUNE 30, 2026" and in APPENDIX F – "DTC AND THE BOOK-ENTRY ONLY SYSTEM," as to all of which we express no view).

During the period from the date of the Official Statement to the date of this letter, except for our review of the certificates and opinions regarding the Preliminary Official Statement and the Official Statement delivered on the date hereof, we have not undertaken any procedures or taken any actions that were intended or likely to elicit information concerning the accuracy, completeness or fairness of any of the statements contained in the Preliminary Official Statement or the Official Statement.

We are furnishing this letter to you, solely for your benefit. This letter is rendered in connection with the transaction described herein, and may not be relied upon by you for any other purpose. This letter shall not extend to, and may not be used, circulated, quoted, referred to, or relied upon by, any other person, firm, corporation or other entity without our prior written consent. The delivery of this letter shall not create any attorney-client relationship between our firm and the addressees hereof, other than the City. Our engagement with respect to this matter terminates upon the delivery of this letter to you at the time of the closing relating to the Bonds, and we have no obligation to update this letter.

Respectfully submitted,

EXHIBIT C

FORM OF OPINION OF CITY ATTORNEY

J.P. Morgan Securities LLC
Los Angeles, California

Stern Brothers & Co.
Sacramento, California

$_____
City of Burbank, California
Burbank Water and Power
Water Revenue Bonds, Series of 2026

Ladies and Gentlemen:

As Senior Assistant City Attorney for the City of Burbank, California (the "City") in connection with the issuance, delivery and sale of $_____ aggregate principal amount of City of Burbank, California Burbank Water and Power Water Revenue Bonds, Series of 2026 (the "Series 2026 Bonds"), I have examined: (i) the Burbank City Charter, including Article 12 of Chapter 4 of Title 2 (formerly Article 12 of Chapter 14) of the Burbank Municipal Code, as amended, Resolution No. _____ adopted by the City Council of the City on _____ __, 2026 (the "Bond Resolution"); (ii) the Burbank Water and Power Water Revenue Bond Indenture, dated as of November 1, 2010, by and between the City and U.S. Bank Trust Company, National Association, as successor trustee (the "Trustee"), as supplemented and amended, including as supplemented and amended by a Fifth Supplemental Burbank Water and Power Water Revenue Bond Indenture, dated as of _____ __, 2026 (the "Fifth Supplemental Indenture"), relating to the Series 2026 Bonds (collectively, the "Indenture"); (iii) the Bond Purchase Agreement, dated _____ __, 2026, between J.P. Morgan Securities LLC, as Representative of the Underwriters named therein, and the City (the "Bond Purchase Agreement"); (iv) the Continuing Disclosure Agreement, dated _____ __, 2026 (the "Continuing Disclosure Agreement"), executed and delivered by the City and the Trustee; and (v) the Preliminary Official Statement, dated _____ __, 2026, and the Official Statement, dated _____ __, 2026 (the "Official Statement"), relating to the Series 2026 Bonds, and I have made such other investigations of law and facts as I have deemed necessary to render this opinion. Except as otherwise indicated, capitalized terms used herein and not otherwise defined herein shall have the meanings ascribed thereto in the Bond Purchase Agreement.

On the basis of the foregoing examination and my consideration of such questions of law as I have deemed relevant in the circumstances, I am of the opinion that:

1. The City is a charter city duly organized and existing under the Constitution and laws of the State of California and the Charter.

2. The Bond Resolution has been duly adopted at a meeting of the City Council of the City which was called and held pursuant to law and with all public notice required by law and at which a quorum was present and acting throughout.

3. The Series 2026 Bonds, the Indenture, the Continuing Disclosure Agreement and the Bond Purchase Agreement have each been duly authorized, executed and delivered by the City and assuming due authorization, execution and delivery by the other parties thereto where applicable, are valid and binding obligations of the City, enforceable in accordance with their respective terms, subject to laws relating to bankruptcy, insolvency, reorganization, moratorium and other similar laws affecting creditors' rights, to the application of equitable principles if equitable remedies are sought, and to limitations on legal remedies against municipal corporations in the State of California.

4. The adoption of the Bond Resolution and the execution and delivery of the Series 2026 Bonds, the Indenture, the Continuing Disclosure Agreement and the Bond Purchase Agreement and the other instruments contemplated by any of such documents to which the City is a party, and compliance with the provisions thereof, under the circumstances contemplated thereby, do not and will not in any material respect conflict with or constitute a breach of or default under any applicable law or administrative rule or regulation of the State of California, the United States, or any department, division, agency or instrumentality of either thereof, or any applicable court or administrative decree or order or any loan agreement, note, resolution, indenture, contract, agreement or other instrument to which the City is a party or is otherwise subject or bound, nor will any such execution, delivery, adoption or compliance result in the creation or imposition of any lien, charge or other security interest or encumbrance of any nature whatsoever upon any of the property or assets of the City or under the terms of any such constitutional provision, law, rule, decree, order, regulation or instrument, except as expressly provided in the Indenture.

5. Except as described in the Preliminary Official Statement and the Official Statement, there is no action, suit, proceeding or investigation at law or in equity before or by any court, government agency, public board or body pending or, to my current knowledge, threatened against or affecting the City to restrain or enjoin the issuance or delivery of any of the Series 2026 Bonds, the collection of Water Net Revenues pledged under the Indenture, in any way contesting or affecting any of the Series 2026 Bonds, the Indenture, the Continuing Disclosure Agreement or the Bond Purchase Agreement or the completeness or accuracy of the Preliminary Official Statement or the Official Statement or in any way contesting the existence or powers of the City with respect to the issuance of the Series 2026 Bonds or the security therefor wherein an unfavorable decision, ruling or finding would adversely affect any of the transactions contemplated by the Official Statement, the Indenture, the Continuing Disclosure Agreement or the Bond Purchase Agreement or the validity or enforceability of the Series 2026 Bonds.

6. No approval, consent or order of any governmental authority, legislative body, board, agency or City within the State of California having jurisdiction over the City or Burbank Water and Power or of any such entity having federal jurisdiction over the City or Burbank Water and Power which has not been obtained is required for the valid authorization, execution, delivery or performance by the City of its obligations under the Indenture, the Continuing Disclosure Agreement, the Series 2026 Bonds or the Bond Purchase Agreement, except that no opinion is expressed with respect to the qualification of the Series 2026 Bonds or any of the foregoing instruments under the Blue Sky or securities laws of any state.

7. The statements with respect to the City, Burbank Water and Power and the Water System contained in the Preliminary Official Statement and in the Official Statement do not contain any untrue statement of a material fact or omit to state a material fact necessary to make the statements therein, in the light of the circumstances under which they were made, not misleading.

8. Without having undertaken to determine independently or assuming any responsibility for the accuracy, completeness or fairness of the statements contained in the Preliminary Official Statement or the Official Statement (except as set forth in paragraph 7 above), nothing has come to my attention that would lead me to believe that the Preliminary Official Statement, as of its date and as of _____ __, 2026 (excluding therefrom the financial information and the statistical data and the information relating to DTC and the book-entry system included therein as to which no opinion is expressed and except as to the information permitted to be omitted by Rule 15c2-12) or in the Official Statement, as of its date and as of the date hereof (excluding therefrom the financial information and the statistical data and the information relating to DTC and the book-entry system included therein as to which no opinion is expressed) contained or contains any untrue statement of a material fact or omitted or omits to state any material fact necessary to make the statements therein, in the light of the circumstances under which they were made, not misleading.

I express no opinion as to any matters other than as expressly set forth above. Without limiting the generality of the foregoing, except as expressly set forth above, I specifically express no opinion as to the status of the Series 2026 Bonds or the interest thereon under any federal securities laws or any state securities or Blue Sky law or any federal, state or local tax law. Further, I express no opinion on the laws of any jurisdictions other than the State of California and the United States of America.

This opinion is delivered to you as Underwriters and is solely for your benefit and is not to be used by any other person or for any other purpose.

Very truly yours,

Senior Assistant City Attorney

EXHIBIT D

FORM OF ISSUE PRICE CERTIFICATE

$_____
CITY OF BURBANK, CALIFORNIA
Burbank Water and Power
Water Revenue Bonds, Series of 2026

The undersigned, on behalf of J.P. Morgan Securities LLC ("J.P. Morgan"), as representative (the "Representative") of itself and Stern Brothers & Co. (collectively, the "Underwriting Group"), hereby certifies as set forth below with respect to the sale and issuance of the above-captioned bonds (the "Bonds") of the City of Burbank, California (the "Issuer").

1. [***Sale of the Bonds***. As of the date of this certificate, the first price at which at least 10% of each Maturity of the Bonds was sold to the public is the respective price listed in Schedule I.] [***Sale of the General Rule Maturities***. As of the date of this certificate, for each Maturity of the General Rule Maturities, the first price at which at least 10% of such Maturity was sold to the Public is the respective price listed in Schedule I.

2. [***Initial Offering Price of the Hold-the-Offering-Price Maturities***.

(a) The Underwriting Group offered the Hold-the-Offering-Price Maturities to the Public for purchase at the respective initial offering prices listed in Schedule I (each an "Initial Offering Price") on or before the Sale Date. A copy of the pricing wire or equivalent communication for the Bonds is attached to this certificate as Schedule II.

(b) As set forth in the Bond Purchase Agreement dated [BPA DATE], 2026, between J.P. Morgan and the Issuer, the members of the Underwriting Group have agreed in writing on or prior to the Sale Date that, (i) for each Maturity of the Hold-the-Offering-Price Maturities, they would neither offer nor sell any of the Bonds of such Maturity to any person at a price that is higher than the Initial Offering Price for such Maturity during the Holding Period for such Maturity (the "hold-the-offering-price rule"), and (ii) any selling group agreement shall contain the agreement of each dealer who is a member of the selling group, and any third-party distribution agreement shall contain the agreement of each broker-dealer who is a party to the retail or other third-party distribution agreement, to comply with the hold-the-offering-price rule. Neither J.P. Morgan nor any broker-dealer who is party to a third-party distribution agreement with J.P. Morgan has offered or sold any Maturity of the Hold-the-Offering Price Maturities at a price that is higher than the respective Initial Offering Price for that Maturity of the Bonds during the Holding Period. With respect to the other member of the Underwriting Group, each member of the Underwriting Group that has offered for sale one or more Hold-the-Offering-Price Maturities, on behalf of itself and any broker-dealer who is a party to a third-party distribution agreement with such member of the Underwriting Group, has represented in Schedule III to this certificate, that it has neither offered nor sold any Maturity of the Hold-the-Offering-Price Maturities at a price that is higher than the respective Initial Offering Price for that Maturity of the Bonds during the Holding Period for such Maturity.]

[2.][3.] ***Defined Terms***.

(a) *General Rule Maturities* means those Maturities of the Bonds listed in Schedule I hereto as the "General Rule Maturities."

(b) [*Hold-the-Offering-Price Maturities* means those Maturities of the Bonds listed in Schedule I hereto as the "Hold-the-Offering-Price Maturities."

(c) *Holding Period* means, with respect to a Hold-the-Offering-Price Maturity, the period starting on the Sale Date and ending on the earlier of (i) the close of the fifth business day after the Sale Date, or (ii) the date on which the Underwriters sold at least 10% of such Hold-the-Offering-Price Maturity to the Public at prices that are no higher than the Initial Offering Price for such Hold-the-Offering-Price Maturity.]

(d) *Maturity* means Bonds with the same credit and payment terms. Bonds with different maturity dates, or Bonds with the same maturity date but different stated interest rates, are treated as separate maturities.

(e) *Public* means any person (including an individual, trust, estate, partnership, association, company, or corporation) other than an Underwriter or a related party to an Underwriter. The term "related party" for purposes of this certificate generally means any two or more persons who have greater than 50 percent common ownership, directly or indirectly.

(f) *Sale Date* means the first day on which there is a binding contract in writing for the sale of a Maturity of the Bonds. The Sale Date of the Bonds is [BPA DATE], 2026.

(g) *Underwriter* means (i) any person that agrees pursuant to a written contract with the Issuer (or with the lead underwriter to form an underwriting syndicate) to participate in the initial sale of the Bonds to the Public, and (ii) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (i) of this paragraph to participate in the initial sale of the Bonds to the Public (including a member of a selling group or a party to a retail or other third-party distribution agreement participating in the initial sale of the Bonds to the Public).

The representations set forth in this certificate are limited to factual matters only. Nothing in this certificate represents the undersigned's interpretation of any laws, including specifically Sections 103 and 148 of the Internal Revenue Code of 1986, as amended, and the Treasury Regulations thereunder. The undersigned understands that the foregoing information will be relied upon by the Issuer with respect to certain of the representations set forth in the Tax Certificate with respect to the Bonds and with respect to compliance with the federal income tax rules affecting the Bonds, and by Norton Rose Fulbright US LLP in connection with rendering its opinion that the interest on the Bonds is excluded from gross income for federal income tax purposes, the preparation of the Internal Revenue Service Form 8038-G, and other federal income tax advice that it may give to the Issuer from time to time relating to the Bonds. The certifications contained herein are not necessarily based on personal knowledge, but may instead be based on either inquiry deemed adequate by the undersigned or institutional knowledge (or both) regarding the matters set forth herein. Although certain information furnished in this certificate has been derived from other purchasers and brokers and cannot be independently verified by J.P. Morgan, J.P. Morgan has no reason to believe it to be untrue in any material respect.

J.P. MORGAN SECURITIES LLC

By:_____
Name:
Title:

Dated: [Closing Date]

SCHEDULE I TO EXHIBIT D

SALE PRICES OF THE GENERAL RULE MATURITIES AND
INITIAL OFFERING PRICES OF THE HOLD-THE-OFFERING-PRICE MATURITIES

$[PAR AMOUNT]
CITY OF BURBANK, CALIFORNIA
Burbank Water and Power
Water Revenue Bonds, Series of 2026

Maturity Date (June 1)	Principal Amount	Interest Rate	Yield	Price	General Rule (10% Test) Used	Hold-the-Offering Price Rule Used

[C Priced to par call on _____, 20__.]

SCHEDULE II TO EXHIBIT D

SALE PRICES OF THE GENERAL RULE MATURITIES AND
INITIAL OFFERING PRICES OF THE HOLD-THE-OFFERING-PRICE MATURITIES

(To be Attached if Applicable)

SCHEDULE III TO EXHIBIT D

{To be Attached if Hold-the-Offering Price is Applicable}

$[PAR AMOUNT]
CITY OF BURBANK, CALIFORNIA
Burbank Water and Power
Water Revenue Bonds, Series of 2026

GROUP MEMBER CERTIFICATE AS TO COMPLIANCE WITH HOLD-THE-OFFERING PRICE RULE

The undersigned, Stern Brothers & Co. (the "Group Member"), which has acted as an underwriter pursuant to the Bond Purchase Agreement dated [BPA DATE], 2026, between J.P. Morgan Securities LLC, as representative (the "Representative") of itself and of the Group Member, as underwriters of the above-captioned obligations (the "Bonds") and the City of Burbank, California (the "Issuer"), hereby certifies as set forth below with respect to the sale and issuance of the Bonds.

1. *Initial Offering Price of the Hold-the-Offering-Price Maturities*. The Group Member and any broker-dealer that is participating in the initial sale of the Bonds as a party to a third-party distribution agreement with the Group Member (if any) offered certain Hold-the-Offering-Price Maturities (specifically, the *[List any Hold-the-Offering Price Maturities for which this Group Member has an allocation*] Maturities) to the Public for purchase at the respective initial offering prices listed in Schedule I (each an "Initial Offering Price") to the Issue Price Certificate of the Representative, to which this certificate is attached as Schedule III, on or before the Sale Date. Neither the Group Member nor any broker-dealer that is participating in the initial sale of the Bonds as a party to a third-party distribution agreement with the Group Member (if any) has offered or sold any unsold Bonds of any Maturity of the Hold-the-Offering Price Maturities allocated to the Group Member at a price that is higher than the respective Initial Offering Price for that Maturity of the Bonds during the Holding Period. The Group Member has not entered into a third-party distribution agreement, directly or indirectly, to participate in the initial sale of any of the Bonds to the public [other than] *{Name any firm which the Group Member has third-party distribution agreement}*.

2. *Defined Terms*.

(a) *Hold-the-Offering-Price Maturities* means those Maturities of the Bonds where issue price was established under Section § 1.148-1(f)(2)(ii) of the Treasury Regulations, as which Maturities are set forth in Section 1 above.

(b) *Holding Period* means, with respect to a Hold-the-Offering-Price Maturity, the period starting on the Sale Date and ending on the earlier of (i) the close of the fifth business day after the Sale Date, or (ii) the date on which the Underwriters have sold at least 10% of such Hold-the-Offering-Price Maturity to the Public at prices that are no higher than the Initial Offering Price for such Hold-the-Offering-Price Maturity.

(c) *Maturity* means Bonds with the same credit and payment terms. Bonds with different maturity dates, or Bonds with the same maturity date but different stated interest rates or CUSIP identification numbers, are treated as separate maturities.

(d) *Public* means any person (including an individual, trust, estate, partnership, association, company, or corporation) other than an Underwriter or a related party to an Underwriter. The term "related party" for purposes of this certificate generally means any two or more persons who have greater than 50 percent common ownership, directly or indirectly.

(e) *Sale Date* means the first day on which there is a binding contract in writing for the sale of a Maturity of the Bonds. The Sale Date of the Bonds is [BPA DATE], 2026.

(f) *Underwriter* means (i) any person that agrees pursuant to a written contract with the Issuer (or with the Representative or lead underwriter to form an underwriting syndicate) to participate in the initial sale of the Bonds to the Public, and (ii) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (i) of this paragraph to participate in the initial sale of the Bonds to the Public (including a member of a selling group or a party to a retail or other third-party distribution agreement participating in the initial sale of the Bonds to the Public).

The representations set forth in this certificate are limited to factual matters only. Nothing in this certificate represents the undersigned's interpretation of any laws, including specifically Sections 103 and 148 of the Internal Revenue Code of 1986, as amended, and the Treasury Regulations thereunder. The undersigned understands that the foregoing information will be relied upon by the Issuer with respect to certain of the representations set forth in the Tax Certificate with respect to the Bonds and with respect to compliance with the federal income tax rules affecting the Bonds, and by Norton Rose Fulbright US LLP in connection with rendering its opinion that the interest on the Bonds is excluded from gross income for federal income tax purposes, the preparation of the Internal Revenue Service Form 8038-G, and other federal income tax advice that it may give to the Issuer from time to time relating to the Bonds.

[STERN BROTHERS & CO.], as Underwriter

By:_____
Name:
Title:

Dated: [Closing Date]

Norton Rose Fulbright US LLP draft of 10/6/26

PRELIMINARY OFFICIAL STATEMENT DATED [_____], 2026

NEW ISSUE – FULL BOOK-ENTRY ONLY

Rating: Moody's: "[___]"
(See "RATING" herein)

In the opinion of Bond Counsel, under existing law, interest on the 2026 Bonds is exempt from personal income taxes of the State of California and, assuming compliance with the tax covenants described herein, interest on the 2026 Bonds will be excludable from the gross income of the owners thereof for federal income tax purposes and will not be treated as an item of tax preference for purposes of the federal alternative minimum tax on individuals. See "TAX MATTERS."

$[PAR]*
City of Burbank, California
Burbank Water and Power
Water Revenue Bonds, Series of 2026

Dated: Date of Delivery **Due: June 1, as shown on the inside cover**

The Burbank Water and Power Water Revenue Bonds, Series of 2026 (the "2026 Bonds") are being issued by the City of Burbank, California (the "City") pursuant to a resolution adopted by the City Council of the City on [_____], 2026, and the Burbank Water and Power Water Revenue Bond Indenture dated as of November 1, 2010 (as supplemented and amended, the "Indenture"), between the City and U.S. Bank Trust Company, National Association, as successor trustee (the "Trustee").

The 2026 Bonds are being issued to (i) finance a portion of the costs of the 2026 Water Project (as defined herein), and (ii) pay costs of issuance of the 2026 Bonds. See "PLAN OF FINANCE" and "ESTIMATED SOURCES AND USES OF FUNDS" herein.

Under the Indenture, the 2026 Bonds will be payable from and secured by Water Net Revenues (as defined herein) and by certain other funds pledged therefor under the Indenture. The general fund and the Electric Utility Fund of the City are not liable for, and neither the faith and credit nor the taxing power of the City is pledged to, the payment of the 2026 Bonds.

The 2026 Bonds are secured by a pledge of Water Net Revenues on parity with the City of Burbank, California Burbank Water and Power Water Revenue/Refunding Bonds, Series of 2021 (the "2021 Bonds"), which are outstanding in the aggregate principal amount of $22,000,000, and the City of Burbank, California Burbank Water and Power Water Revenue Refunding Bonds, Series of 2024 (the "2024 Bonds"), which are outstanding in the principal amount of $21,540,000. The City is authorized under the Indenture to incur additional obligations payable from and secured by the Water Net Revenues on parity with the 2026 Bonds. See "SECURITY AND SOURCES OF PAYMENT FOR THE 2026 BONDS" and "THE WATER SYSTEM."

No debt service reserve fund is being established in connection with the issuance of the 2026 Bonds.

The 2026 Bonds will bear interest at the rates shown on the inside cover page, payable semiannually on June 1 and December 1 of each year, commencing on June 1, 2027, and will be issued in fully-registered form without coupons in integral multiples of $5,000. The 2026 Bonds will be issued in book-entry only form, initially registered in the name of Cede & Co., as nominee of The Depository Trust Company, New York, New York ("DTC"). Purchasers of the 2026 Bonds will not receive certificates representing their interests in the 2026 Bonds. Payments of the principal of, premium, if any, and interest on the 2026 Bonds will be made to DTC, which is obligated in turn to remit such principal, premium, if any, and interest to its DTC Participants for subsequent disbursement to the beneficial owners of the 2026 Bonds. See "DESCRIPTION OF THE 2026 BONDS – Book-Entry Only System."

The 2026 Bonds are subject to redemption prior to maturity as described herein. See "DESCRIPTION OF THE 2026 BONDS – Redemption."

THE 2026 BONDS ARE SPECIAL, LIMITED OBLIGATIONS OF THE CITY PAYABLE FROM WATER NET REVENUES. THE 2026 BONDS SHALL NOT BE DEEMED TO CONSTITUTE A DEBT OR LIABILITY OF THE CITY, THE STATE OF CALIFORNIA (THE "STATE") OR OF ANY POLITICAL SUBDIVISION THEREOF WITHIN THE MEANING OF ANY CONSTITUTIONAL OR STATUTORY LIMITATION, OR A PLEDGE OF THE FAITH AND CREDIT OF THE CITY, THE STATE OR OF ANY POLITICAL SUBDIVISION THEREOF, BUT SHALL BE PAYABLE, EXCEPT TO THE EXTENT OF CERTAIN AVAILABLE MONEYS PLEDGED THEREFOR, SOLELY FROM WATER NET REVENUES. NEITHER THE FAITH AND CREDIT NOR THE TAXING POWER OF THE CITY, THE STATE OR OF ANY POLITICAL SUBDIVISION THEREOF IS PLEDGED TO THE PAYMENT OF THE PRINCIPAL OF, PREMIUM, IF ANY, OR THE INTEREST ON THE

* Preliminary, subject to change.

This Preliminary Official Statement and the information contained herein are subject to completion or amendment. These securities may not be sold, nor may offers to buy them be accepted, prior to the time the Official Statement is delivered in final form. Under no circumstances shall this Preliminary Official Statement constitute an offer to sell or the solicitation of an offer to buy, nor shall there be any sale of, these securities in any jurisdiction in which such offer, solicitation or sale would be unlawful.

2026 BONDS. THE ISSUANCE OF THE 2026 BONDS SHALL NOT DIRECTLY OR INDIRECTLY OR CONTINGENTLY OBLIGATE THE CITY, THE STATE, OR ANY POLITICAL SUBDIVISION THEREOF TO LEVY OR TO PLEDGE ANY FORM OF TAXATION WHATSOEVER THEREFOR OR TO MAKE ANY APPROPRIATION FOR THEIR PAYMENT.

THIS COVER PAGE CONTAINS CERTAIN INFORMATION FOR GENERAL REFERENCE ONLY. IT IS NOT A SUMMARY OF THIS ISSUE OF 2026 BONDS. INVESTORS MUST READ THE ENTIRE OFFICIAL STATEMENT TO OBTAIN INFORMATION ESSENTIAL TO MAKING AN INFORMED INVESTMENT DECISION WITH RESPECT TO THE PURCHASE OF THE 2026 BONDS.

The 2026 Bonds are offered when, as and if issued and received by the Underwriters and subject to the approval as to their legality by Norton Rose Fulbright US LLP, Los Angeles, California, Bond Counsel. Certain legal matters will be passed upon for the City by the City Attorney and Norton Rose Fulbright US LLP, Los Angeles, California, Disclosure Counsel to the City, and for the Underwriters by Stradling Yocca Carlson & Rauth LLP, Newport Beach, California. It is anticipated that the 2026 Bonds will be delivered in book-entry form through the facilities of DTC on or about _____, 2026.

J.P. Morgan **Stern Brothers & Co.**

_____, 2026

MATURITY SCHEDULE*

$_____
City of Burbank, California
Burbank Water and Power
Water Revenue Bonds, Series of 2026

$_____ Serial Bonds

Due June 1	Principal Amount	Interest Rate	Yield	Price	CUSIP†
	$	%	%		

$_____ _____% Term Bond due June 1, 20__, Yield: _____%, Price: _____, CUSIP†: _____

$_____ _____% Term Bond due June 1, 20__, Yield: _____%, Price: _____, CUSIP†: _____

* Preliminary, subject to change.

† CUSIP® is a registered trademark of the American Bankers Association. CUSIP Global Services (CGS) is managed on behalf of the American Bankers Association by FactSet Research Systems Inc. CUSIP® data herein is provided by CUSIP Global Services. This data is not intended to create a database and does not serve in any way as a substitute for the CGS database. CUSIP® numbers are provided for convenience of reference only. None of the City, the Underwriters or their agents or counsel take any responsibility for the accuracy of such numbers.

306844848.4

City of Burbank, California

CITY COUNCIL

Tamala Takahashi, Mayor/Councilmember
Zizette Mullins, Vice Mayor/Councilmember
Konstantine Anthony, Councilmember
Nikki Perez, Councilmember
Christopher John Rizzotti, Councilmember

BURBANK WATER AND POWER OFFICIALS

Mandip Samra, General Manager (on leave)
Riad Sleiman, Chief Assistant General Manager and Acting General Manager
Richard H. Wilson, Assistant General Manager/Water
Joseph Lillio, Chief Financial Officer

BOND COUNSEL AND DISCLOSURE COUNSEL

Norton Rose Fulbright US LLP
Los Angeles, California

MUNICIPAL ADVISOR

KNN Public Finance, LLC
Los Angeles, California

TRUSTEE

U.S. Bank Trust Company, National Association
Los Angeles, California

No dealer, broker, salesperson or other person has been authorized by the City or the Underwriters to give any information or to make any representations, other than as contained in this Official Statement, and if given or made, such other information or representations must not be relied upon as having been authorized by any of the foregoing. This Official Statement does not constitute an offer to sell or a solicitation of an offer to buy, nor shall there be any sale of the 2026 Bonds by any person in any jurisdiction in which it is unlawful for such person to make such offer, solicitation or sale.

This Official Statement is not to be construed as a contract with the purchasers of the 2026 Bonds. Statements contained in this Official Statement which involve estimates, forecasts or matters of opinion, whether or not expressly so described herein, are intended solely as such and are not to be construed as representations of fact.

The information set forth herein has been furnished by the City and other sources that are believed to be reliable. This Official Statement speaks only as of its date, and the information and expressions of opinion contained herein are subject to change without notice, and neither the delivery of this Official Statement nor any sale made hereunder shall, under any circumstances, create any implication that there has been no change in the affairs of the City or in the City's Water System (as defined herein) since the date hereof.

The Underwriters have provided the following sentence for inclusion in this Official Statement: The Underwriters have reviewed the information in this Official Statement in accordance with, and as part of, their responsibilities to investors under the federal securities laws as applied to the facts and circumstances of this transaction, but the Underwriters do not guarantee the accuracy or completeness of such information.

Certain statements included or incorporated by reference in this Official Statement constitute "forward-looking statements" within the meaning of Section 27A of the Securities Act of 1933, as amended and Section 21E of the Securities Exchange Act of 1934, as amended. Such statements are generally identifiable by the terminology used such as "plan," "project," "expect," "anticipate," "intend," "believe," "estimate," "budget" or other similar words. The achievement of certain results or other expectations contained in such forward-looking statements involve known and unknown risks, uncertainties and other factors that may cause actual results, performance or achievements described to be materially different from any future results, performance or achievements expressed or implied by such forward-looking statements. Except as specifically set forth herein, the City does not plan to issue any updates or revisions to those forward-looking statements if or when its expectations or events, conditions or circumstances on which such statements are based occur.

The City maintains websites and certain social media accounts. However, the information presented therein is not part of this Official Statement and should not be relied upon in making investment decisions with respect to the 2026 Bonds.

The issuance and sale of the 2026 Bonds have not been registered under the Securities Act of 1933 in reliance upon the exemption provided under Section 3(a)(2) for the issuance and sale of municipal securities.

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OFFICIAL STATEMENT

Relating to

$[PAR]*
City of Burbank, California
Burbank Water and Power
Water Revenue Bonds, Series of 2026

INTRODUCTION

This Introduction is not a summary of this Official Statement, and is qualified by more complete and detailed information contained in the entire Official Statement. A full review should be made of the entire Official Statement, including the cover page and attached appendices. The offering of 2026 Bonds to potential investors is made only by means of the entire Official Statement. Capitalized terms used but not defined in this Introduction shall have the meanings given such terms elsewhere in this Official Statement. Certain definitions of capitalized terms used and not otherwise defined in this Official Statement are set forth in "APPENDIX C – SUMMARY OF CERTAIN PROVISIONS OF THE INDENTURE."

General

This Official Statement, including the Appendices hereto, is provided to furnish information in connection with the issuance and sale by the City of Burbank, California (the "City") of $[PAR]* Burbank Water and Power Water Revenue Bonds, Series of 2026 (the "2026 Bonds"). The 2026 Bonds are authorized and issued pursuant to Article 12 of Chapter 4 of Title 2 (formerly Article 12 of Chapter 14) of the Burbank Municipal Code, as amended, and a resolution adopted by the City Council of the City (the "City Council") on [____], 2026. The 2026 Bonds are issued pursuant to the Burbank Water and Power Water Revenue Bond Indenture, dated as of November 1, 2010 (the "Master Water Revenue Bond Indenture"), as supplemented and amended, including as supplemented and amended by the Fifth Supplemental Burbank Water and Power Water Revenue Bond Indenture, dated as of [_____ 1], 2026 (the "Fifth Supplemental Indenture"), by and between the City and U.S. Bank Trust Company, National Association, as successor trustee (the "Trustee"). The Master Water Revenue Bond Indenture, as previously amended and supplemented, and as amended and supplemented by the Fifth Supplemental Indenture, is referred to herein as the "Indenture."

The 2026 Bonds are being issued to (i) finance a portion of the costs of the 2026 Water Project (as defined herein) and (ii) pay costs of issuance of the 2026 Bonds. See "PLAN OF FINANCE" and "ESTIMATED SOURCES AND USES OF FUNDS."

The 2026 Bonds will be issued in fully registered form, registered in the name of The Depository Trust Company, New York, New York ("DTC"), or its nominee, which will act as securities depository for the 2026 Bonds. Purchasers of the 2026 Bonds will not receive certificates representing the 2026 Bonds that are purchased. See "DESCRIPTION OF THE 2026 BONDS – Book-Entry Only System" and "APPENDIX F – DTC AND THE BOOK-ENTRY ONLY SYSTEM."

The City, BWP and the Water System

The City is located in the greater metropolitan Los Angeles area approximately 12 miles northeast of the Los Angeles Civic Center complex. See "APPENDIX A – GENERAL INFORMATION ABOUT

* Preliminary, subject to change.

THE CITY OF BURBANK AND LOS ANGELES COUNTY." The City was incorporated as a general law city in 1911 and adopted its City Charter in 1927 (as amended, the "City Charter"). The City's population as of January 1, 2026 was approximately 106,229. The City provides its residents and businesses with electric, water, sewer and trash services and operates its own police and fire departments. The City owns and operates a potable and recycled water system which includes a water transmission and distribution system and a water treatment system (the "Water System"). The Water System provides service to all water customers within the City and is managed by Burbank Water and Power ("BWP"), a department of the City. See "BURBANK WATER AND POWER" and "THE WATER SYSTEM."

Security and Sources of Payment for the 2026 Bonds

The 2026 Bonds are payable from and secured by a pledge of Water Net Revenues (as defined herein) and by certain other funds pledged therefor under the Indenture.

The 2026 Bonds are secured by a pledge of Water Net Revenues on parity with the outstanding 2021 Bonds and 2024 Bonds (each as defined below). Additionally, under the Indenture, the City may issue additional obligations on a parity with the 2026 Bonds. See "– Outstanding Bonds and Parity Debt; Additional Bonds and Parity Debt" below.

THE 2026 BONDS ARE SPECIAL, LIMITED OBLIGATIONS OF THE CITY PAYABLE FROM WATER NET REVENUES. THE 2026 BONDS SHALL NOT BE DEEMED TO CONSTITUTE A DEBT OR LIABILITY OF THE CITY, THE STATE OF CALIFORNIA (THE "STATE") OR OF ANY POLITICAL SUBDIVISION THEREOF WITHIN THE MEANING OF ANY CONSTITUTIONAL OR STATUTORY LIMITATION, OR A PLEDGE OF THE FAITH AND CREDIT OF THE CITY, THE STATE OR OF ANY POLITICAL SUBDIVISION THEREOF, BUT SHALL BE PAYABLE, EXCEPT TO THE EXTENT OF CERTAIN AVAILABLE MONEYS PLEDGED THEREFOR, SOLELY FROM WATER NET REVENUES. NEITHER THE FAITH AND CREDIT NOR THE TAXING POWER OF THE CITY, THE STATE OR OF ANY POLITICAL SUBDIVISION THEREOF IS PLEDGED TO THE PAYMENT OF THE PRINCIPAL OF, PREMIUM, IF ANY, OR THE INTEREST ON THE 2026 BONDS. THE ISSUANCE OF THE 2026 BONDS SHALL NOT DIRECTLY OR INDIRECTLY OR CONTINGENTLY OBLIGATE THE CITY, THE STATE, OR ANY POLITICAL SUBDIVISION THEREOF TO LEVY OR TO PLEDGE ANY FORM OF TAXATION WHATSOEVER THEREFOR OR TO MAKE ANY APPROPRIATION FOR THEIR PAYMENT.

See "SECURITY AND SOURCES OF PAYMENT FOR THE 2026 BONDS."

Outstanding Bonds and Parity Debt; Additional Bonds and Parity Debt

The City previously issued the City of Burbank, California Burbank Water and Power Water Revenue/Refunding Bonds, Series of 2021 (the "2021 Bonds") under the Indenture, which are currently outstanding in the aggregate principal amount of $22,000,000, and the City of Burbank, California Burbank Water and Power Water Revenue Refunding Bonds, Series of 2024 (the "2024 Bonds") under the Indenture, which are outstanding in the principal amount of $21,540,000. The 2021 Bonds were issued primarily to finance the costs of certain improvements to the Water System. The 2024 Bonds were issued primarily to refund all of the outstanding Burbank Water and Power Water Revenue Bonds, Series of 2010B (Build America Bonds) (the "2010B Build America Bonds") issued under the Indenture. The 2021 Bonds and the 2024 Bonds are payable from and secured by the Water Net Revenues on parity with the 2026 Bonds.

The City may incur additional obligations payable from and secured by the Water Net Revenues on parity with the 2026 Bonds subject to the terms and conditions set forth in the Indenture. See

"SECURITY AND SOURCES OF PAYMENT FOR THE 2026 BONDS – Additional Bonds and Parity Debt."

The 2026 Bonds, the 2021 Bonds and the 2024 Bonds, together with all additional water revenue bonds hereafter issued under the Indenture on a parity with the 2026 Bonds, the 2021 Bonds and the 2024 Bonds, are collectively referred to herein as the "Bonds."

No Reserve Fund

No debt service reserve fund will be established under the Indenture for the 2026 Bonds.

Rate Covenant

The City covenants in the Indenture that it shall prescribe, revise and collect such charges for the services, facilities and water furnished by the Water System which, after making allowances for contingencies and error in the estimates, shall provide Water Net Revenues at least sufficient to pay the following amounts in the order set forth:

(1) The interest on, and principal and Redemption Price of, the outstanding Bonds and any Parity Debt as the same shall become due and payable;

(2) All payments required for compliance with the Indenture, including payments required to be made into any bond reserve fund; and

(3) All payments required to meet any other obligations of the City which are charges, liens, encumbrances upon or payable from the Water Net Revenues;

and the charges shall be fixed so that in each Fiscal Year the Water Net Revenues shall be at least equal to 1.20 times the amount of the Annual Debt Service. See "SECURITY AND SOURCES OF PAYMENT FOR THE 2026 BONDS – Rate Covenant."

Continuing Disclosure

In connection with the issuance of the 2026 Bonds, the City will covenant for the benefit of owners of the 2026 Bonds to provide certain financial information and operating data relating to the Water System and to provide notices of the occurrence of certain specified events. See "CONTINUING DISCLOSURE" and "APPENDIX D – FORM OF CONTINUING DISCLOSURE AGREEMENT."

Forward-Looking Statements

The statements contained in this Official Statement, including the Appendices hereto, and in any other information provided by BWP or the City, that are not purely historical, are forward-looking statements, including statements regarding BWP or the City's expectations, hopes, intentions or strategies regarding the future. Prospective investors should not place undue reliance on forward-looking statements. All forward-looking statements included in this Official Statement are based on information available to BWP and the City on the date hereof, and BWP and the City assume no obligation to update any such forward-looking statements. It is important to note that BWP's actual results could differ materially from those in such forward-looking statements.

The forward-looking statements herein are necessarily based on various assumptions and estimates and are inherently subject to various risks and uncertainties, including risks and uncertainties relating to the

possible invalidity of the underlying assumptions and estimates and possible changes or developments in social, economic, business, industry, market, legal and regulatory circumstances and conditions and actions taken or omitted to be taken by third parties, including customers, suppliers and competitors, and legislative, judicial and other governmental authorities and officials. Assumptions related to the foregoing involve judgments with respect to, among other things, future economic, competitive and market conditions and future business decisions, all of which are difficult or impossible to predict accurately and many of which are beyond the control of BWP and the City. Any of such assumptions could be inaccurate and, therefore, there can be no assurance that the forward-looking statements included in this Official Statement would prove to be accurate.

Other Matters

Brief descriptions or summaries of the 2026 Bonds, the security and sources of payment therefor, the Water System, the Indenture and certain other documents are included in this Official Statement. Such descriptions and summaries do not purport to be comprehensive or definitive. All references herein to the 2026 Bonds, the Bonds, the Indenture, the Continuing Disclosure Agreement and any other documents are qualified in their entirety by reference to the terms of such bonds or such documents, copies of which are available for inspection at the office of the City Clerk located at 275 East Olive Avenue, Burbank, California 91502, telephone: (818) 238-5851. All references to contracts, indentures and other agreements are qualified in their entirety by reference to applicable bankruptcy, insolvency, reorganization, moratorium and other similar laws affecting creditors' rights and possible exercise of judicial discretion in exercising such rights. Financial and statistical information set forth herein, except for the audited financial statements included in APPENDIX B, is unaudited. The source of all such information is from the City unless otherwise stated. Terms not defined herein have the meanings as set forth in the respective documents.

PLAN OF FINANCE

The 2026 Bonds are being issued to provide funds to (i) finance (including by reimbursing the City for certain previously incurred expenditures) a portion of the costs of certain improvements to the Water System, including but not limited to distribution system pipeline replacements, booster station improvements and upgrades, reservoir replacement and improvements, treatment improvements, and other upgrades to the Water System or such other and additional facilities as the City determines to substitute therefor (the "2026 Water Project") and (ii) pay the costs of issuing the 2026 Bonds.

ESTIMATED SOURCES AND USES OF FUNDS

The estimated sources and uses of funds relating to the 2026 Bonds are shown below:

Sources:	
Principal Amount	$
[Net] Original Issue Premium	
Total Sources	$
Uses:	
Deposit to 2026 Water System Fund	$
Costs of Issuance[(1)]	
Total Uses	$

(1) Includes legal fees, Municipal Advisor fees, Underwriters' discount, Trustee fees, printing costs, rating agency fees and other costs incurred or to be incurred in connection with the issuance of the 2026 Bonds.

DESCRIPTION OF THE 2026 BONDS

General

The 2026 Bonds will be dated their date of delivery, and will bear interest from their date at the rates per annum set forth on the inside cover page of this Official Statement. The 2026 Bonds will mature on June 1 in the years and in the principal amounts set forth on the inside cover page of this Official Statement. Ownership interests in the 2026 Bonds will be issued in denominations of $5,000 principal amount or any integral multiple thereof ("Authorized Denominations").

Interest on the 2026 Bonds will be payable semiannually on June 1 and December 1 of each year, commencing on June 1, 2027 (each an "Interest Payment Date") of each year in lawful money of the United States of America by check mailed by first class mail on each Interest Payment Date to the Owner thereof as of the close of business on the 15th day (whether or not a Business Day) of the calendar month immediately preceding such Interest Payment Date (each a "Record Date"); provided, that upon the written request of an Owner of one million dollars ($1,000,000) or more in aggregate principal amount of the 2026 Bonds received by the Trustee prior to the applicable Record Date (which such request shall remain in effect until rescinded in writing by such Owner), interest shall be paid by wire transfer in immediately available funds.

Interest on the 2026 Bonds is payable from the Interest Payment Date next preceding the date of authentication thereof unless: a 2026 Bond is authenticated on or before an Interest Payment Date and after the close of business on the preceding Record Date, in which event it will bear interest from such Interest Payment Date; a 2026 Bond is authenticated on or before the first Record Date, in which event interest thereon will be payable from the Closing Date; or interest on any 2026 Bond is in default as of the date of authentication thereof, in which event interest thereon will be payable from the date to which interest has been paid in full, payable on each Interest Payment Date. Interest with respect to the 2026 Bonds will be computed on the basis of a 360-day year composed of twelve 30-day months. Principal of and premium, if any, on the 2026 Bonds are payable when due upon presentation at the Corporate Trust Office of the Trustee, in lawful money of the United States of America.

While the 2026 Bonds are subject to the book-entry system, payments of principal, premium, if any, and interest will be paid by the Trustee to DTC for subsequent disbursement to beneficial owners of the 2026 Bonds. See "– Book-Entry Only System" and "APPENDIX F – DTC AND THE BOOK-ENTRY ONLY SYSTEM."

See "APPENDIX C – Summary of Certain Provisions of the Indenture" for a description of the provisions of the Indenture relating to the transfer, registration and exchange of the 2026 Bonds.

Redemption

Optional Redemption. The 2026 Bonds maturing on or before June 1, 20__ are not subject to optional redemption prior to maturity. The 2026 Bonds maturing on or after June 1, 20__ are subject to redemption prior to their respective stated maturities, at the option of the City, from any source of available funds, as a whole or in part on any date (by such maturities as may be specified by the City and by lot within a maturity), on or after June 1, 20__, at a Redemption Price equal to 100% of the principal amount of the 2026 Bonds to be redeemed, plus accrued interest to the date fixed for redemption, without premium.

Mandatory Sinking Fund Redemption. The Series 2026 Bonds maturing on June 1, 20__ shall also be subject to redemption prior to their stated maturity, in part, from mandatory sinking fund payments as specified below, commencing on June 1, 20__, at a Redemption Price equal to the principal amount thereof, plus accrued interest thereon to the date fixed for redemption, without premium.

Term Series 2026 Bonds Due June 1, 20__

Mandatory Sinking Fund Payment Dates (June 1)	Mandatory Sinking Fund Payments $
†	

_____
† Final Maturity.

The Series 2026 Bonds maturing on June 1, 20__ shall also be subject to redemption prior to their stated maturity, in part, from mandatory sinking fund payments as specified below, commencing on June 1, 20__, at a Redemption Price equal to the principal amount thereof, plus accrued interest thereon to the date fixed for redemption, without premium.

Term Series 2026 Bonds Due June 1, 20__

Mandatory Sinking Fund Payment Dates (June 1)	Mandatory Sinking Fund Payments $
†	

_____
† Final Maturity.

Selection of 2026 Bonds for Redemption. If less than all of the 2026 Bonds are to be redeemed, the maturities of 2026 Bonds to be redeemed shall be selected by the City. If less than all of the 2026 Bonds of a maturity are to be redeemed, the Trustee shall select the 2026 Bonds of such maturity to be redeemed, from all 2026 Bonds of the respective maturity not previously called for redemption, in authorized denominations, by lot in any manner which the Trustee in its sole discretion shall deem appropriate. The Trustee will promptly notify the City in writing of the 2026 Bonds so selected for redemption.

Notice of Redemption

Notice of redemption shall be mailed by the Trustee, not less than twenty (20) nor more than sixty (60) days prior to the redemption date, (i) to the respective Owners of any 2026 Bonds designated for redemption at their addresses appearing on the bond registration books of the Trustee by first-class mail, (ii) to the Securities Depository by facsimile or other electronic means of communications and by first-class mail, and (iii) to EMMA at www.emma.msrb.org, by electronic means of communication, or to such other securities depositories or information services as the City may designate in a Request of the City delivered to the Trustee. Notice of redemption shall be given in the form and otherwise in accordance with the terms of the Indenture.

The City has the right to rescind any notice of the optional redemption of any 2026 Bonds by written notice to the Trustee on or prior to the dated fixed for such redemption. Any notice of optional redemption shall be cancelled and annulled if for any reason funds will not be or are not available on the date fixed for redemption for the payment in full of the 2026 Bonds then called for redemption, and such cancellation will not constitute an Event of Default under the Indenture. The City and the Trustee will have no liability to the Owners or any other party related to or arising from such rescission of notice of redemption. The Trustee will provide notice of rescission of redemption in the same manner as the original notice of redemption was provided.

Effect of Redemption

Notice of redemption having been given as provided in the Indenture, and moneys for payment of the Redemption Price of, together with interest accrued to the redemption date on, the 2026 Bonds (or portions thereof) so called for redemption being held by the Trustee, on the redemption date designated in such notice, the 2026 Bonds (or portions thereof) so called for redemption will become due and payable at the Redemption Price specified in such notice, together with interest accrued thereon to the date fixed for redemption, interest on the 2026 Bonds so called for redemption will cease to accrue, such 2026 Bonds (or portions thereof) will cease to be entitled to any benefit or security under the Indenture, and the Owners of such 2026 Bonds will have no rights in respect thereof except to receive payment of such Redemption Price and accrued interest.

Book-Entry Only System

The 2026 Bonds will be issued as fully registered bonds in book-entry only form, registered in the name of Cede & Co. as nominee of DTC, and will be available to ultimate purchasers in Authorized Denominations, under the book-entry system maintained by DTC. While the 2026 Bonds are subject to the book-entry system, the principal, interest and any redemption premium with respect to a 2026 Bond will be paid by the Trustee to DTC, which in turn is obligated to remit such payment to its DTC Participants for subsequent disbursement to Beneficial Owners of the 2026 Bonds. Purchasers of the 2026 Bonds will not receive certificates representing their interests therein, which will be held at DTC.

At any time that the 2026 Bonds are not subject to the book-entry system, the principal and premium, if any, with respect to each 2026 Bond is payable upon surrender of such 2026 Bond at the Office of the Trustee in Los Angeles, California, upon maturity or the earlier redemption thereof.

See "APPENDIX F – DTC AND THE BOOK-ENTRY ONLY SYSTEM" for further information regarding DTC and the book-entry system.

DEBT SERVICE SCHEDULE

The table below shows annual debt service payments on the 2026 Bonds and the outstanding 2021 Bonds and 2024 Bonds, assuming no optional redemption.

		2026 Bonds Debt Service		
Year Ending June 1	2021 Bonds and 2024 Bonds Debt Service[(1)]	Principal[(1)]	Interest[(1)]	Total Debt Service[(1)]
2027	$ 3,657,450	$	$	$
2028	3,674,450			
2029	3,701,450			
2030	3,727,700			
2031	3,747,950			
2032	3,642,200			
2033	3,491,450			
2034	3,518,900			
2035	3,555,650			
2036	3,596,000			
2037	3,639,550			
2038	3,675,850			
2039	3,719,850			
2040	3,765,900			
2041	1,293,600			
2042	1,295,000			
2043	1,295,000			
2044	1,293,600			
2045	1,295,800			
2046	1,296,400			
2047	1,295,400			
2048	1,292,800			
2049	1,293,600			
2050	1,292,600			
2051	1,294,800			
2052	-			
2053	-			
2054	-			
2055	-			
2056	-			
Total	$65,352,950	$	$	$

(1) Rounded to nearest dollar.

SECURITY AND SOURCES OF PAYMENT FOR THE 2026 BONDS

The following discussion describes the security and sources of payment of the 2026 Bonds. For a summary of the terms of the Indenture, see "APPENDIX C – SUMMARY OF CERTAIN PROVISIONS OF THE INDENTURE."

The principal of and interest on the 2026 Bonds are not a debt of the City (except to the limited extent described in this Official Statement), nor a legal or equitable pledge, charge, lien or encumbrance, upon any of their respective property, or upon any of its income, receipts, or revenues except the Water Net Revenues and other amounts pledged under the Indenture.

Pledge of Water Net Revenues

Pursuant to the Indenture, the City has irrevocably pledged Water Net Revenues to secure the payment of the principal or Redemption Price of and interest on the Bonds, including the 2026 Bonds, and all Parity Debt. The City has also pledged to the Bonds (including the 2026 Bonds) all amounts held by the Trustee under the Indenture (except for amounts held in the Rebate Fund) subject only to the provisions of the Indenture permitting the application thereof for the purposes and on the terms and conditions set forth therein. The pledge under the Indenture constitutes a first lien on the Water Net Revenues and the pledged amounts held by the Trustee under the Indenture.

"Parity Debt" of the Water System means any indebtedness, installment sale obligation, lease obligation or other obligation of the City for borrowed money or interest rate swap agreement having an equal lien and charge upon the Water Net Revenues, therefore payable on a parity with the Bonds (whether or not any Bonds are outstanding).

"Water Net Revenues" means the amount of Water Revenues of the Water System remaining after the payment therefrom of the Water Operating Expenses.

"Water Revenues" means all the revenues from rates, fees and charges for providing water service to persons and real property and all other fees, rents and charges and other revenues derived by the City from the ownership, operation, use or service of the Water System, including contributions in aid of construction; provided, that the City may by election in a Supplemental Indenture relating to a Series of Bonds or Parity Debt exclude from Water Revenues any Subsidy Payment.

"Water Operating Expenses" means the amount required to pay the expenses of management, repair and other costs necessary to operate, maintain and preserve the Water System in good repair and working order, including but not limited to, the expenses of conducting the Water System, but excluding depreciation.

The Bonds (including the 2026 Bonds) are <u>not</u> payable from or secured by the revenues of the City's electric enterprise (the "Electric System"), which is also owned by the City and managed by the City.

Limited Obligations

The Bonds (including the 2026 Bonds) are special, limited obligations of the City payable from Water Net Revenues. The 2026 Bonds shall not be deemed to constitute a debt or liability of the City, the State or of any political subdivision thereof within the meaning of any constitutional or statutory limitation, or a pledge of the faith and credit of the City, the State or of any political subdivision thereof, but shall be payable, except to the extent of certain moneys pledged under the Indenture, solely from Water Net Revenues. Neither the faith and credit nor the taxing power of the

City, the State or of any political subdivision thereof is pledged to the payment of the principal of, premium, if any, or the interest on the 2026 Bonds. The issuance of the 2026 Bonds shall not directly or indirectly or contingently obligate the City, the State or any political subdivision thereof to levy or to pledge any form of taxation whatsoever therefor or to make any appropriation for their payment.

Rate Covenant

The City covenants in the Indenture that it shall prescribe, revise and collect such charges for the services, facilities and water furnished by the Water System which, after making allowances for contingencies and error in the estimates, shall provide Water Net Revenues at least sufficient to pay the following amounts in the order set forth:

(1) The interest on, and principal and Redemption Price of, the outstanding Bonds and any Parity Debt as the same shall become due and payable;

(2) All payments required for compliance with the Indenture, including payments required to be made into any bond reserve fund; and

(3) All payments required to meet any other obligations of the City which are charges, liens, encumbrances upon or payable from the Water Net Revenues;

and the charges shall be fixed so that in each Fiscal Year the Water Net Revenues shall be at least equal to 1.20 times the amount of the Annual Debt Service. See "APPENDIX C – SUMMARY OF CERTAIN PROVISIONS OF THE INDENTURE –Covenants – *Rates and Charges*."

No Reserve Fund

No debt service reserve fund will be established under the Indenture for the 2026 Bonds.

Allocation of Water Net Revenues Under the Indenture

Pursuant to the Indenture, as long as any Bonds are outstanding or any Parity Debt remains unpaid, the City will deposit in a trust fund, designated as the "Water Revenue Fund," which fund the City shall establish and maintain, all Water Net Revenues, when and as received by the City. For further information regarding the allocation of revenues with respect to the Bonds, see "APPENDIX C – SUMMARY OF CERTAIN PROVISIONS OF THE INDENTURE – Pledge of Water Net Revenues; Water Revenue Fund."

Additional Bonds and Parity Debt

Pursuant to the Indenture, the City is precluded from issuing any obligations or securities payable in whole or in part from Water Net Revenues, except in accordance with and subject to the terms and conditions provided in the Indenture.

The Indenture permits the issuance of additional Bonds or Parity Debt upon the satisfaction of certain conditions precedent to the issuance of such additional Bonds or Parity Debt, including the delivery to the Trustee of a Certificate of the City certifying that the sum of: (1) the Water Net Revenues; plus (2) 90% of the amount by which the City projects Water Net Revenues for any period of 12 consecutive months during the 18 months immediately preceding the date on which any additional Bonds or Parity Debt will become outstanding would have been increased had increases in rates, fees and charges during such period of 12 months been in effect throughout such period of 12 months; plus (3) 75% of the amount by which the City projects Water Net Revenues will increase during the period of 12 months commencing on the date of

issuance of such additional Bonds or Parity Debt due to improvements to the Water System under construction (financed from any source) or to be financed with the proceeds of such additional Bonds or Parity Debt, shall have been at least equal to 1.20 times the amount of Debt Service due within the next consecutive 12 month period on all Bonds and Parity Debt then outstanding and the additional Bonds or Parity Debt then proposed to be issued. "APPENDIX C – SUMMARY OF CERTAIN PROVISIONS OF THE INDENTURE."

Notwithstanding the foregoing, the Indenture provides that the City may issue Bonds at any time to refund any outstanding Bonds or Parity Debt issued pursuant to the Indenture without compliance with the provisions described above.

The City may also issue or incur obligations which are payable from Water Net Revenues on a basis that is junior and subordinate to the payment of the principal, premium, interest and reserve fund requirements for the Bonds and all Parity Debt without meeting the tests set forth above. See "APPENDIX C – SUMMARY OF CERTAIN PROVISIONS OF THE INDENTURE – Issuance of Bonds – Limitations on the Issuance of Obligations."

BURBANK WATER AND POWER

General

The City is a charter city, originally incorporated in 1911, and is administered by a Council-Manager form of government. The City's estimated population as of January 1, 2026 was 106,229, according to the California Department of Finance. The City is located in the greater metropolitan Los Angeles area, approximately 12 miles northeast of the Los Angeles Civic Center complex. See "APPENDIX A – GENERAL INFORMATION ABOUT THE CITY OF BURBANK AND LOS ANGELES COUNTY" for additional information relating to the City.

The City's Public Service Department was established in 1913 under the laws of the State of California to supervise the purchase, distribution and sale of water and the generation, purchase, distribution and sale of electricity. In 2000, the name of the Public Service Department was changed to Burbank Water and Power. BWP provides service to all water and electric customers within the City and is a department provided for under the City Charter. The City owns and operates the Water System.

The funds and accounts of the Water System and the Electric System are held separately, and the funds and accounts of one system are not pledged to the other system's obligations.

Senior Management of Burbank Water and Power

BWP is under the direct management of the BWP General Manager (or Acting General Manager), subject to the policy and direction of the City Council and the Burbank Water and Power Board (the "BWP Board") and the broad administrative direction of the City Manager. The BWP Board consists of seven members appointed by the City Council. The BWP General Manager (or Acting General Manager) is responsible for policy and planning relating to the operation of both the Water System and Electric System. Legal services are provided by the City Attorney's office, and various administrative services are also provided by the City. Senior Management of the Water System includes:

Mandip Samra, General Manager (on leave), holds a Bachelor of Arts in Economics from University of California, Los Angeles, a Master of Public Administration from The Maxwell School of Citizenship and Public Affairs at Syracuse University, and a Master of Urban Planning from the University of Southern California. Ms. Samra joined BWP in March 2021 and was promoted to General Manager in

May 2024. She started her career as a Graduate Management Intern in the Customer Relations Division of Pasadena Water and Power in 2004. Prior to joining BWP, she worked in various management positions at Anaheim Public Utilities, Southern California Edison, and Pasadena Water and Power. Her experience in power supply ranges from regulatory compliance, managing the integrated resources plan, negotiating power resource contracts, representing the utility on various resource and transmission committees, and leading stakeholder engagement efforts as it relates to power supply.

Riad Sleiman, P.E., PMP, Chief Assistant General Manager and Acting General Manager, holds a Bachelor of Science in Electrical Engineering from Loyola Marymount University and a Master of Business Administration from Woodbury University. Mr. Sleiman originally joined BWP in 2005 as an Electrical Engineering Assistant working on street lighting, major development reviews, project management, system planning, development agreements and contract negotiations, advanced metering infrastructure deployment, and advanced grid analytics. He then worked on utility-scale battery storage, electric vehicle infrastructure planning, and deployment, implementing small cell policy and agreements, and introducing analytics and applications through the GIS and records group while at the City of Santa Clara electric utility (dba Silicon Valley Power). Mr. Sleiman rejoined BWP in 2021 as the Assistant General Manager/Electric Services. He is a licensed Electrical Engineer in the State of California and is a certified Project Management Professional.

Richard H. Wilson, P.E., Assistant General Manager/Water, holds a Bachelor of Science degree in Mechanical Engineering from Worcester Polytechnic Institute in Worcester, Massachusetts. He has over 30 years of design and construction experience in several industries including shipbuilding, oil, mining, and public utilities, including the East Bay Municipal Utility District and the City of Vallejo. He holds licenses in both civil and mechanical engineering in the State of California. Mr. Wilson joined Burbank Water and Power in November 2018.

Joseph Lillio, Chief Financial Officer ("CFO"), holds a Bachelor of Science in Business Administration with an option in accounting from California State University, Los Angeles and a Master of Public Administration with an option in public sector management and leadership from California State University, Northridge. Mr. Lillio joined BWP in May 2023. Mr. Lillio came to Burbank from the City of El Segundo where he served as the CFO for over seven years. Prior to that, he served in various leadership roles at the City of Oxnard, Las Virgenes Municipal Water District, City of San Fernando, and City of Santa Clarita. He has over 20 years of experience in municipal finance which includes water, wastewater, solid waste, and electric utilities. He also has seven years of private sector finance experience working in the corporate finance office for Princess Cruises.

Burbank Water and Power Board

The BWP Board consists of seven members appointed by the City Council. The BWP Board is responsible for reviewing and making recommendations for any water rate increases to the City Council. Water rate increases, if any, are customarily presented by BWP for City Council approval.

As set forth in the Burbank Municipal Code, the BWP Board has the following powers and duties:

(1) To review and make recommendations on all capital improvements which require City Council approval;

(2) To review and make recommendations on power purchase agreements with terms of more than five years;

(3) To review and make recommendations regarding BWP's budget;

(4) To review and make recommendations regarding electric and water rates;

(5) To approve all contract awards for goods, services and public work construction projects which are provided for in BWP's budget; and

(6) To perform such advisory functions as delegated to it by the provisions of the Burbank Municipal Code or other action of the City Council or the General Manager (or Acting General Manager) of BWP.

The present members of the BWP Board and their terms of appointment are as follows:

Name	Position	Term Expires July 31,
Brian Smith	Chairperson	2028
Ari Altman	Vice-Chairperson	2028
Timothy Cherry	Member	2030
Philippe Eskandar	Member	2028
William (Bill) Lundy	Member	2030
Christopher Malotte	Member	2030
Robert Nielsen	Member	2028

Employee Relations

As of June 30, 2026, 52 full-time equivalent Burbank employees were assigned to the Water System. Certain functions supporting the Water System's operations, including but not limited to, meter reading, customer billing and collection, finance, administration, and operations technology are performed by BWP staff.

All BWP employees fall into one of four categories:

(1) Those represented by Local No. 18 of the International Brotherhood of Electrical Workers ("IBEW");

(2) Those represented by the Burbank City Employees' Association ("BCEA"), which is affiliated with the American Federation of State, County and Municipal Employees as Local No. 3143;

(3) Those represented by the Burbank Management Association ("BMA"); and

(4) Those that are unrepresented.

The BCEA, BMA and IBEW labor contracts are current. The BCEA labor contract will expire on June 30, 2027, the BMA labor contract will expire on June 30, 2028, and the IBEW labor contract will expire on June 30, 2027. Work will continue under the terms of the existing labor contract during negotiations pursuant to each labor contract until a new contract is in place.

There have been no strikes or other material work stoppages by City employees within the last fifteen years.

Pension Plan and Other Post-Employment Employee Benefits for Employees of the Water System

Pension Plan. The City's defined benefit pension plan, the Public Employees Retirement System ("PERS"), provides retirement and disability benefits, annual cost-of-living adjustments, and death benefits to plan members and their beneficiaries. PERS is part of the Public Agency portion of the California Public Employees Retirement System ("CalPERS"), an agent multiple-employer plan administered by CalPERS, which acts as a common investment and administrative agent for participating public employers within the State of California. A menu of benefit provisions, as well as other requirements, is established by state statutes within the Public Employees' Retirement Law. The City selects optional benefit provisions from the benefit menu by contract with CalPERS and adopts those benefits through local ordinance. CalPERS issues publicly available reports that include a full description of the pension plans regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website at www.calpers.ca.gov. *The foregoing internet address is included for reference only, and the information on the internet site is not incorporated by reference herein.*

Employees of the Water System participate in the City's CalPERS Miscellaneous Plan. City active plan members in the CalPERS Miscellaneous Plan hired prior to January 1, 2013 have been required to contribute 8.00%-9.14% of their annual covered salary since July 1, 2008. Miscellaneous Plan members hired on or after January 1, 2013, and who have no prior membership in any California public retirement system are required to contribute 7.50% of their annual covered salary; the entire 7.50% is paid by such employees. All Public Employees' Pension Reform Act members pay their full employee contribution. The City no longer pays for any employee contributions for any bargaining group.

The City is required to contribute the actuarially determined remaining amounts necessary to fund the benefits for its members. The actuarial methods and assumptions used are those adopted by the CalPERS Board of Administration. The City is required to contribute at an actuarially determined rate for the normal cost and a flat dollar amount for the required unfunded liability contribution. In Fiscal Year 2024-25, The City contributed 30.19% of annual covered payroll for the Miscellaneous Plan. The contribution requirements of plan members are established by state statute and the employer contribution rate is established and may be amended by CalPERS. The Water System is allocated its portion of the required contributions. Approximately 5.33% of the City's PERS obligations are allocated to the Water System. The City contributed 100% of the portion of the employer's actuarially required contribution allocable to the Water System from the Water Utility Fund for the Fiscal Years ending June 30, 2024, June 30, 2025 and June 30, 2026, in the amounts of $1,042,062, $1,042,027 and $[___], respectively. [In addition to the required contribution, in Fiscal Year ended June 30, 2026, the Water Utility also made an additional voluntary lump sum Miscellaneous Plan payment of $[____] to CalPERS to reduce the City's unfunded actuarial liability.]

In Fiscal Year 2014-15, The City implemented Governmental Accounting Standards Board (GASB) Statement No. 68, "Accounting and Financial Reporting for Pensions, an Amendment of GASB Statement No. 27" and GASB Statement No. 71, "Pension Transition for Contributions Made Subsequent to the Measurement Date, an Amendment of GASB Statement No. 68." These GASB Statements establish standards for measuring and recognizing liabilities, deferred outflows of resources, deferred inflows of resources, and expenses. For defined benefit pension plans, these GASB Statements identify the methods and assumptions that should be used to project benefit payments, discount projected benefit payments to their actuarial present value, and attribute that present value to periods of employee service. As of June 30, 2025, the proportionate share of the City's net pension liabilities allocable to the Water System was reported to be $11,152,943 (measured as of June 30, 2024, using an annual actuarial valuation as of June 30, 2023, rolled forward to June 30, 2024, using standard update procedures), a decrease of $1,278,597 over the prior fiscal year. The Water System's proportionate share of the Net Pension Liabilities was 5.33% of the Net Pension Liabilities for the City's Miscellaneous Plan as a whole in for Fiscal Year 2024-25. Reported

deferred outflows of resources as of June 30, 2025 (to be recognized as a reduction of net pension liability in future periods) were $2,747,512, with reported deferred inflows of resources (to be recognized as pension expense in future periods) of $11,492. For the Fiscal Year ended June 30, 2025, the City's Miscellaneous Plan Net Pension Liability as a percentage of covered-employee payroll was 229.48%. The Miscellaneous Plan Net Pension fiduciary net position as a percentage of the Total Pension Liability for the City's Miscellaneous Plan was 81.27% for such Fiscal Year.

See "APPENDIX B – Audited Financial Statements of the City of Burbank Water and Electric Utility Enterprise Funds for the Fiscal Year Ended June 30, 2026."

Post-Retirement Health Care Plans. The City also administers certain post-employment health care benefits under Burbank Employees Retiree Medical Trust ("BERMT"), Utility Retiree Medical Trust ("URMT") and the CalPERS Public Employees' Medical and Hospital Care Act ("PEMHCA") plan. The Water System also makes contributions for OPEB. The Water System assumes its share of OPEB costs based upon the results of actuarial studies. The City has pre-funded the PEMHCA and URMT plans through CalPERS OPEB Trust ("CERBT") and has a policy of contributing 100% of the City's actuarially determined contribution each year.

BERMT is a single employer, defined benefit plan which was established in April 2003 by the City's employee associations to provide post-retirement medical benefits to all non-safety employees, including elected and appointed officials. The trust is controlled by seven voting members from the various employee associations appointed to three-year terms. The City appoints an eighth member to the board, but that member is non-voting. Represented plan members are required to contribute $50 per biweekly pay period, which the City matches. Plan provisions and contribution requirements are established by and may be amended by the BERMT board. Investments are determined by the BERMT plan trustees and are governed by ERISA provisions. Eligibility for benefits requires that members are retired and have reached age 58 with a minimum of five years of contributions into the plan. The benefit provided ranges from $150 to $630 in reimbursements per month for eligible medical expenses. The Water System has allocated its portion of the required contributions. For the Fiscal Year ended June 30, 2025, the allocable portion of the City contributions to BERMT paid from the Water Utility Fund totaled $61,800.

The PEMHCA Plan was established with CalPERS as a single employer plan. The City pays the required PEMHCA minimum contribution for all miscellaneous and safety employees retiring directly from the City. The 2025 PEMHCA minimum contribution was $158 per month. In addition, the City paid $100 per month for 13 management retirees and paid $188 per month for nine IBEW retirees. For these management/IBEW retirees, the PEMHCA minimum required contribution of $158 is paid in addition to the retiree health contribution amounts. The PEMHCA benefit provisions are established and amended through negotiations between the City and its employee associations. The Water System is allocated its portion of the required contributions. For the Fiscal Year ended June 30, 2025, the allocable portion of the City employer's contributions to the PEMHCA plan paid from the Water Utility Fund totaled $171,362. As of June 30, 2024 (the most recent actuarial valuation date), the PEMHCA plan had a funded ratio of 84.66%.

The City also entered into an agreement to provide certain OPEB to the IBEW employees on July 22, 2008, through the URMT, a single employer plan. The agreement is to supplement benefit payments from BERMT and PEMHCA for IBEW members and 12 management employees. The total target benefit is $1,200/month for individuals age 50 to age 64 and $750/month for those age 65 and above, with the exception that for qualifying employees who retire after December 16, 2015 and who have not contributed to Medicare while employed at the City and who are also not otherwise eligible for premium-free Medicare Part A at age 65 and older, the maximum amount at age 65 and older shall be $975/month, including payments from BERMT, PEMHCA minimum and URMT. For the Fiscal Year ended June 30, 2025, the City contributed $5,860,000. For the Fiscal Year ended June 30, 2026, the City's annual required

contribution for URMT was $[____], which was payable from the City's Electric Utility Fund. As of June 30, 2024 (the most recent actuarial valuation date), the URMT had a funded ratio of 129.0%.

In Fiscal Year 2017-18, the City implemented GASB Statement No. 75, "Accounting and Financial Reporting for Postemployment Benefit Other Than Pension Plans." This Statement replaces the requirements of Statements No. 45, "Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions", as amended, and No. 57, "OPEB Measurements by Agent Employers and Agent Multiple-Employer Plans", for OPEB. This Statement establishes standards for recognizing and measuring liabilities, deferred outflows of resources, deferred inflows of resources, and expenses. For defined benefit OPEB, this Statement identifies the methods and assumptions that are required to be used to project benefit payments, discount projected benefit payments to their actuarial present value, and attribute that present value to periods of employee service. Note disclosure and required supplementary information requirements about defined benefit OPEB are also addressed. As of June 30, 2025, the proportionate share of the City's net OPEB liabilities allocable to the Water System was $330,000.

Additional information on the City's pension and OPEB plans is provided in the notes and required supplementary information in the audited financial statements in APPENDIX B to this Official Statement and in the City's Annual Comprehensive Financial Report.

Insurance

The City is self-insured and self-administered for certain exposures through Risk Management, a division of the Management Services Department of the City. The City is self-insured for individual claims up to $2,000,000 for worker's compensation, and $1,000,000 for general liability. Losses in excess of these amounts are covered through commercial insurance policies, up to statutory limits, for individual claims. Since July 1, 2004, the City has been a member in Authority for California Cities Excess Liability (ACCEL), which is a risk sharing pool for municipal excess liability. Each individual member self-insures all general liability losses for the first $1,000,000 and the members of the pool share losses between $1,000,000 and $10,000,000. The members jointly purchase additional layers of coverage beyond the pooled layer, with the City purchasing an additional $60,000,000 of excess coverage, for total coverage of $70,000,000. The layers of coverage above $10,000,000 are not pooled, but rather jointly purchased. The City charges the Water Fund based upon the proportional payroll cost, job classification, and claim history. There have been no significant settlements or reductions in insurance coverage for the past three years. The City maintains a $10,000,000 flood insurance policy. The City does not currently maintain insurance coverage for the Water System for earthquake or wildfire risks.

THE WATER SYSTEM

General

The City owns and operates the Water System, which provides both potable water and recycled water for non-drinking uses such as landscaping irrigation. The Water System provides service to all water customers within the City. For the Fiscal Year ended June 30, 2026, the number of customers of the Water System was approximately 26,665 and the total water consumption (potable and recycled) was approximately 16,566 acre-feet ("AF") or approximately 5.4 billion gallons. An AF is the amount of water that will cover one acre to a depth of one foot and equals 325,851 gallons.

Overall Description of the Water System

Potable Water. The potable water system is an integrated water system consisting of groundwater extraction and production (pumping and blending), transmission and distribution facilities. The City's

potable water requirements are met with treated local groundwater and water purchased from the Metropolitan Water District of Southern California ("MWD"). Supplies of other purchased water are expected beginning in 2026 under a recent agreement (the "SDCWA Exchange Agreement") with the San Diego County Water Authority ("SDCWA").

The potable water system has eleven pressure zones and is divided into three primary pressure zones and eight hillside pressure zones. There are approximately 276 miles of pipe, ranging in size from 3 inches to 30 inches in diameter, approximately 1,869 fire hydrants, connected for general fire protection service, and 13 booster stations with 27 booster pumps for the distribution of water to the various zones. Potable water storage consists of eight concrete reservoirs, one concrete forebay, and fourteen steel water tanks with a capacity of approximately 169.5 AF.

The average potable daily use for the five Fiscal Years ended June 30, 2026 was approximately 42.05 AF, and the maximum demand was about 51.7 AF per day. The annual average potable water sales for the five Fiscal Years ended June 30, 2026 were approximately 13,929 AF/year.

Recycled Water. Wastewater generated within the City is treated at the Burbank Water Reclamation Plant. This water is treated to "tertiary" levels meaning it can be used for non-potable uses. BWP delivers recycled water for landscape irrigation, power plant use, commercial uses, golf course irrigation, and water truck filling. The City's recycled water system consists of transmission and distribution facilities divided into eight pressure zones. The recycled water distribution system has seven pumping stations with 23 booster pumps. Recycled water storage consists of six storage tanks with a capacity of approximately 5.4 AF. The recycled water distribution system has approximately 35 miles of pipeline in service, including approximately 5% repurposed old potable mains, ranging from 4 to 16 inches in diameter. Average recycled daily water used in Fiscal Year 2025-26 was 8.1 AF. Average recycled water sales in the five Fiscal Years ended June 30, 2026 were approximately 2,958 AF/year.

Water Supply

General. The primary water supply for the City is imported water supplied by MWD. The purchase of water from MWD is one of the largest operating expenses of the Water Enterprise Fund. The City does not have ownership rights to the groundwater underneath the City. However, as described below, the City has certain rights to access groundwater, primarily based on the City's contributions of purchased water to recharge the groundwater basin. The City's groundwater supply is blended with purchased treated water as described below before distribution. The City expects access to water supply under the SDCWA Exchange Agreement beginning in 2026.

MWD Water. MWD obtains its water supply from multiple sources, primarily from the Colorado River, through the Colorado River Aqueduct, and the California State Water Project ("SWP"), which is a state water management project that collects water from rivers in the northern part of the State and through a network of aqueducts and pumping stations redistributes it to the southern part of the State.

The City may purchase treated or untreated water from MWD. The treated water is ready for distribution to potable water customers. The untreated MWD water is initially put in the Lopez and/or Pacoima Spreading Grounds, which are water conservation facilities managed by the Los Angeles County Flood Control District that provide groundwater recharge for the San Fernando Valley groundwater basin (the "San Fernando Basin"). The San Fernando Basin lies below much of the San Fernando Valley and portions of the City.

In addition to untreated water purchased from MWD, the City also puts seasonal replenishment water from MWD when available (see "– Other BWP Groundwater Rights – Seasonal Replenishment

Water" below) and cyclic storage water received from MWD (see "– Other BWP Groundwater Rights – Cyclic Storage Program" below) in the Lopez and Pacoima Spreading Grounds.

MWD is obligated to supply all of the City's water needs if requested by the City unless MWD does not have sufficient water available to satisfy all of the water demands of its members, in which case restrictions are imposed upon the amount of water that MWD's members, including the City, may receive.

Five MWD potable water service connections can supply over 100% of the City's maximum daily water demand, with a rated capacity in excess of 200 AF per day. Water purchased from MWD is delivered on demand and is metered at the point of delivery.

For the Fiscal Year 2025-26, approximately 30.1% of BWP's water requirement (full-service treated water) was purchased from MWD and distributed by BWP to its customers. During the five Fiscal Years ended June 30, 2026, on average approximately 21.9% of BWP's annual water requirement (full-service treated water) was purchased from MWD and distributed by BWP to its customers.

[MWD rate discussion to be further developed.] On November 14, 2023, MWD staff presented to the Board the status of the 2014 Purchase Order, which expired on December 31, 2024. The adopted Fiscal Year 2024-25 and Fiscal Year 2025-26 Biennial Budget does not assume that the purchase order contracts will be renewed. As a result, the Tier 2 rate is not included in the rates and charges for calendar years 2025 and 2026; there is only a single supply rate. Metropolitan will revisit the purchase order commitments and similar structures as needed during the business model review through the Climate Adaptation Master Plan for Water (CAMP4W) process.

SDCWA Exchange Agreement Water. Beginning in 2026, the City has contractual rights to purchase treated or untreated water under the SDCWA Exchange Agreement. The treated water is expected to be ready for distribution to potable water customers. The untreated SDCWA Exchange Agreement water will be put in the Lopez and/or Pacoima Spreading Grounds, like untreated water purchased from MWD.

The SDCWA Exchange Agreement follows a settlement agreement between MWD and SDCWA (the "MWD-SDCWA Settlement Agreement") that provides an exchange mechanism for the SDCWA to partner with other MWD member agencies, including the City, to transfer water. Under the SDCWA Exchange Agreement, up to 5,000 AF per year of water may be purchased and delivered, or deferred and later delivered, through calendar year 2047. The SDCWA Exchange Agreement requires minimum delivery amounts starting at 850 AF in 2026 and increasing incrementally in each year to 5,000 AF in 2036 and each year thereafter through 2047. The City expects water under the SDCWA Exchange Agreement will cost less overall than MWD water purchases over the term of the SDCWA Exchange Agreement. The City expects water under the SDCWA Exchange Agreement will displace water purchases from MWD or supply additional water demand in the City (including through groundwater recharge and access described herein). Price is based on defined pricing schedules and not subject to a future rate-setting process. The 2026 supply price is $979 per AF and will escalate based on Consumer Price Index (CPI) inflators, which historically have been less volatile than utility water rates. An additional charge payable by the City to SDCWA will apply to account for the cost of exchange with MWD, at $671 per acre foot in 2026, increasing incrementally to $930 per AF in 2034 and further increasing thereafter based on the Consumer Price Index for All Urban Consumers ("CPI-U") for water and sewerage, as published by the U.S. Bureau of Labor Statistics. Such supply price and additional charge for exchange costs together total $1,650 per AF in 2026. Under the SDCWA Exchange Agreement, treated water will cost more than untreated water (based on a treatment surcharge rate established by MWD from time to time) and an additional charge will apply for deferred, stored water ($150 per AF in 2026, escalating annually based on CPI-U). Water deliveries under the SDCWA Exchange Agreement will not require upfront additional City capital facilities. MWD facilities will deliver such water in accordance with the MWD-SDCWA Settlement Agreement. The City expects

such deliveries to be reliable, based on historical supplies available to SDCWA (which include rights to Colorado River water and desalination facility supply). The water under the SDCWA Exchange Agreement is classified as local supply of the City and is not subject to allocation by MWD (such a reductions in drought periods). However, under the SDCWA Exchange Agreement, SDCWA could become subject to regulatory curtailment and operational constraints, and the City bears all risk of loss after water is directed for delivery from SDCWA to the MWD delivery point(s) to the City.

Groundwater Access. Groundwater from the San Fernando Basin is available to the City as described below based on the recharge of the San Fernando Basin deposits in the Lopez and Pacoima Spreading Grounds from untreated water purchased from MWD, seasonal replenishment water from MWD, cyclic storage water received from MWD and expected untreated water under the SDCWA Exchange Agreement.

The City has additional groundwater rights under a court judgment described below (see "– Groundwater Supply Rights") and under a recycled water exchange arrangement (see "– Other BWP Groundwater Rights – Exchange Agreement with City of Los Angeles").

The City pumps and then treats and blends such groundwater at the Burbank Operable Unit ("BOU"), a groundwater treatment facility owned by the City, before distribution to customers. See also "– *Water Treatment* – Burbank Operable Unit." The treated groundwater at the BOU is blended with treated water from MWD. If treated water is requested by the City under the SDCWA Exchange Agreement, such treated water would be similarly blended with treated groundwater at the BOU.

The table below describes the City's historical potable water production.

Burbank Water and Power
Historical Potable Water Production

Fiscal Year	Burbank Operable Unit Local Production[(1)]	Imported Treated Water[(5)]
2017	65%	35%
2018	63	37
2019	63	37
2020	58	42
2021	73	27
2022[(2)]	78	22
2023[(3)]	81	19
2024[(3)]	83	17
2025[(4)]	78	22
2026	70	30

[(1)] Approximately 60-70% of the BOU's annual local water production is from untreated water from MWD and the balance is from the Import Return Credit (see "– Groundwater Supply Rights").
[(2)] BOU availability was impacted due to a fire at an electrical substation that supplies electricity to the BOU.
[(3)] Relative increases in BOU local production starting in Fiscal Year 2020-21 are due to technological and operational changes, although the ability to operate at this higher level of production is subject to a variety of factors, including review and approval by the United States Environmental Protection Agency and the California Division of Drinking Water.

(4) BOU availability was impacted due to multiple bed changeouts that were required due to contaminant detection at 75% port. Based on system demands, MWD Treated Import water provided the supplemental supply needed to maintain the water system.
(5) Imported treated water for the periods displayed was supplied by MWD. Water supply under the SDCWA Exchange Agreement is expected beginning in Fiscal Year 2026-27.
Source: BWP

Groundwater Supply Rights. The San Fernando Basin and the Upper Los Angeles River Area ("ULARA") are adjudicated according to the 1979 final judgment in a state court case entitled City of Los Angeles vs. City of San Fernando, et al., Los Angeles County Superior Court Case No. 650079 (the "Judgment"), which established the ULARA Watermaster to oversee the San Fernando Basin and report on an ongoing basis to the Superior Court. The Judgment established that the City of Los Angeles owns all naturally occurring water in the San Fernando Basin but recognized that a portion of the water imported into the San Fernando Basin percolates into the groundwater table. Under the Judgment, the City has a right to pump from the San Fernando Basin 20% of all water it delivers to customers (at no cost) and is known as an import return credit ("Import Return Credit"). The 20% entitlement is calculated based on the total of MWD treated water, BOU-produced and treated groundwater, and recycled water sold. Unused Import Return Credits in any year can be accumulated and banked for future use. Under the Judgment, the City has an additional right to purchase credits from the City of Los Angeles to pump up to 4,200 AF of groundwater per year (the "Physical Solution") at the City of Los Angeles's prior year average cost of water. The Physical Solution is exercised when the price of MWD untreated water is higher than the Physical Solution from the City of Los Angeles or when MWD water is unavailable. The City did not purchase Physical Solution in over a decade prior to the last five Fiscal Years (Fiscal Years 2020-21, 2021-22, 2022-2023, 2023-2024, and 2024-2025).

Other BWP Groundwater Rights.

Seasonal Replenishment Water. When conditions allow, the City has the ability to purchase seasonally discounted replenishment water from MWD to count toward stored groundwater credits in the San Fernando Basin. This class of water, however, has not been available since May 2007 (except in Fiscal Year 2011-12 when the reservoirs were full from the heavy precipitation in the winter of 2011), due to issues associated with litigation involving the San Francisco Bay/Sacramento-San Joaquin River Delta. When replenishment water is not available, as has been the case for the past decade, the City can purchase full service untreated water from MWD or Physical Solution water from the City of Los Angeles.

Cyclic Storage Program. In 2017, MWD created a Cyclic Storage Program to store water supply that was in excess of MWD's demand and storage capacity. The program allows MWD to deliver water in advance of demand to member agencies for storage in the San Fernando Basin. Member agencies participating in the program are charged MWD's rate for full service untreated water in effect at the time the stored water is withdrawn and the water taken without affecting the capacity charge that would otherwise be in place. In December 2018, the City made an advance payment for 5,719 AF at a cost of $3.97 million of Cyclic Storage Water ("CSW") under this program, funded by primarily a loan of $3.95 million from the City's Electric Fund. During Fiscal Year 2019-20, BWP made another advance payment for 5,609 AF at a cost of $4.1 million, partially funded by a loan of $2.5 million from the City's Electric Fund. By June 30, 2021, the City accumulated a total of 11,318 AF in CSW. City water ratepayers benefited from these advance purchases of CSW water by avoiding MWD's rate increases [that would have otherwise applied to such water]. [Have the pre-paid supplies been withdrawn in full yet? If not, how much remains?]

As of July 31, 2022, the full outstanding balance of these loans from the City's Electric Fund were paid off in full.

With the heavy precipitation in Fiscal Year 2022-23, MWD offered water under the Cyclic Storage Program. The City entered into an agreement to take 3,298 AF at a cost of $2.8 million. [Was this prepaid? If so, was it prepaid with a loan, and is the loan still outstanding? Has this supply been withdrawn in full yet? If not, how much remains?]

Exchange Agreement with City of Los Angeles. The City entered into an exchange agreement with the City of Los Angeles in January 2011, under which the City exchanges its recycled water for groundwater credits on a one-to-one ratio. Because the right to pump groundwater from local wells is limited by stored groundwater credits, this exchange reduces the number of groundwater credits that the City must otherwise purchase or obtain. The exchange began operation in October 2019.

Fiscal Year	Exchange Volume (AF)
2021	50
2022	47
2023	39
2024	23
2025	19
2026	21

Groundwater Credits. The following table shows the stored groundwater credits as of June 30 in each of the five Fiscal Years shown. The table reflects all sources of groundwater credits except credits received under the exchange agreement with the City of Los Angeles described above.

Burbank Water and Power
Historical Stored Groundwater Credits[(1)]

Fiscal Year	Total Acre-Feet
2022	25,323
2023	24,510
2024	21,485
2025	18,460
2026	14,820

[(1)] Excludes groundwater credit received under the exchange agreement with the City of Los Angeles described above. 2022 through 2026 data are based on water year (October 1 through September 30) end balances of total groundwater storage credits as of October 1.
Source: BWP

As of July 1, 2026, the City has 17,631 AF of total groundwater inventory (including credits under the exchange agreement with the City of Los Angeles and other groundwater credits).

Sustainable Groundwater Management Act. The State's Sustainable Groundwater Management Act requires qualifying local agencies to create a Groundwater Sustainability Agency and adopt a Groundwater Sustainability Plan. The San Fernando Basin is classified as a very low-priority basin and is currently not required to form a Groundwater Sustainability Agency.

Developments Affecting Water Supply.

Aridification. California and the west are experiencing longer and more frequent drier weather conditions that scientists believe are a long-term trend referred to as aridification. State government responses to recent drought periods have included declarations of emergency, executive orders and other actions curtailing water usage across the State.

The SWP, which is one source of water for MWD, is a state water management project that collects water from rivers in the northern part of the State and through a network of aqueducts and pumping stations and redistributes it to the southern part of the State. Water allocation from the SWP varies according to factors including reservoir storage, weather projections, and projected runoff into streams, reservoirs, and aquifers. These factors are impacted by precipitation that usually occurs from December through April, when California historically receives more than 90% of its snow and rain. For water year 2026, the SWP allocation announced in January 2026 was 30%. In May 2026, an increase to 45% was announced.

The Colorado River Basin is also a critical water supply for Southern California. In July 2026, the federal government released its near-term management plan for the Colorado River system. The plan imposes tighter limits on water drawn from Lake Mead, which is at a historically low level. Nevada, Arizona and California will be required to cut their use of Colorado River water by about 20% over the next two years, with deeper reductions still possible. As noted above, MWD and SDCWA obtain water supply from multiple sources, including substantial supplies from the Colorado River. [To be revisited upon posting of expected MWD official statement.]

[To date, MWD has not announced supply cutbacks based on the SWP allocation for water year 2026 or otherwise, although there can be no assurance that it will not do so later.]

Ongoing efforts to improve water conservation, increase the use of recycled water, and manage groundwater sustainably will be crucial to maintaining a stable water supply for the growing population amid the challenges of climate change.

BWP has adopted a Water Shortage Contingency Plan ("WSCP") that lays out various methods for mitigating the effects of water shortages of increasing intensity in six stages. The WSCP includes voluntary and mandatory water use restrictions designed to reduce flexible water use depending on the cause, severity, and anticipated duration of the supply shortage. The WSCP details the protocols and procedures that BWP will implement at each stage of a declared water shortage to help water users comply with the shortage response actions.

The City Council recently updated its sustainable water use ordinance, which imposes residential water restrictions such as outdoor irrigation time limits, water runoff prevention rules and prompt leak repair requirements.

A long drought could interfere with the City's ability to add to its groundwater credits. However, the City currently plans to keep a reserve of 10,000 AF in groundwater credits. This would allow normal extractions to continue for approximately three years without replenishment, assuming the purchase of 4,200 AF per year of Physical Solution water annually from the City of Los Angeles (see " – Groundwater Supply Rights" above). After that, assuming the groundwater basin still holds enough water, the City would have to negotiate the purchase of additional groundwater from the City of Los Angeles.

Beginning in 2022, BWP began preparing and submitting an annual water supply and demand assessment ("Annual Assessment") to the California Department of Water Resources ("DWR") by July 1 of every year to evaluate actual forecasted near-term water supply conditions (for the next 12 months),

followed by a dry year, and determine if a water shortage is imminent. If the Annual Assessment anticipates that demands will exceed available supply, the City Council will vote to determine the appropriate water shortage level and associated actions necessary to reduce demand to ensure adequate supply.

Risk Assessment. On October 23, 2018, America's Water Infrastructure Act ("AWIA") was signed into U.S. law. AWIA Section 2013 requires community drinking water systems serving more than 3,300 people to develop or update risk assessments and emergency response plans ("ERPs"). The law specifies the components that the risk assessments and ERPs must address (including risks of failure, such as security, water quality and seismic protection, and consequences of failure) and establishes deadlines by which water systems must certify to the U.S. Environmental Protection Agency (the "EPA") completion of the risk assessment and ERP. BWP's risk assessment was certified as complete on March 31, 2025. The findings of the risk assessment were incorporated into the City's updated emergency response plan, which was also certified as complete on September 29, 2025. The certifications were completed ahead of their respective deadlines. BWP is currently in compliance with all requirements of AWIA. AWIA requires community drinking water systems to perform risk assessments and update their ERPs every five years, with BWP's next certification due in 2030.

Per- and Polyfluoroalkyl Substances ("PFAS"). PFAS are a group of synthetic chemicals used in commercial and industrial processes and products since the 1940s. These chemicals are resistant to break down or break down very slowly and are known as "forever chemicals." While there are thousands of PFAS, some of the widely used and studied PFAS include perfluorooctanoic acid ("PFOA") and perfluorooctane sulfonate ("PFOS"). Research has linked PFAS to potential environmental and human health impacts.

In April 2024, the EPA published a final rule establishing a national drinking water limit of six PFAS. Public water systems have three years to begin monitoring these PFAS and two additional years to comply with the limits set by the EPA. The SWRCB has also established detection and reporting limits for PFAS in its water quality report. Specifically, SWRCB has set a notification level and a response level for four PFAS compounds: PFOA, PFOS, perfluorobutane sulfonate and perfluorohexanesulfonic acid ("PFHxS"). Notification level refers to a lower concentration at which water agencies must notify the public about PFAS presence and response level indicates a concentration level where agencies must take action to remove or provide treatment for the contaminated water source.

For the past two decades, BWP has been removing trace amounts of PFAS from its groundwater wells using a granular activated carbon removal process as water passes through the BOU. The Water Utility conducted a pilot study for PFAS treatment at the BOU that was approved by the SWRCB - Division of Drinking Water that focused on the single liquid phase granular activated carbon process. During the study, water quality samples were conducted, and the results were compiled as required and outlined in the pilot study plan. The BOU processed up to 230 million gallons of water to obtain the required water quality data for analysis. The results of the pilot study were approved and on July 17, 2025, the State Water Resources Control Board Division of Drinking Water issued Permit Amendment No. 1910179PA-005 that recognizes that the BOU treats elevated levels of PFOA, PFOS and PFHxS to below the respective individual levels that trigger state-mandated consumer confidence reporting requirements.

Water Treatment

Burbank Operable Unit. The BOU is an EPA-led project to clean up groundwater impacted by historical industrial releases, primarily by Lockheed-Martin. Lockheed-Martin pays capital costs and normal operating costs of the BOU. See "THE WATER SYSTEM – Environmental Issues."

The BOU commenced operation in January 1996 to treat, blend, disinfect, and pump up to 6,000 gallons per minute ("gpm") of groundwater from eight groundwater wells into the City's distribution system. In 1998, the BOU treatment capacity was expanded from 6,000 gpm to 9,000 gpm. The treated groundwater is blended with MWD treated water to reduce and control the level of nitrate concentrations. In the Fiscal Year 2025-26, a total of 11,025 AF of groundwater was treated at the BOU at a capacity of approximately 70.6% and an average flow rate of 6,238 gpm.

BWP has overseen many improvements to assure the reliability of the BOU. Both the vapor phase granulated activated carbon ("VPGAC") and the liquid phase granulated activated carbon ("LPGAC") units were modified in 2004. The internal piping configuration of the LPGAC was reconfigured, and a complete redesign of the internal screens and piping of the VPGAC and the airflow patterns that were completed in 2008. The boiler upgrades for onsite regeneration of the VPGAC carbon were completed in 2013. Supervisory Control and Data Acquisition upgrade and primary controller replacement were completed in 2014.

Current planned improvements at the BOU include energy efficiency improvements, at least two new LPGAC vessels for liquid phase treatment, two replacement wells in North Hollywood, and a pipeline to bring the water from the wells to the BOU, the costs of which will be paid by Lockheed-Martin. Along with nitrate, other constituents of concern in the groundwater may increase and negatively impact production at the BOU. It may eventually be necessary to build additional treatment processes with funding expected to come from parties found to be responsible for the contamination.

The City's drinking water permit mandates blending of the BOU water with imported MWD water to meet acceptable nitrate levels. If the MWD supply were interrupted, production of groundwater might also be impacted, although the City believes that lower nitrate levels at the BOU wells have reduced this risk.

Interconnection with LADWP. During Fiscal Year 2019-20, the construction of a "temporary interconnection" ("LAIX") was completed under an agreement between BWP and the Los Angeles Department of Water and Power ("LADWP"). This temporary interconnection uses excess capacity at the BOU when BWP demand is lower than BOU capacity. The transfer agreement stipulates that LADWP will directly pay MWD for the treated surface water used to blend with the treated groundwater and reimburse BWP for its volumetric portion of the costs to operate, maintain, distribute, and pump the water. The LAIX began normal operation in October 2019 [and is expected to be superseded by a permanent intertie in the future] [Update on permanent intertie?]. The table below sets forth the volume of water delivered to LADWP through LAIX by fiscal years:

Fiscal Year ended June 30	**LAIX Volume (AF)**
2022	581
2023	0
2024	787
2025	839
2026	744

Information About the Metropolitan Water District of Southern California

In December 2025, MWD issues water revenue refunding bonds (the "2025 MWD Bonds"). In connection with the marketing of the 2025 MWD Bonds, MWD prepared an official statement dated December 10, 2025 (the "MWD Official Statement"). The MWD Official Statement includes a discussion of MWD's water sources in Appendix A to the MWD Official Statement, which is entitled "The Metropolitan Water District of Southern California." ***Although the City believes MWD is the best source of information about MWD's water sources and operational plans, and, therefore, encourages potential investors to review the MWD Official Statement, the City can provide no assurances as to the accuracy, completeness or timeliness of the MWD Official Statement***. The MWD Official Statement is available on the Municipal Securities Rulemaking Board's Electronic Municipal Market Access system. [To be revisited upon expected posting of MWD official statement.]

Capital Improvement Plan

The critical objectives for the Water System are reliability, public safety, water quality, and business management. Reliability addresses supply, storage and distribution. Public safety addresses fire flow and fire hydrants. Water quality focuses on maintaining water supply, treatment facilities and distribution systems to meet all applicable regulatory and legal requirements and to maintain the public's trust in the water delivered by BWP. Business management is the replacement and repair of the meters and management of water supply cost.

Capital improvement programs are designed to upgrade, replace, and expand the water system infrastructure, ensure reliability, and provide safe drinking water and services at competitive rates. BWP maintains active capital improvement programs such as main and service, and meter replacement initiative, which are specifically designed to modernize, rehabilitate, and expand infrastructure. These programs aim to enhance system reliability, ensure safe water delivery, and ensure accurate measurement of customer consumption.

To sustain and further improve system integrity, BWP leverages advanced predictive technologies. Acoustic, non-destructive condition assessments are layered with satellite imagery to assess pipeline risk, detect early signs of deterioration, and prioritize capital expenditures under an asset management framework. This integrated, risk-based approach ensures that investments are both cost-effective and targeted toward highest-impact interventions.

[The 2025 ACFR mentions a study for a pure water project and potential participation in a regional desalination proposal. What is the status? Are there other similar proposals under consideration?]

The estimated capital spending on the Water System over the five Fiscal Years shown in the table below is approximately $104 million. The City expects to apply approximately [$42 million] of 2026 Bonds proceeds to such capital spending. The remainder is currently expected to be funded from sources other than Bond proceeds. The City believes that its planned capital spending will be sufficient to maintain the Water System in efficient operating condition.

The following table is a summary of BWP's Five-Year Capital Improvement Program. The costs in the table do not include costs for BOU improvements described in "THE WATER SYSTEM – Water Treatment," because those costs are paid by Lockheed-Martin.

BURBANK WATER AND POWER
FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FORECAST
(Fiscal Years Ending June 30)
($000s)

	2027	2028	2029	2030	2031	Total
System Replacement	$ 18,991	$ 4,636	$ 4,794	$ 4,951	$ 5,319	$ 38,691
Plant Replacement	16	17	18	20	21	92
Automation and Control	80	234	112	41	44	511
Reservoirs and Tanks	24,015	835	552	245	535	26,182
Boosters	250	3,100	500	500		4,350
Production Facilities	75	8,000				8,075
Miscellaneous Facilities	326	1,225	627	716	128	3,022
Customer Service and Other	909	934	959	984	1,009	4,794
Customer Projects/Aid-in-construction	507	865	327	192	135	2,026
Recycled Water	405	320	10,330	252	160	11,467
Capital Outlay and Other	1,327	712	624	1,472	413	4,548
Total CIP	$ 46,900	$ 20,878	$ 18,844	$ 9,372	$ 7,763	$ 103,757

Source: BWP.

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Customers, Water Sales, Water Revenues and Maximum Day Demand

The City's water sales are dominated by sales to residential customers. The average number of customers, water sales in AF, and water revenues derived from sales, by classification of service, and maximum day demand during the five Fiscal Years ended June 30, 2026 are listed below:

BURBANK WATER AND POWER
CUSTOMERS, WATER SALES, WATER REVENUES
Fiscal Years Ended June 30,

	2022	2023	2024	2025	2026
Number of Potable Water Customers:					
Residential[1]	22,216	22,211	21,955	22,189	22,058
Commercial[2]	3,211	3,206	3,189	3,187	3,168
Other[3]	1,195	1,192	1,177	1,189	1,178
Recycled	256	262	276	262	261
Total	26,878	26,871	26,597	26,827	26,665
AF Sales Per Year:					
Potable					
Residential[1]	11,713	9,630	9,772	10,768	10,382
Commercial[2]	2,943	2,794	2,824	2,947	2,999
Other[3]	200	231	176	188	204
Recycled	3,134	2,673	2,852	3,149	2,981
Total in Acre-Feet	17,990	15,328	15,624	17,052	16,566
Water Revenues ($ in thousands):					
Retail[4]	$32,876	$32,703	$35,413	$41,013	$42,578
Other Operating Revenues[5]	1,083	1,280	1,230	2,169	5,915
Total	$33,959	$33,983	$36,643	$43,182	$48,493
Maximum Demand Day (AF)	60.1	54.6	51.9	51.7	51.7

[1] Residential includes multi-family dwellings.
[2] Commercial includes Large Commercial.
[3] Other includes city department water, school, fire protection, and miscellaneous users.
[4] Potable and recycled.
[5] Other operating revenues include connection fees, recycled water credits and other miscellaneous revenues.
Source: BWP.

Largest Water Customers

BWP's five largest water customers (excluding other City departments) accounted for approximately 7.46% of the City's water sales for the Fiscal Year 2025-26. During the same period, the City's ten largest water customers (excluding other City departments) accounted for approximately 9.74% of the City's water sales and the City's 25 largest water customers (excluding other City departments) accounted for approximately 12.31% of the City's water sales.

Water Rates and Charges

Subject to the requirements of Proposition 218, the City has the power to establish rates and charges as needed to operate the Water System. Pursuant to the Burbank Municipal Code, the utility must remain self-supporting from a financial standpoint and must maintain rates sufficient to maintain its financial health. Because costs can change suddenly and materially, a regular review and report on rates is necessary. BWP regularly evaluates such information needed to maintain adequate rates and uses such information in its assessment of its rates. Water rates are established by the City Council and are not subject to regulation by the California Public Utilities Commission (the "CPUC") or by any other state agency.

The City's potable water rates consist of three components: a fixed monthly water availability charge based on meter size, a tiered quantity charge based on usage, and an additional water cost adjustment charge (the "WCAC") based on usage. Under current rate schedules, the fixed monthly water availability charge components reflect approximately [23%] of aggregate potable water rates.

Recycled water rates consist of two components: a fixed monthly water availability charge based on meter size and a quantity charge based on usage.

Current water rates, including the WCAC, were established by the BWP Board, and approved by the City Council as part of the annual budget process. In May 2025, the City Council approved a systemwide average increase of 14%, effective January 1, 2026, and January 1, 2027.

The City currently expects to prepare a new cost of service study in Spring 2027 to inform expected rate setting proceedings for rates to be effective beginning in January 1, 2028.

The Water System's base rates have changed 12 times over the last 11 years. The City provides no free water services. The following table sets forth the percentage change in overall system rates since July 1, 2015.

Burbank Water and Power
Percentage Change in Water Rates[(1)]

Effective Date	Overall System
07/01/15	3.40%
07/01/16	3.40
07/01/17	3.40
07/01/18	4.90
07/01/19	4.90
10/01/21	1.96
01/01/22	1.96
04/01/22	1.96
07/01/22	6.00
07/01/23	9.00
07/01/24	9.00
01/01/26	14.00
01/01/27	14.00

[(1)] Percentage change is based upon the immediately preceding rate.
Source: BWP.

The following table sets forth the weighted average billing price, factoring in fixed and usage-based charges, per hundred cubic feet of BWP's various customer classes for the five Fiscal Years shown.

BURBANK WATER AND POWER
WEIGHTED AVERAGE BILLING PRICE
($ per CCF[1])
Fiscal Year Ended June 30,

	2022	2023	2024	2025	2026
Residential[2]	$4.33	$5.04	$5.46	$5.84	$6.30
Commercial[3]	4.25	4.85	5.12	5.41	5.75
Weighted Average Potable Water Rate	4.31	5.00	5.39	5.75	6.18
Weighted Average Recycled Water Rate	3.08	3.50	3.64	3.78	4.13

(1) CCF equals one hundred cubic feet; one AF is equal to approximately 435.6 CCF. Average monthly residential usage per household is 16 CCF.
(2) Residential includes multi-family dwellings.
(3) Commercial includes Large Commercial.
Source: BWP.

Billing and Collection. Water service charges are billed monthly by BWP. Electric, refuse, water and sewer service charges are issued jointly in a general utility bill. The general utility bill is due within 21 days from the date the bill is delivered or mailed. All services may be disconnected if payment is 21 days delinquent. Delinquent fees and charges may be made a lien against the property, placed on the tax roll of the county and collected in the same manner as ad valorem taxes.

The following table reflects delinquency rates for collection of payment for electric, refuse, water and sewer services of the City (expressed as a percentage of annual total revenues received by the City for the use of such utility systems) for the five Fiscal Years shown below.

BURBANK WATER AND POWER
DELINQUENCY RATE AS OF JUNE 30, 2022-2026

As of June 30,	Delinquency Rate
2022[1][2]	3.80%
2023[1]	1.70
2024	[___]
2025	[___]
2026	[___]

(1) Collections activity was suspended due to COVID-19 from March 2020 to April 2023 for residential customers. Disconnection for nonpayment resumed on April 3, 2023.
(2) The State Water Board also created the California Water and Wastewater Arrearage Payment Program ("CWWAPP") to provide relief to community water and wastewater systems for unpaid bills related to the pandemic. The CWWAPP funding covered water debt from residential and commercial customers accrued between March 4, 2020 and December 31, 2022. The Water Fund received $384,722 from the program in fiscal year 2021-22, applied $328,935 as defined under the program and returned $55,788 back to the State. The Water Fund received $566,478 in fiscal year 2023-24[, and has not yet applied payment. Payments are expected to be applied in June 2024 and any unused portion will be returned to the State] [update].
Source: BWP.

Historical Net Revenues and Debt Service Coverage

The following two tables set forth (i) summaries of net revenues of the Water System for the five Fiscal Years shown, together with debt service coverage ratios with respect to BWP's Water System

revenue bonds and (ii) the statement of net position of BWP's Water System for the five Fiscal Years shown below. This information was prepared by the City on the basis of audited financial statements.

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BURBANK WATER AND POWER
HISTORICAL NET REVENUES AND DEBT SERVICE COVERAGE
WATER SYSTEM
Fiscal Years ending June 30
(Dollar amounts in $000s)

	2022	2023	2024	2025	2026
Operating revenue:					
Retail	$32,876	$32,703	$35,413	$41,013	$[__]
Intergovernmental	378	21	500	-	
Other Operating Revenues [(1)]	1,117	1,280	1,230	2,169	
Total Operating Revenues	$34,371	$34,004	$37,143	$43,182	
Optional advanced pension payment	$440	$440	$199	$330	
Water Supply Expenses	12,361	11,303	12,144	14,186	
Other Operating Expenses [(2)]	14,316	15,821	18,139	20,856	
Total operating expenses	$27,117	$27,564	$30,482	$35,372	
Operating Income/ (Loss)	$7,254	$6,440	$6,662	$7,810	
Other non-operating income:[(3)]	(401)	1,557	2,339	1,445	
Net Income Available for Debt Service (a)	$6,853	$7,997	$9,001	$9,255	
Net Bonds Debt Service (b)[(4)]	$2,478	$3,480	$3,494	$3,374	
State Water Loan Payments	59	-	-	-	
Annual Debt Service	$2,537	$3,480	$3,494	$3,374	
Rate Covenant Coverage (a)/(b)	2.70x	2.29x	2.58x	2.74x	
Revenues Available After Debt Service (a)-(b)	$4,316	$4,517	$5,507	$5,881	

[(1)] Other operating revenues include connection fees, recycled water credits, intergovernmental income, and other miscellaneous revenues. Other operating revenues do not include aid-in-construction. Other operating revenues for Fiscal Year 2024-25 include a $1,028 settlement payment as part of a continuing series of agreements aimed at resolving past environmental impacts on groundwater resources.
[(2)] Operating expenses includes costs of [importing water (other than water supply expenses shown in the table)], costs of treating water, wages and salaries, and cost allocation from the Electric Utility Fund and the City for shared services, Operating expenses do not include depreciation, and interest expense.
[(3)] Other non-operating income available for debt service includes interest income, other non-operating revenues, less other non-operating expenses. Other non-operating income does not include capital contributions, Build America Bonds subsidy, and non-cash adjustments to record market value adjustment for investment per GASB 31 and market value adjustment for pension per GASB 68.
[(4)] Represents debt service net of the federal subsidy on the 2010B Build America Bonds. In November 2021, the Water Utility issued $24.5 million of bonds to fund capital projects. In July 2024, the Water Utility refunded the 2010B Build America Bonds for debt service savings and elimination of sequestration risk.
Source: BWP.

City of Burbank Water Utility Fund
Statement of Net Position ($000's)

	Fiscal Year Ended June 30,				
ASSETS	**2022**	**2023**	**2024**	**2025**	**2026**
Current and regulatory assets:					
Cash and cash equivalents	$38,221	$41,422	$26,201	$25,850	[___]
Accounts receivable, net	3,772	3,253	4,042	4,737	
Inventories	756	1,148	1,117	1,451	
Leases Receivable	22	22	23	24	
Deposits and prepaid expenses	4,679	5,422	5,527	2,617	
Interest receivable	48	58	47	98	
Regulatory costs to be recovered in one year	0	0	0	0	
Restricted nonpooled investments	0	0	0	0	
Total current and regulatory assets	47,498	51,325	36,957	34,777	
Noncurrent and regulatory assets:					
Regulatory costs for future recovery	0	0	0	0	
Leases Receivable	177	155	132	108	
Total noncurrent and regulatory assets	177	155	132	108	
Capital assets:					
Land	309	309	309	309	
Utility plant and equipment	175,121	179,886	189,780	194,206	
Construction in progress	2,796	5,385	7,980	13,764	
Subscription assets	-	-	153	153	
Total utility plant and equipment	178,226	185,579	198,222	208,432	
Less accumulated depreciation	(84,719)	(89,184)	(93,277)	(97,901)	
Net utility plant and equipment	93,507	96,395	104,945	110,531	
Deferred outflows of resources:					
Deferred amounts from pensions and OPEB[1][2]					
Total deferred outflows of resources	1,968	5,731	5,108	3,438	
Total assets & deferred outflows of resources	$143,150	$153,606	$147,142	$148,854	
LIABILITIES AND FUND EQUITY					
Current liabilities:					
Accounts payable and accrued expenses	$2,242	$9,500	$2,181	$2,108	
Bond interest payable	216	210	206	173	
Subscriptions payable	-	-	35	37	
Customer deposits	1,066	975	1,119	1,272	
Current portion of revenue bonds payable, net	1,410	1,480	1,555	1,555	
Current portion of loan payable	0	0	0	0	
Current portion of compensated absences	58	80	106	147	
Total current liabilities	4,993	12,245	5,202	5,292	
Noncurrent liabilities:					
Revenue bonds payable, net	55,295	53,546	51,728	50,386	
Loan payable	0	0	0	0	
Interfund loan payable		0	0	0	
Compensated absences	1,040	950	1,021	1,242	
Subscriptions payable	-	-	118	81	
Regulatory credit	0	0			
Net OPEB liability[2]	362	941	498	330	
Net pension liability[1]	5,394	12,653	12,432	11,153	
Total noncurrent and regulatory	62,091	68,090	65,797	63,192	
Deferred inflows of resources					
Deferred amounts on pensions and OPEB[1][2]	5,158	574	658	434	
Deferred amounts from leases	199	177	149	125	
Regulatory credits for future recovery	0	0	0	0	
Regulatory credits	0	0	0	0	
Total deferred inflows of resources	5.357	751	807	559	
Total liabilities & deferred inflows of resources	72,439	81,086	71,806	69,043	
Fund equity:					
Total net position	70,709	72,519	75,336	79,811	
Total liabilities and net position	$143,150	$153,606	$147,142	$148,854	

Footnotes on following page

Footnotes from previous page

(1) Starting in Fiscal Year 2014-15, the City implemented Governmental Accounting Standards Board (GASB) Statement No. 68, "Accounting and Financial Reporting for Pensions, an Amendment of GASB Statement No. 27" and GASB Statement No. 71 - "Pension Transition for Contributions Made Subsequent to the Measurement Date, an Amendment of GASB Statement No. 68."

(2) Starting in Fiscal Year 2017-18, the City implemented GASB Statement No. 75, "Accounting and Financial Reporting for Postemployment Benefit Other Than Pension Plans." This Statement replaces the requirements of Statements No. 45, "Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions", as amended, and No. 57, "OPEB Measurements by Agent Employers and Agent Multiple-Employer Plans", for OPEB.

[Do we still need these footnotes?]

Source: BWP.

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Projected Water Net Revenues and Debt Service Coverage

The following table sets forth a five-year projection of Water Net Revenues, together with debt service coverage ratios. The projections reflect the approved rate increases for Fiscal Years 2025-26 and 2026-27 and forecasted rate increases for Fiscal Years 2027-28 through 2029-30 shown in the table. The forecasted rate increases shown represent anticipated proposed increases and have not been approved by the City Council. Actual rate adjustments may differ materially from those presented and will be determined based on the results and recommendations of the cost-of-service study. Assumed inflationary increases range between 2.3% and 2.5% for Fiscal Years 2026-27 through 2029-30.

In the preparation of the projections in the table below, BWP has made certain assumptions with respect to conditions that may occur in the future. While BWP believes these assumptions are reasonable for the purpose of the projections, such assumptions are dependent on future events. Some assumptions may not materialize and unanticipated events and circumstances may occur. To the extent actual future factors differ from those assumed by BWP in the preparation of such projections, or unanticipated events or circumstances occur, the actual results will vary from such projections, and such variations may be material. The projected information has not been compiled, reviewed or examined by the City's independent accountants.

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BURBANK WATER AND POWER
PROJECTED WATER NET REVENUES AND DEBT SERVICE COVERAGE
WATER SYSTEM
Fiscal Years ending June 30
(Dollar amounts in $000s)

	2027	2028	2029	2030	2031
Rate increase [1]	14.00%	9.00%	9.00%	9.00%	[___]
Potable water sales in Acre-Feet	13,921	13,921	13,921	13,921	
Recycled water sales in Acre-Feet	2,947	2,947	2,976	3,006	
Operating revenue: [2]					
Potable and Recycled	51,1111	55,711	60,801	66,357	
Other operating	2,623	2,736	2,858	2,989	
Total operating revenue	53,734	58,447	63,658	69,346	
Water supply expense [3]	17,586	20,362	22,300	24,338	
Other operating expense	24,248	24,834	25,422	26,017	
Total operating expenses [4]	41,834	45,195	47,722	50,355	
Operating Income/ (Loss)	11,900	13,251	15,937	18,991	
Interest Income	768	1,913	1,618	1,392	
Other non-operating income					
Total non-operating income:					
Water Net Revenues					
Net Debt Service					
Rate Covenant Coverage					
Revenues Available After Debt Service					

(1) Rate increases for Fiscal Years 2026 and 2027 were approved by the City Council in May 2025. Rate increases are effective January 1. The forecasted rate increases shown represent anticipated proposed increases and have not been approved by the City Council. Actual rate adjustments may differ materially from those presented and will be determined based on the results and recommendations of the cost-of-service study.

(2) Other operating revenues include connection fees, recycled water credits, and other miscellaneous revenues. Other operating revenues do not include aid-in-construction.

(3) BWP has fully expensed the cost of the purchased untreated water and is currently using 20% Import Return Credits (IRCs) in lieu of purchasing additional untreated water from MWD.

(4) Total operating expenses include costs of imported water, costs of treating water, wages and salaries, and cost allocation from the Electric Utility Fund and the City for shared services. Operating expenses do not include depreciation, and interest expense.

Source: BWP.

Financial Reserves

BWP management initially developed a financial reserve policy to maintain its long-term rate stability in May 2003 and last updated it in 2023. Financial reserves were established for general operating expenses, debt repayment and capital funding, and replenishment reserves for storage when water prices are low. Under the updated financial reserve policy, BWP's financial reserve is based on available cash to fund normal operation per day or days cash on hand. Days cash on hand is calculated by taking the unrestricted cash and investments less depreciation and dividing by the annual operating expenses for one day. The financial reserve policy includes a minimum reserve and a recommended reserve. The approved minimum financial reserve is 120 days cash on hand and the recommended reserve ranges between 200 – 300 days cash on hand. The City had 320 days cash on hand on June 30, 2026.

Customer Relations

As a community owned utility, BWP's relationship with its customers and community stakeholders continues to be an important focus. As the utility moves forward with sustainability and drought, BWP will educate, engage, and work with customers will become increasingly important.

In late 2020, BWP's marketing group began pursuing an omni-channel marketing strategy with an emphasis on digital and social media channels to broaden its reach. This has resulted in greater opportunities for engagement with both residential and commercial customers about key issues such as COVID relief, water conservation, and new EV rebate programs. 78% of customers in the latest residential survey rating outbound communications as highly satisfactory, and BWP won two national awards from the American Public Power Association (the "APPA") [in 2025] and one from the Northwest Public Power Association in [20__]. The APPA recognized BWP in print/digital and web/social media categories with Awards of Excellence.

BWP's water meets or exceeds all State and Federal drinking water standards. The water is monitored and tested on a daily basis with over 3,200 water samples analyzed per year. The results are recorded by the CDPH's database and distributed to the customers annually.

Litigation

BWP is presently involved in certain matters of litigation that have arisen in the normal course of conducting water operations. Management believes, based on consultation with the City Attorney, that these cases in the aggregate are not expected to result in a material adverse financial impact on the Water Fund.

RISK FACTORS

The following factors, which represent certain risk factors, should be considered along with all other information in this Official Statement by potential investors in evaluating the 2026 Bonds. The following is not intended to be an exhaustive list and there can be no assurance made that other risk factors do not currently exist or will not become evident at any future time.

Revenues of the Water System; Rate Covenant Not a Guarantee

The ability of the City to pay the principal of and interest on the 2026 Bonds depends on the ability of the City to generate Water Net Revenues in the levels required by the Indenture. Although, as more particularly described herein, the City expects that sufficient revenues will be generated through the imposition and collection of service charges, impact fees, and other Water Revenues described herein, there is no assurance that such imposition of service charges, impact fees, or other Water Revenues will result in

the generation of Water Net Revenues in the amounts required by the Indenture. As a result, the City's covenant does not constitute a guarantee that sufficient Water Net Revenues will be available to pay the principal of and interest on the 2026 Bonds when due.

Water Supply

The City's water supply is dependent on the reliability of imported water from MWD and, beginning in 2026, from SDCWA. The City does not have ownership rights to the naturally occurring groundwater underneath the City. Instead, the primary potable water supply for the City is imported water. See "THE WATER SYSTEM – Water Supply." The City cannot guarantee that it would be able to meet its rate covenant if the supply of imported water were to be reduced or unavailable.

Demand and Usage

There can be no assurance that the local demand for services provided by the Water System will continue according to historical levels. In addition, drought conditions and voluntary or mandatory conservation measures could decrease usage of the services of the Water System. See "–Drought Conditions." Although a decline in demand would result in certain reduced commodity expenses, such reductions would not be expected to be sufficient to fully offset the decline in revenues. Reduction in revenues resulting from a decline in demand could require an increase in rates or charges in order to produce Water Net Revenues sufficient to comply with the City's rate covenant. See "THE WATER SYSTEM – Water Rates and Charges." Rate increases could increase the likelihood of nonpayment.

Water System Expenses

There can be no assurance that the City's future expenses for the Water System will be consistent with the projections in this Official Statement. Changes in technology, changes in quality standards, or decreased development, increases in the cost of operation, increased regulation or other expenses could require increases in rates or charges in order to comply with the City's rate covenant in the Indenture. In addition, the Water System's biggest expense – the cost of purchasing of water – is dependent upon the rates and charges established by MWD.

Statutory and Regulatory Impact

The kind and degree of water treatment is regulated, to a large extent, by the federal government and the State of California. Treatment standards set forth in federal and state law control the operations of the Water System and mandate its use of technology. If the federal government, acting through the EPA, or the State of California, or additional federal or state legislation, should impose stricter water quality standards upon the Water System, the Water System's expenses could increase accordingly and rates and charges would have to be increased to offset those expenses.

It is not possible to predict the direction which federal or state regulation will take with respect to drinking water quality standards, although it is likely that both will impose more stringent standards with attendant higher costs.

Although the City has covenanted in the Indenture to prescribe, revise and collect such charges for the services, facilities and water furnished by the Water System during each fiscal year at specified levels, no assurance can be given that the cost of compliance with such laws and regulations will not materially adversely affect the ability of the City to generate Water Net Revenues in the amounts required by the Indenture and to pay the 2026 Bonds. Certain potential increasing regulatory standards could materially increase the cost to the City of providing water services.

Environmental Issues

Utilities such as the Water System are subject to continuing environmental regulation. Federal, state and local standards and procedures which regulate the environmental impact of utilities are subject to change. These changes may arise from continuing legislative, regulatory and judicial action regarding such standards and procedures. Consequently, there is no assurance that the Water System or any City facility or project will remain subject to the regulations currently in effect, will always be in compliance with future regulations or will always be able to obtain all required operating permits. An inability to comply with environmental standards could result in additional capital expenditures, reduced operating levels or the shutdown of individual units not in compliance. In addition, increased environmental regulations have, and may in the future, create certain barriers to new facility development and require modification of existing facilities and may result in additional costs for affected resources. The City cannot predict at this time whether any additional legislation or rules will be enacted which will affect the City's operations, including the Water System managed by BWP, and if such laws or rules are enacted, what the costs to the City might be in the future because of such action. See "RISK FACTORS" below.

Litigation

At any given time, there are certain claims and disputes, including those currently in litigation, that arise in the normal course of the City's Water System enterprise activities. In the view of BWP management, there is no litigation, present or pending, which will, individually or in the aggregate, materially impair the City's ability to service its Water System indebtedness or which will have a material adverse effect on the business operations of the Water System. See "LITIGATION."

Global Health Emergencies; COVID-19 Pandemic

A pandemic, epidemic or outbreak of an infectious disease can have significant adverse health and financial impacts on global and local economies. Beginning in 2020, the COVID-19 pandemic negatively affected economic activity throughout the world, including the United States and the State. The COVID-19 pandemic, and actions by local and national governments to mitigate the effects of the pandemic, impacted travel, commerce, asset values and financial markets globally, and negatively affected economic output worldwide and within the State and the City. The City implemented certain temporary measures intended to mitigate the impact of the COVID-19 pandemic and to assist the City's customers, including waiving late fees and suspending service shut-offs due to nonpayment. The City was subjected to periodic orders from the State government that regulate service shut-offs.

Total water sales were minimally impacted by the COVID-19 pandemic. The decrease in commercial sales was offset by an increase in residential demand primarily driven by the "stay-at-home" order.

Future pandemics and other widespread public health emergencies may arise from time to time. No assurance can be given that the operations or finances of the Electric System will not be negatively affected in the event of a resurgence of the COVID-19 pandemic, or if another national or localized outbreak of highly contagious or epidemic disease occurs in the future.

Earthquake, Flood, Wildfire or Other Natural Disasters

General. The occurrence of an earthquake, flood, fire, or other natural disaster which results in the temporary or permanent closure of major components of the Water System or results in significantly increased costs could materially adversely affect the ability of the City to operate the Water System or to generate Water Net Revenues at the levels required by the Indenture.

Seismic. The City is located in a region of seismic activity. Damage from seismic activity could occur through surface fault rupture, ground shaking, liquefaction, and landslides. Surface fault rupture is an actual cracking or breaking of the ground along a fault during an earthquake. The City contains one active fault–the Verdugo Fault, located south of the Verdugo Mountains–but no Alquist-Priolo Earthquake Fault Zone has been designated in the City. In addition to the Verdugo Fault, several other active faults in the region have the potential to cause ground shaking that would affect the City. These faults are the San Fernando Fault (northwest of the City), Sierra Madre Fault (at the base of the San Gabriel Mountains east of the City), Hollywood Fault (south of the City), Newport-Inglewood Fault (12.5 miles southwest of the City), and the Raymond Fault (6 miles southeast of the City). The San Andreas Fault, a large fault that runs nearly the entire length of California, is located approximately 27 miles to the northwest of the City. Much of the City is located atop soils susceptible to liquefaction, particularly in areas west of Interstate 5. Liquefaction risk is higher in areas where the groundwater table lies within 50 feet of the surface. Most groundwater underlying the City is deeper than 100 feet below the surface. As long as groundwater continues to be extracted in the upper Los Angeles River area and annual rainfall remains at normal levels, the City expects that groundwater levels in the City will remain deeper than 50 feet, resulting in a low risk of liquefaction for most of the City. In the City, hazards from landslides and mudslides are limited to properties at the base of undeveloped or unimproved slopes in the Verdugo Mountains. Significant earthquakes that have occurred in recent years in the Los Angeles and Burbank area, including the Northridge earthquake in 1994, that resulted in only temporary electrical outages in the Water System and, after inspection to determine the scope of any damage, only minor damage to the Water System. It is impossible to accurately predict the cost or effect of an earthquake on the Water System or on BWP's ability to provide uninterrupted service to all parts of its service area. In the event of a severe earthquake, however, the amount of moneys available to pay debt service on the 2026 Bonds could be reduced significantly.

Flood. Based on flood risk evaluations prepared by the Federal Emergency Management Agency ("FEMA") for the City, effective September 26, 2008, most of the City is located in Zone X, which describes lands subject to the 0.2% annual (500-year) flood zone or that lie within the 100-year flood zone, but with flooding depths less than one foot. Areas of the City that are within the FEMA-mapped 100-year floodplain include: (i) a narrow area along the Lockheed Drain Channel in the vicinity of Empire Avenue and W. Vanowen Street from near the Burbank Airport eastwards towards Interstate 5, then southward in the vicinity of Victory Boulevard, (ii) a narrow area west of Victory Boulevard in the vicinity of South Main Street, and (iii) several small areas south of Highway 134 near the City's southern boundary. In addition, there is a large area in the northeastern portion of the City mapped as Zone D, which describes areas in which flood hazards are undetermined, but possible.

Wildfire. In recent years, wildfires have caused extensive damage throughout the State. Certain of these fires have burned thousands of acres and destroyed hundreds and in some cases thousands of homes. In some instances, entire neighborhoods have been destroyed. Two portions of the City have been categorized by the California Department of Forestry and Fire Protection ("CALFIRE") as Very High Fire Hazard Severity Zones. These areas are a large area in the northeastern portion of the City, in and bordering the Verdugo Mountains, and a smaller portion at the southern end of the City that includes Warner Brothers Studios. Wildland and wildland/urban interface fires are relatively common in the Verdugo Mountains in the northeastern portion of the City and surrounding areas. In 2005, the Harvard Fire burned approximately 1,000 acres of brush within City limits before being contained, with no structures burned. In 2017, the La Tuna Fire burned in the Verdugo Mountains, including portions of the City, ultimately claiming approximately 7,200 acres and destroying 10 structures. Steep wildland and wildland/urban interface areas that have previously experienced fire damage are at higher risk of damage from mudslides. [Are any operationally significant portions of the Water System in these high fire risk areas?]

Southern California suffered from major fires in the month of January 2025. The greater Los Angeles area suffered from the Eaton Fire and Palisades Fire, among others. These two fires alone burned

over 37,000 acres of land. An evacuation warning, for the City, was imminent due to dangers of the fires spread and the poor air quality reaching critical levels. In the end, the City did not suffer any structural damage from the fires and no evacuation warning was given but the surrounding fires caused enormous damages to neighboring communities.

Climate change could lead to even more frequent and damaging wildfires in the future. While the City and the Water System have not suffered direct effects of wildfire, there can be no assurance that wildfires will not affect the City and the Water System in the future, or the effects of any such wildfire, which could be material.

Drought Conditions

California is subject to periodic droughts, including in the years 1976-77, 1987-1992, 2008-09, 2012-16 and 2020-22 (although drought conditions have varied and may vary significantly throughout different parts of the State). Periodic drought conditions can be expected to be occur in the future. Sustained drought conditions or low water levels could adversely affect water supply and may necessitate water conservation measures, which may reduce Water System revenues and necessitate increases in water rates and charges. The City cannot predict the extent of effects that drought conditions may have on revenues of the Water System, or whether or to what extent future water reduction requirements or voluntary guidance may affect the Water System.

Potential Impact of Climate Change

The issue of climate change has become an important factor in water resources planning. There is evidence that increasing concentrations of greenhouse gases have caused and will continue to cause a rise in temperatures around the world, which will result in a wide range of changes in climate patterns. Moreover, there is evidence that a warming trend occurred during the latter part of the 20th century and will likely continue through the 21st century. These changes will have a direct effect on water resources in the State, and numerous studies on climate and water in the State have been conducted to determine the potential impacts. Based on these studies, global climate change could result in the following types of water resources impacts in the State, including impacts on the Water System:

- Changes in the timing, intensity, and variability of precipitation, and an increased amount of precipitation falling as rain instead of as snow,
- Long-term changes in watershed vegetation and increased incidence of wildfires that could affect water quality,
- Increased water temperatures with accompanying adverse effects on some fisheries,
- Increases in evaporation and concomitant increased irrigation need,
- Changes in urban and agricultural water demand,
- Rising sea levels resulting in potential pumping cutbacks on the State Water Project, and
- Effects on the groundwater basin.

However, other than the general trends listed above, there is no clear scientific consensus on exactly how climate change will quantitatively affect water supplies available to the Water System. The City is acting to mitigate and prepare for climate threats and hazards. The City Council adopted the Greenhouse

Gas Reduction Plan ("GGRP") in 2022. The GGRP sets a path to reduce greenhouse gas emission goals within the City. The GGRP identifies a variety of potential impacts due to climate change, including an increase in average temperature and changes in precipitation. The GGRP notes that it is imperative that the City act to mitigate and prepare for these climate threats and hazards.

The Burbank2035 General Plan discusses water supply challenges based on climate change, including decreases in the Sierra Nevada snowpack (which supplies much of the SWP's water) as more precipitation falls as rain and less as snow and declining water supplies as saltwater intrusion due to rising sea levels degrades California's estuaries, coastal aquifers, wetlands, and groundwater aquifers and threaten the quality and reliability of the Sacramento–San Joaquin Delta's water transfer system, one of the major water supply sources for Southern California.

A changing climate could result in changing environmental conditions including extreme weather events, changes in temperature and rainfall that decreased water supply. The City cannot predict the impact of climate change on the Water System, including impacts on demand, water supply, and expenses.

Cybersecurity

The City, including the Water System, like many other public and private entities, relies on computer and other digital networks and systems to conduct its operations. As a recipient and provider of personal, private or other sensitive electronic information, the City is potentially subject to multiple cyber threats, including without limitation hacking, viruses, ransomware, malware and other attacks. United States government agencies have in the past issued warnings indicating that critical infrastructure sectors such as water systems may be specific targets of cybersecurity threats.

The City has implemented industry best practices, engineering and procedures and has made the necessary investment to protect against and mitigate the adverse effects of cyberattacks, including steps to harden its cybersecurity and provide training for employees in cyber awareness and the use of the City's digital networks and systems. No assurance can be given that the City's efforts to manage cyber threats and attacks will be successful in all cases, or that any such attack will not materially impact the operations or finances of the City or disrupt the operation of the Water System. There have been no detected cyberattacks that have affected the Water System.

Limited Obligations

The Bonds (including the 2026 Bonds) are special, limited obligations of the City payable from Water Net Revenues. The 2026 Bonds shall not be deemed to constitute a debt or liability of the City, the State, or of any political subdivision thereof within the meaning of any constitutional or statutory limitation, or a pledge of the faith and credit of the City, the State, or of any political subdivision thereof, but shall be payable, except to the extent of certain moneys pledged therefor under the Indenture, solely from Water Net Revenues. Neither the faith and credit nor the taxing power of the City, the State, or of any political subdivision thereof is pledged to the payment of the principal of, premium, if any, or the interest on the 2026 Bonds. The issuance of the 2026 Bonds shall not directly or indirectly or contingently obligate the City, the State, or any political subdivision thereof to levy or to pledge any form of taxation whatsoever therefor or to make any appropriation for their payment.

No Reserve Fund

No debt service reserve fund has been or will be established to secure the 2026 Bonds.

Additional Bonds or Parity Debt

Upon the issuance of the 2026 Bonds, the 2021 Bonds and the 2024 Bonds will be the only other outstanding obligations payable from Water Net Revenues on a parity with the 2026 Bonds. In addition, the City is permitted under the Indenture, subject to satisfaction of certain conditions, to incur future Parity Debt and additional Bonds. In the event Water Net Revenues were insufficient to pay all of the City's obligations with respect to the Bonds (including the 2026 Bonds) and any Parity Debt when due, the City would be obligated to make payments on the Parity Debt and the Bonds (including the 2026 Bonds) on a pro rata basis.

Effect of Bankruptcy

In addition to the limitations on remedies contained in the Indenture, the rights and obligations under the 2026 Bonds and the Indenture may be subject to the following: the United States Bankruptcy Code and applicable bankruptcy, insolvency, reorganization, moratorium, or similar laws relating to or affecting the enforcement of creditors' rights generally, now or hereafter in effect; usual equity principles which may limit the specific enforcement under State law of certain remedies; the exercise by the United States of America of the powers delegated to it by the Federal Constitution; and the reasonable and necessary exercise, in certain exceptional situations, of the police power inherent in the sovereignty of the State of California and its governmental bodies in the interest of serving a significant and legitimate public purpose.

Bankruptcy proceedings, or the exercise of powers by the federal or state government, if initiated, could subject the Owners of the 2026 Bonds to judicial discretion and interpretation of their rights in bankruptcy or otherwise, and consequently may entail risks of delay, limitation or modification of their rights and may otherwise have material adverse consequences. The opinion of Bond Counsel notes that the rights of the owners of the 2026 Bonds and the enforceability of the 2026 Bonds and the Indenture are limited by bankruptcy, insolvency, reorganization, moratorium and other similar laws affecting creditors' rights generally, and by equitable principles, whether considered at law or in equity.

Loss of Tax Exemption

The City has covenanted in the Indenture and the Tax Certificate that it will not take any action, or fail to take any action, if any such action or failure to take action would adversely affect the exclusion from gross income of interest on the 2026 Bonds under section 103 of the Internal Revenue Code of 1986. In the event the City fails to comply with the foregoing tax covenant, interest on the 2026 Bonds may be includable in the gross income of the Owners thereof for federal tax purposes retroactive to the date of issuance of the 2026 Bonds. See "TAX MATTERS."

Secondary Market

There can be no guarantee that there will be a secondary market for the 2026 Bonds or, if a secondary market exists, that any 2026 Bonds can be sold for any particular price. Prices of bond issues for which a market is being made will depend upon then-prevailing circumstances. Such prices could be substantially different from the original purchase price. No assurance can be given that the market price for the 2026 Bonds will not be affected by the introduction or enactment of any future legislation (including without limitation amendments to the Internal Revenue Code), or changes in interpretation of the Internal Revenue Code, or any action of the Internal Revenue Service, including but not limited to the publication of proposed or final regulations, the issuance of rulings, the selection of the 2026 Bonds for audit or

examination, or the course or result of any Internal Revenue Service audit or examination of the 2026 Bonds or obligations that present similar tax issues as the 2026 Bonds.

Limitations on Remedies

In addition to the limitations on remedies contained in the Indenture, the rights of the Owners are subject to the limitations on legal remedies against cities and other public agencies in the State. Additionally, enforceability of the rights and remedies of the Owners, and the obligations incurred by the City, may become subject to the following: the federal Bankruptcy Code and applicable bankruptcy, insolvency, reorganization, moratorium, or similar laws relating to or affecting the enforcement of creditor's rights generally, now or hereafter in effect; equity principles which may limit the specific enforcement under State law of certain remedies; the exercise by the United States of America of the powers delegated to it by the United States Constitution; and the reasonable and necessary exercise, in certain exceptional situations, of the police powers inherent in the sovereignty of the State and its governmental bodies in the interest of serving a significant and legitimate public purpose. The opinion to be delivered by Norton Rose Fulbright US LLP, Bond Counsel, concurrently with the issuance of the 2026 Bonds, that the 2026 Bonds constitute valid and binding limited obligations of the City payable from and secured by a pledge of Water Net Revenues as and to the extent provided in the Indenture, will be subject to the limitations described above and the various other legal opinions to be delivered concurrently with the issuance of the 2026 Bonds will be similarly qualified. If the City fails to comply with its covenants under the Indenture or to pay principal of or interest on the 2026 Bonds, there can be no assurance that remedies will be available to fully protect the interests of the Owners. Bankruptcy proceedings, or the exercise of powers by the federal or State government, if initiated, could subject the Owners to judicial discretion and interpretation of their rights in bankruptcy or otherwise, and consequently may entail risks of delay, limitation, or modification of their rights.

CONSTITUTIONAL LIMITATIONS ON GOVERNMENTAL SPENDING

Articles XIIIC and XIIID of the State Constitution

General. On November 5, 1996, California voters approved Proposition 218, the so-called "Right to Vote on Taxes Act." Proposition 218 added Articles XIIIC and XIIID to the State Constitution, which affect the ability of local governments to levy and collect both existing and future taxes, assessments, and property-related fees and charges. Proposition 218, which generally became effective on November 6, 1996, changed, among other things, the procedure for the imposition of any new or increased property-related "fee" or "charge," which is defined as "any levy other than an ad valorem tax, a special tax or an assessment, imposed by a [local government] upon a parcel or upon a person as an incident of property ownership, including user fees or charges for a property related service" (and referred to in this section as a "property-related fee or charge").

On November 2, 2010, California voters approved Proposition 26, the so-called "Supermajority Vote to Pass New Taxes and Fees Act." Section 1 of Proposition 26 declares that Proposition 26 is intended to limit the ability of the State Legislature and local government to circumvent existing restrictions on increasing taxes by defining the new or expanded taxes as "fees." Proposition 26 amended Articles XIIIA and XIIIC of the State Constitution. The amendments to Article XIIIA limit the ability of the State Legislature to impose higher taxes (as defined in Proposition 26) without a two-thirds vote of the Legislature. Proposition 26's amendments to Article XIIIC broadly define "tax," but specifically exclude, among other things:

(1) A charge imposed for a specific benefit conferred or privilege granted directly to the payor that is not provided to those not charged, and which does not exceed the reasonable costs to the local government of conferring the benefit or granting the privilege.

(2) A charge imposed for a specific government service or product provided directly to the payor that is not provided to those not charged, and which does not exceed the reasonable costs to the local government of providing the service or product.

(3) A charge imposed as a condition of property development.

(4) Assessments and property-related fees imposed in accordance with the provisions of Article XIII D.

Property-Related Fees and Charges. Under Article XIIID, before a municipality may impose or increase any property-related fee or charge, the entity must give written notice to the record owner of each parcel of land affected by that fee or charge. The municipality must then hold a hearing upon the proposed imposition or increase at least 45 days after the written notice is mailed, and, if a majority of the property owners of the identified parcels present written protests against the proposal, the municipality may not impose or increase the property-related fee or charge.

Further, under Article XIIID, revenues derived from a property-related fee or charge may not exceed the funds required to provide the "property-related service" and the entity may not use such fee or charge for any purpose other than that for which it imposed the fee or charge. The amount of a property-related fee or charge may not exceed the proportional cost of the service attributable to the parcel, and no property-related fee or charge may be imposed for a service unless that service is actually used by, or is immediately available to, the owner of the property in question.

Initiative Power. In addition, Article XIIIC states that "the initiative power shall not be prohibited or otherwise limited in matters of reducing or repealing any local tax, assessment, fee or charge. The power of initiative to affect local taxes, assessments, fees and charges shall be applicable to all local governments and neither the Legislature nor any local government charter shall impose a signature requirement higher than that applicable to statewide statutory initiatives."

Judicial Interpretation of Articles XIIIC and XIIID. After Proposition 218 was enacted in 1996, appellate court cases and an Attorney General's opinion initially indicated that fees and charges levied for water and wastewater services would not be considered property-related fees and charges, and thus not subject to the requirements of Article XIIID regarding notice, hearing and protests in connection with any increase in the fees and charges being imposed. However, three subsequent court cases have held that water and wastewater charges could be subject to the requirements of Article XIIID under certain circumstances.

In *Richmond v. Shasta Community Services District* (2004) 32 Cal.4th 409, the California Supreme Court addressed the applicability of the notice, hearing and protest provisions of Article XIIID to certain charges related to water service. In *Richmond*, the Court held that capacity charges are not subject to Proposition 218. The Court also indicated in dictum that a fee for ongoing water service through an existing connection could, under certain circumstances, constitute a property-related fee and charge, with the result that a local government imposing such a fee and charge must comply with the notice, hearing and protest requirements of Article XIIID.

In *Howard Jarvis Taxpayers Association v. City of Fresno* (2005) 127 Cal.App.4th 914, the California Court of Appeal, Fifth District, concluded that water, sewer and trash fees are property-related fees subject to Proposition 218 and a municipality must comply with Article XIIID before imposing or

increasing such fees. The California Supreme Court denied the City of Fresno's petition for review of the Court of Appeal's decision on June 15, 2005.

In July 2006 the California Supreme Court, in *Bighorn-Desert View Water Agency v. Verjil* (2006) 39 Cal.4th 205, addressed the validity of a local voter initiative measure that would have (a) reduced a water agency's rates for water consumption (and other water charges), and (b) required the water agency to obtain voter approval before increasing any existing water rate, fee, or charge, or imposing any new water rate, fee, or charge. The court adopted the position indicated by its statement in *Richmond* that a public water agency's charges for ongoing water delivery are "fees and charges" within the meaning of Article XIIID, and went on to hold that charges for ongoing water delivery are also "fees" within the meaning of Article XIIIC's mandate that the initiative power of the electorate cannot be prohibited or limited in matters of reducing or repealing any local tax, assessment, fee or charge. Therefore, the court held, Article XIIIC authorizes local voters to adopt an initiative measure that would reduce or repeal a public agency's water rates and other water delivery charges. (However, the court ultimately ruled in favor of the water agency and held that the entire initiative measure was invalid on the grounds that the second part of the initiative measure, which would have subjected future water rate increases to prior voter approval, was not supported by Article XIIIC and was therefore invalid.)

The court in *Bighorn* specifically noted that it was not holding that the initiative power is free of all limitations; the court stated that it was *not* determining whether the electorate's initiative power is subject to the statutory provision requiring that water service charges be set at a level that will pay for operating expenses, provide for repairs and depreciation of assets, provide a reasonable surplus for improvements, extensions, and enlargements, pay the interest on any bonded debt, and provide a sinking or other fund for the payment of the principal of such debt as it may become due.

In August 2013, an Orange County Superior Court judge ruled that the tiered pricing model of the City of San Juan Capistrano, which charges higher rates to customers who use more water, violates Proposition 218. The City of San Juan Capistrano appealed the decision, to the 4th District Court of Appeal, which published its decision on April 20, 2015. The court's decision found that the City of San Juan Capistrano's tiered rates were not sufficiently cost-justified, but that the Constitution does allow for tiered rates. In July 2015, the California Supreme Court denied a request to depublish the case.

The City believes that its rate structure is distinguishable from the structure deemed unconstitutional in the San Juan Capistrano case and consistent with Proposition 218 and the Constitution because the City's tiered rates correlate with the actual costs for the various tiers.

120-Day Statute of Limitations for New or Increased Water and Sewer Rates. Senate Bill 323 ("SB 323"), signed by the Governor in September of 2021, restricts challenges to new or increased water or sewer rates to 120 days after the receipt of notice of the rate increase. SB 323 applies to rates for both retail and wholesale water and sewer fees adopted or increased after January 1, 2022. Prior to the adoption of SB 323 a plaintiff seeking to challenge water or sewer rates could generally bring an action for a refund for amounts paid within the preceding year, or could seek to invalidate the rates within 3 years of payment.

Articles XIIIC and XIIID and the City's Water Rates and Charges. The City's current water rates (see "THE WATER SYSTEM – Water Rates and Charges") were adopted by resolution of the City Council in June 2023, following notice to property owners and a public hearing held at least 45 days after the notice had been mailed, in compliance with Articles XIIIC and XIIID.

Further, the City believes its water rates and charges do not constitute "taxes" under Article XIIIC as revised by Proposition 26 because, as described in subsection 1(e)(7) of Article XIIIC, they are "property-related fees imposed in accordance with the provisions of Article XIIID" (and are also charges for a

"property-related service" as defined in subsection 2(g) of Article XIIID) and because, as described in subsection 1(e)(2) of Article XIIIC, they are charged for water service, "a specific government service or product provided directly to the payor that is not provided to those not charged."

Conclusion. It is not possible to predict how courts will further interpret Article XIIIC and Article XIIID in future judicial decisions, and what, if any, further implementing legislation will be enacted.

Under the *Bighorn* case, local voters could adopt an initiative measure that reduces or repeals the City's rates and charges, though it is not clear whether (and California courts have not decided whether) any such reduction or repeal by initiative would be enforceable in a situation in which such rates and charges are pledged to the repayment of bonds or other indebtedness, as is the case with respect to the 2026 Bonds.

A voter initiative entitled "The Taxpayer Protection and Government Accountability Act" ("Initiative 1935") has been determined to be eligible for the November 2024 Statewide general election and, unless withdrawn by its proponent prior to June 27, 2024, or removed pursuant to the emergency petition for writ of mandate filed by the Governor of California with the California Supreme Court seeking such removal, will be certified as qualified for the ballot in such election. Were it to be adopted by the voters in the Statewide general election, Initiative 1935 would amend the California Constitution to, among other things, provide that charges for services or products provided directly to the payor (such as charges for water) are "taxes" subject to voter approval unless the local government can prove by clear and convincing evidence that the charge is reasonable and does not exceed the "actual cost" of providing the service or product, defined as "(i) the minimum amount necessary to reimburse the government for the cost of providing the service or the product to the payor, and (ii) where the amount charged is not used by the government for any purpose other than reimbursing that cost." If adopted, Initiative 1935 would be subject to judicial interpretation. BWP is unable to predict whether and how Initiative 1935, if adopted, would be interpreted by the courts, and there can be no assurance that any such interpretation or application would not have an adverse impact on BWP, the Water System or the revenues of the Water System.

There can be no assurance that the courts will not further interpret, or the voters will not amend, Article XIIIC and Article XIIID to limit the ability of local agencies to impose, levy, charge and collect increased fees and charges for water services, or to call into question previously adopted water services rate increases.

TAX MATTERS

The Internal Revenue Code of 1986 (the "Code") imposes certain requirements that must be met subsequent to the issuance and delivery of the 2026 Bonds for interest thereon to be and remain excluded pursuant to section 103(a) of the Code from the gross income of the owners thereof for federal income tax purposes. Noncompliance with such requirements could cause the interest on the 2026 Bonds to be included in the gross income of the owners thereof for federal income tax purposes retroactive to the date of issue of the 2026 Bonds. The City has covenanted in the Indenture not to take any action or omit to take any action which, if taken or omitted, respectively, would adversely affect the exclusion of the interest on the 2026 Bonds from the gross income of the owners thereof for federal income tax purposes.

In the opinion of Norton Rose Fulbright US LLP, Bond Counsel, under existing law interest on the 2026 Bonds is exempt from personal income taxes of the State of California and, assuming compliance with the aforementioned covenants, interest on the 2026 Bonds is excluded pursuant to section 103(a) of the Code from the gross income of the owners thereof for federal income tax purposes. Bond Counsel is of the further opinion that interest on the 2026 Bonds is not an item of tax preference for purposes of the federal alternative minimum tax on individuals. The Code contains other provisions that could result in tax consequences, upon which no opinion will be rendered by Bond Counsel, as a result of ownership of the

2026 Bonds or the inclusion in certain computations of interest that is excluded from gross income. In rendering the foregoing opinions, Bond Counsel will rely upon representations and certifications of the City made in the Tax Certificate, dated the date of delivery of the 2026 Bonds, pertaining to the use, expenditure, and investment of the proceeds of the 2026 Bonds.

The Code imposes a minimum tax of 15 percent on the adjusted financial statement income of certain large corporations, generally consisting of corporations (other than S corporations, regulated investment companies and real estate investment trusts) with more than $1 billion in average annual adjusted financial statement income, determined over a three-year period. For this purpose, adjusted financial statement income generally consists of the net income or loss of the taxpayer set forth on the taxpayer's applicable financial statement for the taxable year, subject to various adjustments, but is not reduced for interest earned on tax-exempt obligations, such as the 2026 Bonds. Prospective purchasers that could be subject to this minimum tax should consult with their own tax advisors regarding the potential consequences of owning the 2026 Bonds.

The initial public offering price of certain of the 2026 Bonds (the "Discount Bonds") may be less than the amount payable on such 2026 Bonds at maturity. An amount equal to the difference between the initial public offering price of a Discount Bond (assuming that a substantial amount of the Discount Bonds of that maturity are sold to the public at such price) and the amount payable at maturity constitutes original issue discount to the initial purchaser of such Discount Bond. A portion of such original issue discount allocable to the holding period of such Discount Bond by the initial purchaser will, upon the disposition of such Discount Bond (including by reason of its payment at maturity), be treated as interest excludable from gross income, rather than as taxable gain, for federal income tax purposes, on the same terms and conditions as those for other interest on the 2026 Bonds described above. Such interest is considered to be accrued actuarially in accordance with the constant interest method over the life of a Discount Bond, taking into account the semiannual compounding of accrued interest, at the yield to maturity on such Discount Bond and generally will be allocated to an initial purchaser in a different amount from the amount of the payment denominated as interest actually received by the initial purchaser during the tax year.

However, such interest may be required to be taken into account in determining the amount of the branch profits tax applicable to certain foreign corporations doing business in the United States, even though there will not be a corresponding cash payment. In addition, the accrual of such interest may result in certain other collateral federal income tax consequences to, among others, financial institutions, life insurance companies, property and casualty insurance companies, S corporations with subchapter C earnings and profits, individual recipients of Social Security or Railroad Retirement benefits, individuals otherwise qualifying for the earned income tax credit, owners of an interest in a financial asset securitization investment trust, corporations subject to the alternative minimum tax on adjusted financial statement income, and taxpayers who may be deemed to have incurred or continued indebtedness to purchase or carry, or who have paid or incurred certain expenses allocable to, tax-exempt obligations. Moreover, in the event of the redemption, sale or other taxable disposition of a Discount Bond by the initial owner prior to maturity, the amount realized by such owner in excess of the basis of such Discount Bond in the hands of such owner (adjusted upward by the portion of the original issue discount allocable to the period for which such Discount Bond was held) is includable in gross income. Owners of Discount Bonds should consult with their own tax advisors with respect to the determination of accrued original issue discount on Discount Bonds for federal income tax purposes and with respect to the state and local tax consequences of owning and disposing of Discount Bonds.

The purchase price of certain 2026 Bonds (the "Premium Bonds") paid by an owner may be greater than the amount payable on such 2026 Bonds at maturity. An amount equal to the excess of a purchaser's tax basis in a Premium Bond over the amount payable at maturity constitutes premium to such purchaser. The basis for federal income tax purposes of a Premium Bond in the hands of such purchaser must be

reduced each year by the amortizable bond premium, although no federal income tax deduction is allowed as a result of such reduction in basis for amortizable bond premium. Such reduction in basis will increase the amount of any gain (or decrease the amount of any loss) to be recognized for federal income tax purposes upon a sale or other taxable disposition of a Premium Bond. The amount of premium that is amortizable each year by a purchaser is determined by using such purchaser's yield to maturity (or, in some cases with respect to a callable bond, the yield based on a call date that results in the lowest yield on the bond). Purchasers of the Premium Bonds should consult with their own tax advisors with respect to the determination of amortizable bond premium on Premium Bonds for federal income tax purposes and with respect to the state and local tax consequences of owning and disposing of Premium Bonds.

Bond Counsel has not undertaken to advise in the future whether any events after the date of issuance of the 2026 Bonds may affect the tax status of interest on the 2026 Bonds or the tax consequences of the ownership of the 2026 Bonds. No assurance can be given that pending or future legislation, or amendments to the Code, if enacted into law, or any proposed legislation or amendments to the Code, will not contain provisions that could directly or indirectly reduce the benefit of the exemption of interest on the 2026 Bonds from personal income taxation by the State of California or of the exclusion of the interest on the 2026 Bonds from the gross income of the owners thereof for federal income tax purposes. Furthermore, Bond Counsel will express no opinion as to the effect on the exclusion from gross income of interest on the 2026 Bonds of any action taken or not taken after the date of such opinion without the approval of Bond Counsel.

Except as described above, Bond Counsel will express no opinion with respect to any federal, state or local tax consequences under present law, or proposed legislation, resulting from the receipt or accrual of interest on, or the acquisition or disposition of, the 2026 Bonds. Prospective purchasers of the 2026 Bonds should be aware that the ownership of tax-exempt obligations such as the 2026 Bonds may result in collateral federal tax consequences to, among others, financial institutions, life insurance companies, property and casualty insurance companies, certain foreign corporations doing business in the United States, S corporations with subchapter C earnings and profits, individual recipients of Social Security or Railroad Retirement benefits, individuals otherwise qualifying for the earned income tax credit, owners of an interest in a financial asset securitization investment trust, corporations subject to the alternative minimum tax on adjusted financial statement income, and taxpayers who may be deemed to have incurred or continued indebtedness to purchase or carry, or who have paid or incurred certain expenses allocable to, tax-exempt obligations. Prospective purchasers should consult their own tax advisors as to the applicability of these consequences to their particular circumstances.

Bond Counsel's opinion is not a guarantee of a result, but represents its legal judgment based upon its review of existing statutes, regulations, published rulings and court decisions and the covenants of the City described above. No ruling has been sought from the Internal Revenue Service (the "Service") with respect to the matters addressed in the opinion of Bond Counsel, and Bond Counsel's opinion is not binding on the Service. The Service has an ongoing program of auditing the tax-exempt status of the interest on municipal obligations. If an audit of the 2026 Bonds is commenced, under current procedures the Service is likely to treat the City as the "taxpayer," and the owners would have no right to participate in the audit process. In responding to or defending an audit of the tax-exempt status of the interest on the 2026 Bonds, the City may have different or conflicting interests from the owners of the 2026 Bonds. Public awareness of any future audit of the 2026 Bonds could adversely affect the value and liquidity of the 2026 Bonds during the pendency of the audit, regardless of the ultimate outcome.

Existing law may change so as to reduce or eliminate the benefit to holders of the 2026 Bonds of the exclusion of interest thereon from gross income for federal income tax purposes. Proposed legislative or administrative action, whether or not taken, could also affect the value and marketability of the

2026 Bonds. Prospective purchasers of the 2026 Bonds should consult with their own tax advisors with respect to any proposed changes in tax law.

A copy of the form of opinion of Bond Counsel relating to the 2026 Bonds is included in APPENDIX E hereto.

LITIGATION

To the knowledge of the City, there is no controversy or litigation of any nature now pending or threatened restraining or enjoining the issuance of the 2026 Bonds or the execution and delivery of the Indenture or in any way contesting or affecting the validity of the 2026 Bonds or any proceedings of the City taken with respect to the execution and delivery thereof.

CERTAIN LEGAL MATTERS

The issuance of the 2026 Bonds is subject to the approving opinion of Norton Rose Fulbright US LLP, Los Angeles, California, Bond Counsel to the City. A complete copy of the proposed form of Bond Counsel opinion is contained in APPENDIX E. Bond Counsel and counsel to the Underwriters will receive compensation from the City contingent upon the sale and delivery of the 2026 Bonds. Certain legal matters will be passed on for the City by the City Attorney and by Norton Rose Fulbright LLP, Los Angeles, California, Disclosure Counsel. Certain legal matters will be passed upon for the Underwriters by their counsel, Stradling Yocca Carlson & Rauth LLP, Newport Beach, California.

FINANCIAL STATEMENTS

LSL, LLP (the "Auditor"), audited the financial statements of the City's Water and Electric Utility Enterprise Funds for the Fiscal Year ended June 30, 2026. The Auditor's examination was made in accordance with generally accepted auditing standards and Governmental Auditing Standards, issued by the Comptroller General of the United States. See "APPENDIX B – Audited Financial Statements of the City of Burbank Water and Electric Utility Enterprise Funds for the Fiscal Year Ended June 30, 2026."

The City has not requested nor did the City obtain permission from the Auditor to include the audited financial statements as an appendix to this Official Statement. Accordingly, the Auditor has not performed any post-audit review of the financial condition or operations of the City and has not participated in the preparation of, or reviewed, this Official Statement.

RATING

Moody's Ratings ("Moody's") has assigned the 2026 Bonds the long-term rating of "[___]."

This rating reflects only the views of Moody's, and any explanation of the significance of such rating may be obtained only from Moody's. There is no assurance that the rating will remain in effect for any given period of time or that it will not be revised downward or withdrawn entirely by Moody's, if, in its judgment, circumstances so warrant. The City undertakes no responsibility to oppose any such revision or withdrawal. Any downward revision or withdrawal of the rating may have an adverse effect on the market price of the 2026 Bonds.

CONTINUING DISCLOSURE

The City will covenant for the benefit of owners of the 2026 Bonds to provide certain financial information and operating data relating to the City by not later than 9 months after the end of each fiscal year of the City (currently June 30th), commencing with the report for the 2025-26 Fiscal Year (the "Annual

Report"), and to provide notices of the occurrence of certain enumerated events. Such reports are required to be filed with the Municipal Securities Rulemaking Board through its Electronic Municipal Market Access system ("EMMA"). The specific nature of the information to be contained in the Annual Report or the notices of enumerated events is described in "APPENDIX D – Form of Continuing Disclosure Agreement," attached to this Official Statement. These covenants have been made in order to assist the Underwriters of the 2026 Bonds in complying with Securities and Exchange Commission Rule 15c2-12.

The City has entered into a number of continuing disclosure undertakings in connection with City obligations, including obligations payable from the City's General Fund, as well as obligations payable from the revenues relating to the Water System and the Electric System, and the City has prepared continuing disclosure reports pursuant to these undertakings.

[Within the past five years, the City and certain of its related entities have failed to comply in certain respects with continuing disclosure obligations related to outstanding indebtedness, by (i) failing to provide timely notice of a rating upgrade relating to a series of the City's wastewater revenue bonds, which notice was provided approximately seven months after such rating upgrade, and (ii) with respect to certain of the City's then-outstanding water revenue and electric revenue bonds, failing to timely file audited financial statements for Fiscal Years 2021-22 and 2022-23 and failing to timely file required notices of such failures (the audited financial statements for Fiscal Years 2012-22 and 2022-23 were filed 58 and 84 days late, respectively, and notices of such failures were subsequently filed in June 2024).] [To be updated, if needed.]

The City has adopted a disclosure policy intended to assure future compliance with the City's continuing disclosure requirements.

MUNICIPAL ADVISOR

KNN Public Finance, LLC (the "Municipal Advisor") has assisted the City with various matters relating to the planning, structuring and delivery of the 2026 Bonds. The Municipal Advisor is a financial advisory firm and is not engaged in the business of underwriting or distributing municipal securities or other public securities. The Municipal Advisor assumes no responsibility for the accuracy, completeness or fairness of this Official Statement. The Municipal Advisor will receive compensation from the City contingent upon the sale and delivery of the 2026 Bonds.

UNDERWRITING

The 2026 Bonds will be purchased for reoffering by the Underwriters set forth on the cover of this Official Statement (the "Underwriters"), for whom J.P. Morgan Securities LLC is acting as senior managing underwriter, at an aggregate purchase price of $_____, representing the principal amount of the 2026 Bonds of $_____, less an Underwriters' discount of $_____ and plus a [net] original issue premium of $_____. The Underwriters will be obligated to purchase all of the 2026 Bonds if any of the 2026 Bonds are purchased.

J.P. Morgan Securities LLC ("JPMS"), one of the Underwriters of the 2026 Bonds, has entered into negotiated dealer agreements (each, a "Dealer Agreement") with each of Charles Schwab & Co., Inc. ("CS&Co.") and LPL Financial LLC ("LPL") for the retail distribution of certain securities offerings at the original issue prices. Pursuant to each Dealer Agreement (if applicable to this transaction), each of CS&Co. and LPL will purchase 2026 Bonds from JPMS at the original issue price less a negotiated portion of the selling concession applicable to any 2026 Bonds that such firm sells.

The Underwriters may offer and sell the 2026 Bonds to certain dealers (including dealers depositing 2026 Bonds into investment trusts) and others at prices lower than the public offering prices stated on the

inside cover page of this Official Statement. The offering prices may be changed from time to time by the Underwriters.

The Underwriters and their respective affiliates are full-service financial institutions engaged in various activities that may include securities trading, commercial and investment banking, municipal advisory, brokerage, and asset management. In the ordinary course of business, the Underwriters and their respective affiliates may actively trade debt and, if applicable, equity securities (or related derivative securities) and provide financial instruments (which may include bank loans, credit support, or interest rate swaps). The Underwriters and their respective affiliates may engage in transactions for their own accounts involving the securities and instruments made the subject of this securities offering or other offering of the City. The Underwriters and their respective affiliates may make a market in credit default swaps with respect to municipal securities in the future. The Underwriters and their respective affiliates may also communicate independent investment recommendations, market color or trading ideas and publish independent research views in respect of this securities offering or other offerings of the City.

MISCELLANEOUS

The execution and delivery of this Official Statement has been authorized by the City.

CITY OF BURBANK, CALIFORNIA

By _____
City Manager

By _____
BWP Acting General Manager

APPENDIX A

GENERAL INFORMATION ABOUT THE CITY OF BURBANK AND LOS ANGELES COUNTY

The following information concerning the City of Burbank (the "City") and Los Angeles County (the "County") are included only for the purpose of supplying general information regarding the community. The 2026 Bonds are not a debt of the City, the County, the State of California (the "State") or any of its political subdivisions, and neither the City, the County, the State nor any of its political subdivisions is liable therefor, except the City to the limited extent set forth in the Indenture.

General Information

The County. Located along the southern coast of California, Los Angeles County covers about 4,080 square miles. It measures approximately 75 miles from north to south and 70 miles from east to west. The county includes Santa Catalina and San Clemente Islands and is bordered by the Pacific Ocean and Ventura, San Bernardino and Orange Counties.

Almost half of the county is mountainous and some 14% is a coastal plain known as the Los Angeles Basin. The low Santa Monica mountains and Hollywood Hills run east and west and form the northern boundary of the Basin and the southern boundary of the San Fernando Valley. The San Fernando Valley terminates at the base of the San Gabriel Mountains whose highest peak is over 10,000 feet. Beyond this mountain range the rest of the county is a semi-dry plateau, the beginning of the vast Mojave Desert.

According to the Los Angeles County Regional Planning Commission, the 86 incorporated cities in the county covered about 1,344 square miles or 27% of the total county. Approximately 16% of the land in the county was devoted to residential use and over two thirds of the land was open space and vacant.

The City. On July 8, 1911, the City was incorporated as a city. Today, the City ranks as the thirteenth-largest city in Los Angeles County, with a population of over 106,000 residents. Currently, the City maintains its long-standing relationship with Warner Bros. and Disney and is now home to hundreds of media and related support companies such as ABC, Nickelodeon Animation, Yahoo!, and other post production, film processing, special effects, equipment rental and related businesses. As such, the City is happily referred to as the "Media Capital of the World."

Population

The following table shows population estimates for the City, the County and the State of California as of January 1 of each year for the five years shown below.

CITY OF BURBANK, LOS ANGELES COUNTY, STATE OF CALIFORNIA
Population Estimates[(1)]

Area	2022	2023	2024	2025	2026
City of Burbank	105,385	105,520	105,623	105,713	106,229
Los Angeles County	9,861,671	9,864,220	9,882,296	9,900,914	9,837,286
State of California	39,159,480	39,167,274	39,446,835	39,646,907	39,592,978

[(1)] Data as of May 1, 2026.
Source: State of California, Department of Finance.

Employment and Industry

The City is included in the Los Angeles-Long Beach-Glendale Metropolitan Division ("MD"), which includes all of the County. The seasonally adjusted unemployment rate in the County decreased over the month at 5.4% in June 2026, from 5.5% in May 2026, and was below the rate of 5.7% one year ago. Civilian employment decreased by 18,100 to 4,778,900 in June 2026 over the month, and unemployment decreased by 4,400 to 275,200. The civilian labor force declined by 22,500 over the month to 5,054,100 in June 2026. (All of the above figures are seasonally adjusted.) The unadjusted unemployment rate for the County was 5.3% in June 2026. (All of the above 2026 figures are preliminary.)

The California seasonally adjusted unemployment rate was 5.3% in May 2026, 5.2% in June 2026, and 5.5% a year ago in June 2025. The comparable estimates for the nation were 4.3% in May 2026, 4.2% in June 2026, and 4.1% a year ago.

The table below lists employment by industry group for the County for the most recent five years for which data is available. These figures are county-wide statistics and may not necessarily accurately reflect employment trends in the City.

LOS ANGELES-LONG BEACH-GLENDALE MD
(Los Angeles County)
Annual Average Labor Force and Employment by Industry
Calendar Years 2021 through 2025
(March 2025 Benchmark) [1]

	2021	2022	2023	2024	2025
Civilian Labor Force	5,019,900	5,036,800	5,064,700	5,106,400	5,098,800
Employment	4,569,800	4,786,000	4,808,300	4,812,400	4,810,600
Unemployment	450,100	250,800	256,500	294,000	288,200
Unemployment Rate[2]	9.0%	5.0%	5.1%	5.8%	5.7%
Wage and Salary Employment:					
Total Farm	4,600	4,800	4,700	4,700	4,200
Mining and Logging	1,600	1,700	1,700	1,700	1,700
Construction	149,000	151,300	151,200	151,600	146,500
Manufacturing	313,100	321,700	318,400	312,600	303,300
Wholesale Trade	202,600	204,400	200,100	194,800	189,200
Retail Trade	396,100	405,500	404,800	398,800	393,600
Trans., Warehousing, Utilities	215,200	223,600	217,900	218,500	216,500
Information	208,800	234,900	193,100	189,600	177,000
Financial and Insurance	129,000	126,600	122,200	118,500	116,900
Real Estate, Rental & Leasing	84,100	89,200	88,300	89,200	86,600
Professional and Business Services	631,300	667,400	657,200	657,400	660,200
Educational and Health Services	843,900	870,600	919,000	967,000	1,007,100
Leisure and Hospitality	434,200	512,400	534,100	537,500	533,100
Other Services	135,700	153,000	157,400	159,000	158,000
Federal Government	47,700	47,100	47,600	48,400	46,500
State Government	90,700	95,400	98,900	104,700	103,100
Local Government	421,900	427,500	436,600	448,500	453,600
Total All Industries	4,309,700	4,536,900	4,553,200	4,602,500	4,596,900

[1] Data as of July 17, 2026.
[2] The unemployment rate is calculated using unrounded data. Data may not add due to rounding.
Source: State of California Employment Development Department.

Largest Employers

The following table lists the principal employers within the City, by number of employees, as of June 30, 2025.

CITY OF BURBANK
Principal Employers
As of June 30, 2025

Employer Name	Number of Employees
Warner Bros. Entertainment[1]	8,230
The Walt Disney Company	6,284
Hollywood Burbank Airport	3,106
Providence St. Joseph's Hospital	2,542
Burbank Unified School District	2,300
City of Burbank	1,564
Cast & Crew	655
Nickelodeon	634
Entertainment Partners	579
Walmart	540

Source: City of Burbank Annual Comprehensive Financial Report for fiscal year ended June 30, 2025.
(1) According to new reports, Paramount Skydance, a large media organization, has proposed to acquire Warner Bros. Discovery, a conglomerate that includes Warner Bros. Entertainment.

Commercial Activity

A summary of historic taxable sales within the City during the most recent five years for which data is available is shown in the following table. Total taxable sales for calendar year 2025 in the City were reported to be $3,320,566,476, an 8.82% decrease over the total taxable sales of $3,641,879,593 reported for calendar year 2024.

CITY OF BURBANK
Taxable Transactions
(Dollars in Thousands)

Year	Number of Retail Outlets[1]	Retail Stores Taxable Transactions	Number of Total Outlets[1]	Total Outlets Taxable Transactions
2021	2,667	$2,370,514	5,006	$3,117,610
2022	2,633	2,606,153	4,966	3,523,349
2023	2,550	2,563,666	4,871	3,751,586
2024	2,538	2,571,107	4,873	3,641,880
2025	2,599	2,512,779	5,005	3,320,566

[1] Number of outlets represents the average of the four quarterly figures reported and rounded to the nearest whole number.
Source: State Department of Tax and Fee Administration. Taxable Sales, by City

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Building Activity

Provided below is information regarding issued building permits for the City for the most recent five years for which data is available.

CITY OF BURBANK
Housing Unit Building Permits Issued

	2021	*2022*	*2023*	*2024*	*2025*
Total Units	234	155	295	90	76
Units in Single Family	172	135	60	44	45
Units in All Multifamily	62	20	235	46	31
Units in 2-Unit Multifamily	16	16	4	6	0
Units in 3 & 4-Unit Multifamily	0	4	0	14	16
Units in 5+-Unit Multifamily	46	0	231	26	15

Source: U.S. Department of Housing and Urban Development, HUD User, Office of Policy Development and Research, SOCDS (State of the Cities Data Systems) Building Permits.

Effective Buying Income

"Effective Buying Income" is defined as personal income less personal tax and non-tax payments, a number often referred to as "disposable" or "after-tax" income. Personal income is the aggregate of wages and salaries, other labor-related income (such as employer contributions to private pension funds), proprietor's income, rental income (which includes imputed rental income of owner-occupants of non-farm dwellings), dividends paid by corporations, interest income from all sources, and transfer payments (such as pensions and welfare assistance). Deducted from this total are personal taxes (federal, state and local), non-tax payments (fines, fees, penalties, etc.) and personal contributions to social insurance. According to U.S. government definitions, the resultant figure is commonly known as "disposable personal income."

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The following table summarizes the total effective buying income for the City, the County, the State and the United States for the period 2022 through 2026.

Effective Buying Income
2022 through 2026

Year	Area	Total Effective Buying Income (000's Omitted)	Median Household Effective Buying Income
2022	City of Burbank	$4,439,867	$76,510
	Los Angeles County	327,445,237	71,404
	California	1,452,426,153	77,058
	United States	11,208,582,541	64,448
2023	City of Burbank	$4,509,661	$76,913
	Los Angeles County	332,188,114	71,057
	California	1,461,799,662	77,175
	United States	11,454,846,397	65,326
2024	City of Burbank	$4,518,732	$78,644
	Los Angeles County	342,046,555	74,202
	California	1,510,708,521	80,609
	United States	11,987,185,826	67,310
2025	City of Burbank	$4,679,674	$81,097
	Los Angeles County	351,923,537	75,093
	California	1,557,429,767	82,265
	United States	12,525,577,707	69,245
2026	City of Burbank	$5,376,268	$90,518
	Los Angeles County	398,695,554	83,252
	California	1,730,654,738	89,921
	United States	13,932,177,817	75,389

Source: Claritas, LLC.

APPENDIX B

**AUDITED FINANCIAL STATEMENTS OF THE
CITY OF BURBANK WATER AND ELECTRIC UTILITY ENTERPRISE FUNDS
FOR THE FISCAL YEAR ENDED JUNE 30, 2026**

APPENDIX C

SUMMARY OF CERTAIN PROVISIONS OF THE INDENTURE

APPENDIX D

FORM OF CONTINUING DISCLOSURE AGREEMENT

APPENDIX E

FORM OF OPINION OF BOND COUNSEL

[Delivery Date]

City of Burbank
Burbank, California

Re: $_____ City of Burbank, California, Burbank Water and Power Water Revenue Bonds, Series of 2026

Ladies and Gentlemen:

We have acted as bond counsel in connection with the issuance by the City of Burbank, California (the "City") of its $_____ Burbank Water and Power Water Revenue Bonds, Series of 2026 (the "Bonds"). The Bonds are authorized and issued pursuant to Article 12 of Chapter 4 of Title 2 (formerly Article 12 of Chapter 14) of the Burbank Municipal Code, as amended (the "Bond Law"), and a resolution adopted by the City Council of the City on [____], 2026. The Bonds are also issued pursuant to the Burbank Water and Power Water Revenue Bond Indenture, dated as of November 1, 2010 (the "Master Water Revenue Bond Indenture"), as supplemented by the First Supplemental Burbank Water and Power Water Revenue Bond Indenture, dated as of November 1, 2010 (the "First Supplemental Indenture"), the Second Supplemental Burbank Water and Power Water Revenue Bond Indenture, dated as of November 1, 2010 (the "Second Supplemental Indenture"), the Third Supplemental Burbank Water and Power Water Revenue Bond Indenture, dated as of November 1, 2021 (the "Third Supplemental Indenture"), the Fourth Supplemental Burbank Water and Power Water Revenue Bond Indenture, dated as of June 1, 2024 (the "Fourth Supplemental Indenture"), and the Fifth Supplemental Burbank Water and Power Water Revenue Bond Indenture, dated as of [_____ 1], 2026 (the "Fifth Supplemental Indenture"), relating to the Bonds, each by and between the City and U.S. Bank Trust Company, National Association, as successor trustee (the "Trustee"). The Master Water Revenue Bond Indenture, as supplemented by the First Supplemental Indenture, the Second Supplemental Indenture, the Third Supplemental Indenture, the Fourth Supplemental Indenture and the Fifth Supplemental Indenture, is referred to herein as the "Indenture."

As bond counsel, we have reviewed the Bond Law, the Indenture, certifications of the City, the Trustee and others, opinions of counsel to the City and the Trustee, and such other documents, opinions and instruments as we deemed necessary to render the opinions set forth herein. Capitalized terms not otherwise defined herein shall have the meanings ascribed thereto in the Indenture.

We have assumed the genuineness of all documents and signatures presented to us. We have not undertaken to verify independently, and have assumed, the accuracy of the factual matters represented, warranted or certified in the documents. Furthermore, we have assumed compliance with all covenants and agreements contained in the Indenture, including (without limitation) covenants and agreements compliance with which is necessary to assure that future actions, omissions or events will not cause interest on the Bonds to be included in gross income for federal income tax purposes.

Based on and subject to the foregoing, and in reliance thereon, as of the date hereof, we are of the following opinions:

1. The Bonds constitute valid and binding special, limited obligations of the City and are payable exclusively from and are secured by a pledge of the Water Net Revenues and certain amounts held under the Indenture, as provided in the Indenture, and are entitled to the benefits of the Indenture.

2. The Indenture has been duly and validly authorized, executed and delivered by the City and, assuming the enforceability thereof against the Trustee, constitutes the legally valid and binding obligation of the City, enforceable against the City in accordance with its terms. The Indenture creates a valid pledge, to secure the payment of principal of and interest on the Bonds, of the Water Net Revenues and certain other amounts held by the Trustee in certain funds and accounts established pursuant to the Indenture, subject to the provisions of the Indenture permitting the application thereof and on the terms and conditions set forth therein.

3. Under existing statutes, regulations, rulings and judicial decisions, assuming continuing compliance by the City with certain covenants in the Indenture and other documents pertaining to the Bonds and requirements of the Internal Revenue Code of 1986 (the "Code") regarding the use, expenditure and investment of proceeds of the Bonds and the timely payment of certain investment earnings to the United States, interest on the Bonds is not includable in the gross income of the owners of the Bonds for purposes of federal income taxation.

4. Interest on the Bonds is not an item of tax preference for purposes of the federal alternative minimum tax on individuals. The Code contains other provisions that could result in tax consequences, upon which we render no opinion, as a result of ownership of the Bonds or the inclusion in certain computations (including, without limitation, those related to the alternative minimum tax on the adjusted financial statement income of certain corporations) of interest that is excluded from gross income.

5. Under existing law, interest on the Bonds is exempt from personal income taxes of the State of California.

Our opinion in paragraph 3 above is rendered in reliance on representations and certifications of the City made in a Tax Certificate dated the date hereof pertaining to the use, expenditure, and investment of the proceeds of the Bonds. Except as stated in paragraphs 3, 4 and 5 above, we express no opinion as to any federal or state tax consequences of the ownership or disposition of, or the receipt or accrual of interest on, the Bonds. Further, certain requirements and procedures contained or referred to in the Indenture or in other documents pertaining to the Bonds may be changed, and certain actions may be taken, under the circumstances and subject to the terms and conditions set forth in such documents, upon the advice or with the approving opinion of counsel nationally recognized in the area of tax-exempt obligations. We express no opinion as to the effect of any change to any document pertaining to the Bonds or of any action taken or not taken where such change is made or action is taken or not taken without our approval or in reliance upon the advice of counsel other than ourselves with respect to the exclusion from gross income of the interest on the Bonds for federal income tax purposes.

The opinions expressed and the statements made herein are based on an analysis of existing laws, regulations, rulings and judicial decisions. Such opinions and statements may be adversely affected by actions taken or events occurring, including a change in law, regulation or ruling (or in the application or official interpretation of any law, regulation or ruling) after the date hereof. We have not undertaken to determine, or to inform any person, whether such actions are taken or such events occur, and we have no obligation to update this letter in light of such actions or events or for any other reason. Moreover, our opinions are not a guarantee of result and represent our legal judgment based upon our review of existing law that we deem relevant to such opinions and in reliance upon the representations and covenants referenced above.

No opinion is expressed herein on the accuracy, completeness or sufficiency of the Official Statement or other offering material relating to the Bonds.

The opinions expressed in paragraphs 1 and 2 above are qualified to the extent that the enforceability of the Bonds and the Indenture may be limited by applicable bankruptcy, insolvency, debt adjustment, reorganization, moratorium or similar laws or equitable principles relating to or limiting creditors' rights generally or as to the availability of any particular remedy. The enforceability of the Bonds and the Indenture is subject to the effect of general principles of equity, including, without limitation, concepts of materiality, reasonableness, good faith and fair dealing, to the possible unavailability of specific performance or injunctive relief, regardless of whether considered in a proceeding in equity or at law, and to the limitations on legal remedies against governmental entities in California (including, but not limited to, rights of indemnification).

These opinions are limited to the laws of the State of California and the federal laws of the United States.

Respectfully submitted,

APPENDIX F

DTC AND THE BOOK-ENTRY ONLY SYSTEM

The information in this Appendix F regarding DTC and its book-entry system has been obtained from DTC's website, for use in securities offering documents, and the City takes no responsibility for the accuracy or completeness thereof or for the absence of material changes in such information after the date hereof.

The Depository Trust Company ("DTC"), New York, New York, will act as securities depository for the 2026 Bonds. The 2026 Bonds will be issued as fully–registered securities registered in the name of Cede & Co. (DTC's partnership nominee) or such other name as may be requested by an authorized representative of DTC. One fully-registered bond certificate will be issued for each maturity of the 2026 Bonds, each in the aggregate principal amount of such maturity, and will be deposited with DTC.

DTC, the world's largest securities depository, is a limited-purpose trust company organized under the New York Banking Law, a "banking organization" within the meaning of the New York Banking Law, a member of the Federal Reserve System, a "clearing corporation" within the meaning of the New York Uniform Commercial Code, and a "clearing agency" registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934, as amended. DTC holds and provides asset servicing for over 3.5 million issues of U.S. and non-U.S. equity issues, corporate and municipal debt issues, and money market instruments (from over 100 countries) that DTC's participants ("Direct Participants") deposit with DTC. DTC also facilitates the post-trade settlement among Direct Participants of sales and other securities transactions in deposited securities, through electronic computerized book-entry transfers and pledges between Direct Participants' accounts. This eliminates the need for physical movement of securities certificates. Direct Participants include both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, clearing corporations, and certain other organizations. DTC is a wholly-owned subsidiary of The Depository Trust & Clearing Corporation ("DTCC"). DTCC is the holding company for DTC, National Securities Clearing Corporation and Fixed Income Clearing Corporation, all of which are registered clearing agencies. DTCC is owned by the users of its regulated subsidiaries. Access to the DTC system is also available to others such as both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, and clearing corporations that clear through or maintain a custodial relationship with a Direct Participant, either directly or indirectly ("Indirect Participants"). DTC has a Standard & Poor's rating of AA+. The DTC Rules applicable to Participants are on file with the Securities and Exchange Commission. More information about DTC can be found at www.dtcc.com.

Purchases of the 2026 Bonds under the DTC system must be made by or through Direct Participants, which will receive a credit for the 2026 Bonds on DTC's records. The ownership interest of each actual purchaser of each 2026 Bond ("Beneficial Owner") is in turn to be recorded on the Direct and Indirect Participants' records. Beneficial Owners will not receive written confirmation from DTC of their purchase. Beneficial Owners are, however, expected to receive written confirmations providing details of the transaction, as well as periodic statements of their holdings, from the Direct or Indirect Participant through which the Beneficial Owner entered into the transaction. Transfers of ownership interests in the 2026 Bonds are to be accomplished by entries made on the books of Direct and Indirect Participants acting on behalf of Beneficial Owners. Beneficial Owners will not receive certificates representing their ownership interests in the 2026 Bonds, except in the event that use of the book-entry system for the 2026 Bonds is discontinued.

To facilitate subsequent transfers, all 2026 Bonds deposited by Direct Participants with DTC are registered in the name of DTC's partnership nominee, Cede & Co. or such other name as may be requested by an authorized representative of DTC. The deposit of 2026 Bonds with DTC and their registration in the

name of Cede & Co. or such other DTC nominee do not affect any change in beneficial ownership. DTC has no knowledge of the actual Beneficial Owners of the 2026 Bonds; DTC's records reflect only the identity of the Direct Participants to whose accounts such 2026 Bonds are credited, which may or may not be the Beneficial Owners. The Direct and Indirect Participants will remain responsible for keeping account of their holdings on behalf of their customers.

Conveyance of notices and other communications by DTC to Direct Participants, by Direct Participants to Indirect Participants, and by Direct Participants and Indirect Participants to Beneficial Owners will be governed by arrangements among them, subject to any statutory or regulatory requirements as may be in effect from time to time. Beneficial Owners of 2026 Bonds may wish to take certain steps to augment the transmission to them of notices of significant events with respect to the 2026 Bonds, such as redemptions, tenders, defaults and proposed amendments to the 2026 Bond documents. For example, Beneficial Owners of 2026 Bonds may wish to ascertain that the nominee holding the 2026 Bonds for their benefit has agreed to obtain and transmit notices to Beneficial Owners. In the alternative, Beneficial Owners may wish to provide their names and addresses to the registrar and request that copies of the notices be provided directly to them.

While the 2026 Bonds are in the book-entry-only system, redemption notices will be sent to DTC. If less than all of the 2026 Bonds of a maturity are being redeemed, DTC's practice is to determine by lot the amount of the interest of each Direct Participant in such issue to be redeemed.

Neither DTC nor Cede & Co. (nor any other DTC nominee) will consent or vote with respect to the 2026 Bonds unless authorized by a Direct Participant in accordance with DTC's MMI Procedures. Under its usual procedures, DTC mails an Omnibus Proxy to the City as soon as possible after the record date. The Omnibus Proxy assigns Cede & Co.'s consenting or voting rights to those Direct Participants to whose accounts the 2026 Bonds are credited on the record date (identified in a listing attached to the Omnibus Proxy).

Principal and interest payments on the 2026 Bonds will be made to Cede & Co., or such other nominee as may be requested by an authorized representative of DTC. DTC's practice is to credit Direct Participants' accounts upon DTC's receipt of funds and corresponding detail information from the City or the Trustee on the payable date in accordance with their respective holdings shown on DTC's records. Payments by Participants to Beneficial Owners will be governed by standing instructions and customary practices, as is the case with securities held for the accounts of customers in bearer form or registered in "street name," and will be the responsibility of such Participant and not of DTC, the Trustee or the City, subject to any statutory or regulatory requirements as may be in effect from time to time. Payment of principal and interest payments to Cede & Co. (or such other nominee as may be requested by an authorized representative of DTC) is the responsibility of the City or the Trustee, disbursement of such payments to Direct Participants will be the responsibility of DTC, and disbursement of such payments to the Beneficial Owners will be the responsibility of Direct and Indirect Participants.

DTC may discontinue providing its services as depository with respect to the 2026 Bonds at any time by giving reasonable notice to the City or the Trustee. Under such circumstances, in the event that a successor depository is not obtained, certificates representing the 2026 Bonds are required to be printed and delivered.

The City may decide to discontinue use of the system of book-entry-only transfers through DTC (or a successor securities depository). In that event, certificates representing the 2026 Bonds will be printed and delivered to DTC.

2026 Water Revenue Bond Financing

City Council
November 17, 2026

WATER AND POWER

Purpose of Bond Issuance

- Issue tax-exempt water revenue bonds in amount not to exceed $43,000,000
- Finance:
  - $41,939,990 of 2026 water project costs
  - Costs of issuance of the 2026 Bonds



Financial Impact

- 2026 Bonds average annual debt service: $2,758,000 *
- The issuance of the 2026 water revenue bonds was included in the 14% rate increase approved for January 1, 2027



*Preliminary, Subject to Change

2026 Water Project

Bond Financed Project Costs	Costs
Reservoir #2 Replacement	$23,805,000
VPP Chlorine Gas Replacement System	8,000,000
Chloramine Booster Systems	5,000,000
MWD B-1 Booster Station Improvements	3,250,000
Design-Build Pipeline Project	784,900
Booster Station Upgrade Program (Backup Power)	600,000
Reservoir #5 Inlet/Outlet Pipe Replacement	500,000
Total	**$41,939,900**

Reservoir 2 Replacement

- Reservoir has reached its end of life
- Improvements are required to address operational deficiencies
- Complete demolition and replacement of Reservoir 2
- Replacement also recommended as part of a recently completed Risk and Resiliency Assessment



Valley Pumping Plant Chlorine Gas Replacement System

- Replace existing chlorine gas disinfection system with onsite sodium hypochlorite generation system
- Will improve safety, reduce operational risk, and eliminate need to store and handle chlorine gas
- Replacement was recommended as part of a recently completed Risk and Resiliency Assessment

Chloramine Booster Systems

- Design of a chlorine booster station to address chlorine residual issues in the Zone 1 reservoirs
- Maintaining water quality is critical to health of distribution system
- Improper maintenance of chlorine levels in water system can promote biological growth

Metropolitan Water District B-1 Booster Station Improvements

- Evaluate the Metropolitan Water District B-1 Booster Station
- Make recommendations to increase reliability
- Bring the station up to current codes and efficiencies
- Construction to follow detailed design

Design-Build Pipeline Project

- BWP must replace aged valves and pipes throughout the City at faster pace than possible
- Pipes aging faster than crews are able to replace
- Four separate projects packaged together into one contract to be managed as partnership between the City, designer, and contractor
- Approach has stakeholders involved to review general conditions and project constraints from beginning and as design progresses

Booster Station Upgrade Program (Backup Power)

- Provide backup power to maintain water system operations during electrical outages
- Several booster stations currently lack emergency power
- Will install portable and/or permanent generator solutions
- Ensure continued movement of water throughout distribution system during emergency conditions

Reservoir #5 Inlet/Outlet Pipe Replacement

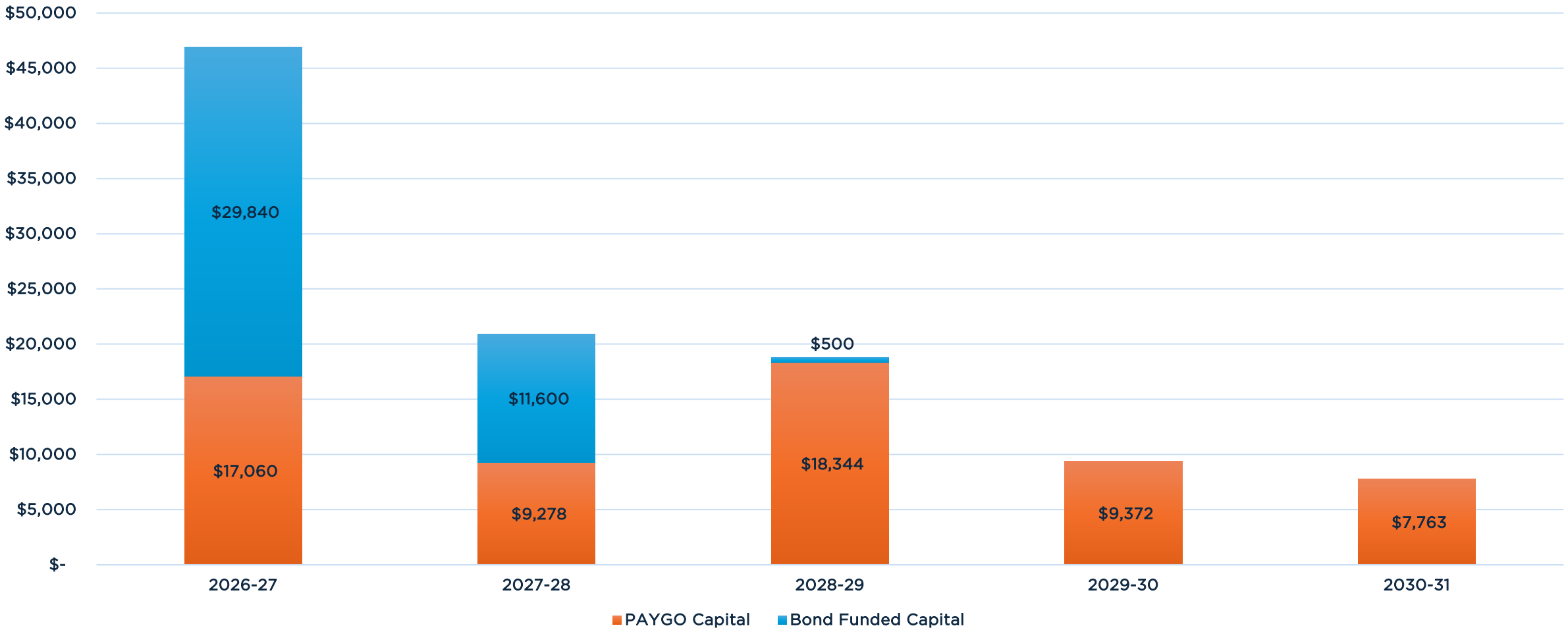
- Replace approximately 160 linear feet of 30-inch steel inlet/outlet piping at Reservoir 5
- Aging pipe has been source of increased maintenance due to corrosion
- Replacement also recommended as part of recently completed Risk and Resiliency Assessment

Reasons for Financing

- Generational capital investment
  - Aligns repayment with the ratepayers who benefit from the financed assets.
- Increased capital expenditures over next three years
- Consistent with citywide financial policies

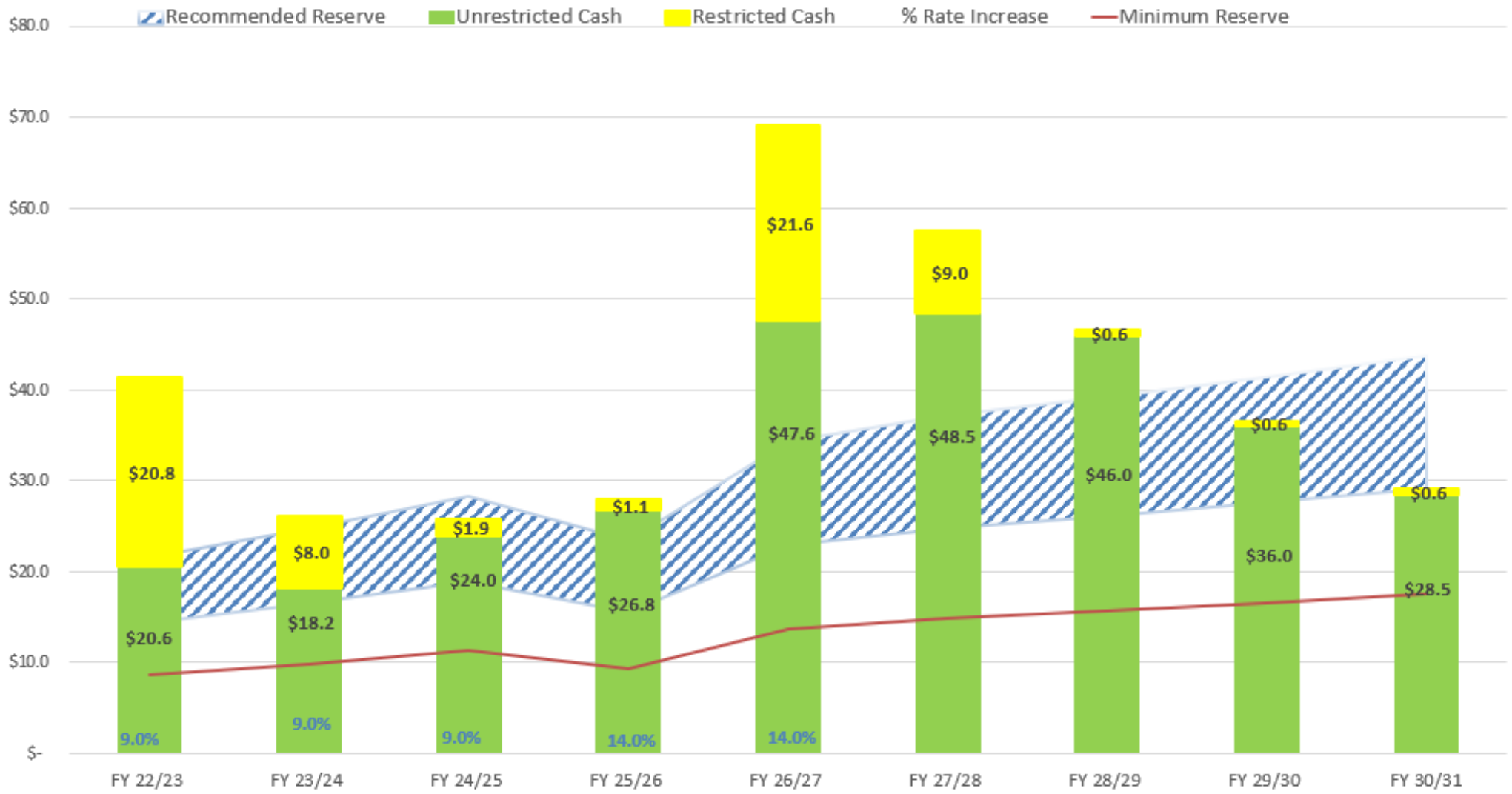
Projected Capital Spending

($ in thousands)



Water Fund Cash Balance

($ in millions)



2026 Water Revenue Bonds

- Limited obligations
- Payable from Net Revenues and on parity with BWP's outstanding 2021 Bonds and 2024 Bonds

Sources and Uses *	
Par Amount	$41,305,000
Premium	1,141,741
Total Sources	**$42,446,741**
Project Fund	$41,939,900
Cost of Issuance	300,000
Underwriter's Discount	206,525
Rounding Proceeds	316
Total Uses	**$42,446,741**

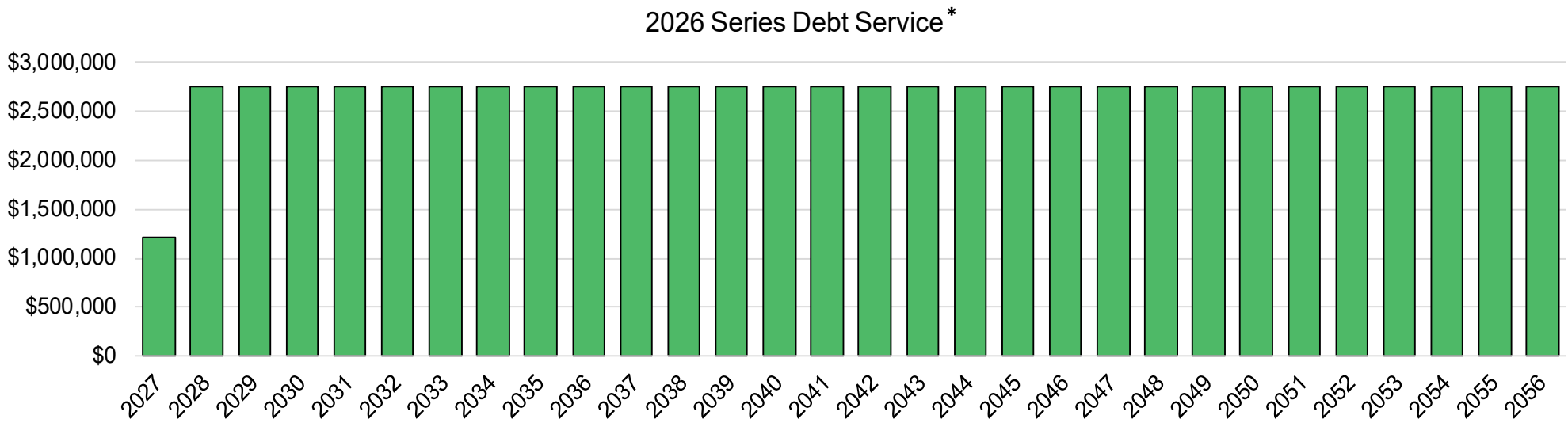
Dated	Series	Outstanding Principal	Outstanding Post-Issuance	Final Maturity	Optional Call
11/17/2021	2021 Water Revenue Bonds	$22,000,000	$22,000,000	6/1/2051	6/1/2031
7/11/2024	2024 Water Revenue Bonds	21,540,000	21,540,000	6/1/2040	6/1/2034
12/22/2026	2026 Water Revenue Bonds	--	41,305,000 *	6/1/2056	6/1/2036
	Total	**$43,540,000**	**$84,845,000**		

*Preliminary, Subject to Change

Repayment Structure

- June 1 and December 1 semi-annual interest; June 1 annual principal
- Approximately 30-year term; 2056 final maturity
- Level annual debt service
- 10-year optional call provision

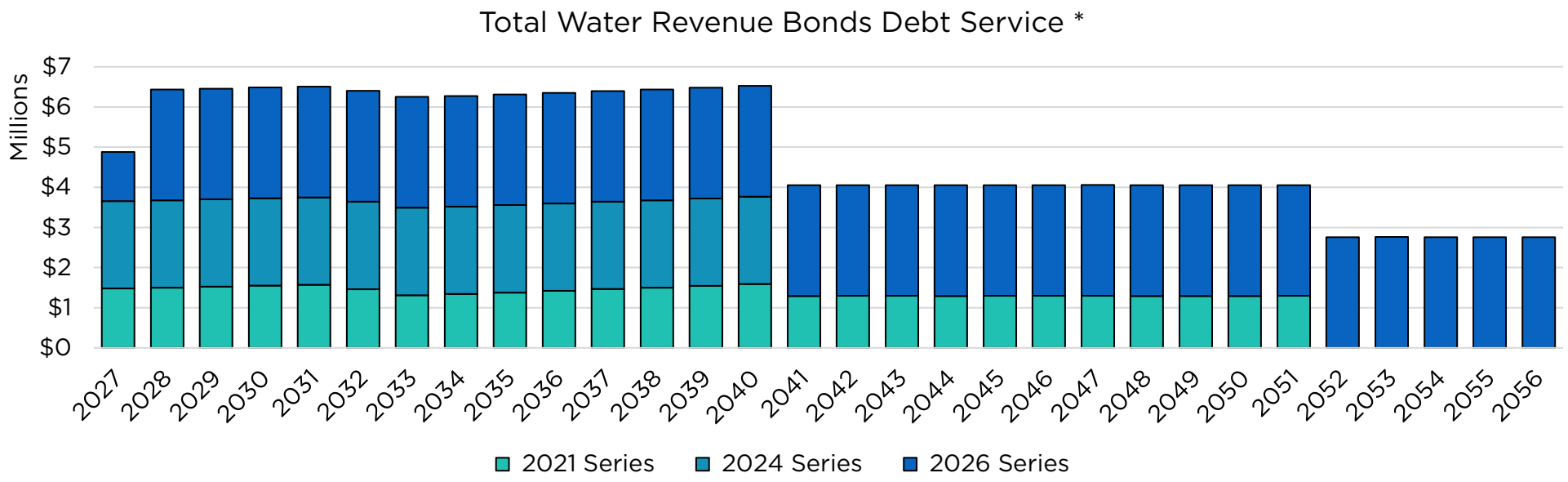
Preliminary Financing Results *	
True Interest Cost	5.00%
Annual Avg. Debt Service	$2,758,000
Total Debt Service	$81,210,000



*Preliminary, Subject to Change

Projected Debt Metrics Remain Strong

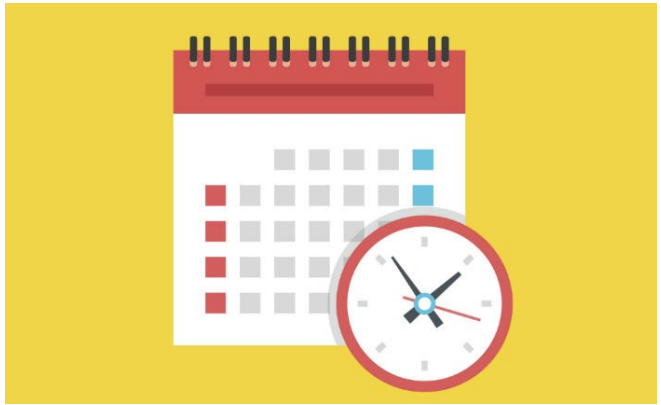
Debt Metrics ($000's) Fiscal Year	2026-2027	2027-2028	2028-2029	2029-2030	2030-2031
Water Net Revenues	$25,046	$14,937	$15,758	$16,609	$16,559
Existing Debt Service	$3,657	$3,674	$3,701	$3,728	$3,748
2026 Bonds Debt Service *	$1,220	$2,759	$2,756	$2,757	$2,756
DSCR *	**5.13**	**2.32**	**2.44**	**2.56**	**2.55**
Days Cash on Hand (DCOH)	416	393	353	262	197



*Preliminary, Subject to Change

Financing Schedule

- November 5: BWP Board Meeting
- November 17: City Council Meeting
- December 8*: Pricing of 2026 Water Bonds
- December 22*: Financial Closing



*Preliminary, Subject to Change

Recommendation

Adopt a resolution of the Council of the City of Burbank authorizing the issuance of not to exceed $43,000,000 principal amount of its Burbank Water and Power Water Revenue Bonds, Series of 2026 on a tax-exempt basis; approving the engagement of professional services in connection therewith; approving and authorizing the execution of a fifth supplemental bond indenture; approving the form and authorizing the distribution of an official statement for use in connection with the sale of such bonds; approving the forms of and authorizing certain documents in connection therewith; and authorizing certain other actions relating to the foregoing.

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CITY OF BURBANK
WATER AND POWER

STAFF REPORT

CITY MANAGER'S OFFICE

DATE: November 17, 2026

TO: Justin Hess, City Manager

FROM: Courtney Padgett, Assistant City Manager
Cynthia Alba, Senior Administrative Analyst – Business and Development Concierge
Ray Johal, Senior Assistant City Attorney
Fred Ramirez, Assistant Community Development Director

SUBJECT: Consideration to Approve the Terms and Conditions of a Proposed Agreement Between the City of Burbank and IKE Smart City, LLC, for the Installation, Operation, and Maintenance of Interactive Digital Wayfinding Kiosks

RECOMMENDATION

1. Review and consider terms and conditions of a proposed agreement with IKE Smart City, LLC, including the five policy and business terms identified for Council consideration outlined in this report.
2. Take one of the following actions:
   a. Approve the proposed agreement as presented; or
   b. Approve the proposed agreement with modifications to the terms and conditions as agreed upon during the Council meeting; or
   c. Direct staff to further negotiate specified terms and return to Council with a revised agreement for consideration.

If Council selects option 2a or 2b, staff further recommends that Council:

3. Authorize the City Manager, or designee, on behalf of the City, to execute the final agreement and any subsequent amendments thereto, and authorize the Financial Services Director, or designee, to take any necessary action to appropriate funds received pursuant to the Agreement including in future fiscal years.

BACKGROUND



At the July 15, 2025, City Council meeting, Council received a first-step report, requested by Vice Mayor Mullins, on the potential implementation of a wayfinding kiosk program throughout the City. Wayfinding kiosks are interactive digital displays installed in the public right-of-way that provide residents and visitors with access to information on City services, community events, emergency notifications, public transportation, maps and directions, 311 services, and other community resources.

Kiosks can also promote local businesses and community organizations through informational content and controlled commercial advertising. Similar programs have been implemented in several California cities, including Berkeley, Culver City, San Diego, and Santa Monica, and other municipalities nationwide. The proposed program is intended to improve public access to information, support local businesses, and enhance the pedestrian experience in pedestrian-oriented areas throughout the city.

At the July 15, 2025, meeting, Council directed staff to evaluate the feasibility of a pilot program, necessary Burbank Municipal Code (BMC) amendments, procurement options, and proposed community engagement. On December 9, 2025, staff presented a study-session update outlining the proposed program, including kiosk features, advertising and operational standards, public safety and accessibility, privacy protections, proposed BMC amendments, siting process, and a vendor-funded revenue-sharing financial model. Staff also presented a potential direct-negotiation procurement approach with IKE Smart City, LLC, (IKE), community outreach plans, implementation, and future program evaluation.

Council expressed support for advancing the program as presented, and during the regularly scheduled Council Meeting that evening, introduced the enabling ordinance by a 5-0 vote. The ordinance was subsequently adopted on December 16, 2025 (Ordinance No. 25-4,035), and became effective January 16, 2026, establishing regulatory standards for kiosk operations. Following the study session and adoption of the ordinance, staff entered negotiations with IKE to develop the terms for a proposed agreement.

DISCUSSION

Negotiation Process

Staff received IKE's initial draft agreement in mid-January 2026. Since that time, staff from the City Attorney's Office, City Manager's Office, Community Development Department, Financial Services Department, Public Information Office, Public Works Department, and Burbank Water and Power have participated in an extensive negotiation

process with IKE, including approximately 15 negotiation meetings. Staff also conducted numerous internal meetings and reviews to thoroughly evaluate the agreement's legal, operational, planning, technology, accessibility, advertising, community, and financial provisions.

Throughout the negotiation process, staff sought terms that would maximize public benefit, preserve City discretion, manage operational risk, and secure favorable financial terms for the City. While not every staff-preferred position was ultimately incorporated into the proposed agreement, negotiations involved compromise by both parties and resulted in substantial changes from IKE's original proposal.

Key Agreement Terms (Non-Financial)

Staff and IKE have reached agreement on the substantial majority of operational terms of the proposed wayfinding kiosk program, establishing City oversight, protecting public interests, and providing direct community benefit. Key non-financial terms include:

- **Fully Vendor-Funded Program:** IKE would be responsible for all program costs, including permitting, installation, utilities, operations, maintenance, repairs, and replacement of kiosks.
- **Implementation Requirements and City Protections:** IKE would be required to install the first kiosk within two years of the agreement's effective date, subject to force majeure and City-caused delays. The City would have the right to terminate the agreement if this requirement is not met.
- **City Control over Kiosk Locations:** The City would retain final approval authority over each kiosk location prior to installation. Specific kiosk locations would be identified collaboratively by the City and IKE and evaluated based on factors including pedestrian activity, proximity to commercial destinations, geographic distribution, accessibility, public safety, applicable City standards, and technical feasibility, including access to power.
- **$150,000 in Annual Advertising for Local Businesses and Nonprofit Organizations:** IKE would provide $150,000 annually in complimentary advertising opportunities for eligible Burbank businesses and nonprofit organizations, creating a direct community benefit in addition to the City's financial compensation under the agreement.
- **Dedicated City Communication Space:** The City would receive a minimum of one of every eight passive-mode display spots (approximately 12.5 percent of advertising display time) for City messaging, as well as access to unsold display time. This would provide an additional platform to promote City programs, services, events, and community information.
- **Oversight of Advertising Content:** Advertising would be subject to content standards established in the agreement, which prohibits categories including tobacco

and vaping products, firearms and ammunition, political advertising, online gambling, and obscene material. The City would retain the authority to review advertising for compliance with these standards and require removal of content that violates them.

- **Emergency Communications Capabilities:** The kiosks would provide an additional platform for public safety messaging and emergency notifications, including the capability to integrate with the federal Integrated Public Alert and Warning System (IPAWS).
- **User Privacy Protections:** The agreement incorporates multiple privacy safeguards, including limitations on the collection and retention of personally identifiable information, user consent requirements for certain optional features, and restrictions requiring usage data to be aggregated and anonymized. The City would also retain oversight of future kiosk features through approval requirements, and the agreement establishes contractual privacy protections that govern the program.
- **Accessibility and City Risk Protections:** The agreement would require compliance with applicable Americans with Disabilities Act (ADA) standards, Web Content Accessibility Guidelines, and prevailing-wage requirements. It also includes insurance, indemnification, cybersecurity, and performance bond provisions, as well as requirements for kiosk removal and restoration of the public right-of-way.
- **Ongoing Maintenance and Performance Requirements:** IKE would be responsible for all maintenance, monitoring, repairs, replacements, and technology upgrades at no cost to the City. The agreement establishes performance standards for routine maintenance, seven-day a week monitoring, regular software updates, and periodic equipment upgrades, ensuring that kiosks remain reliable, functional and well-maintained.

These terms establish a fully vendor-funded program that expands opportunities for City communications, emergency notifications, and promotion of local businesses and nonprofit organizations, while maintaining City oversight of kiosk placement, advertising standards, and operational requirements. The agreement also includes provisions intended to protect public safety, accessibility, privacy, and the long-term condition and maintenance of kiosks located in the public right-of-way.

Financial Terms

The proposed agreement provides three forms of compensation to the City: Minimum Annual Guarantees (MAG), advertising revenue sharing, and milestone-based installation payments.

For each term year of the agreement, the City would receive the greater of the total MAG for all operational kiosks or the calculated advertising revenue share (not both). This structure ensures a guaranteed minimum level of compensation while allowing the City to benefit from higher advertising revenues. Milestone-based installment payments would

be provided separately and would not offset the City's MAG and advertising revenue share.

- **Minimum Annual Guarantee (MAG):**
  The MAG is the minimum amount IKE would pay the City for each operational kiosk. Payments would commence once a kiosk becomes operational with the guaranteed amount increasing over the term of the agreement as follows:

Term Year	Minimum Annual Guarantee per Kiosk
Year 1	$1,388.92 per month (prorated for partial months)
Year 2	$18,333 per year
Year 3	$20,000 per year
Year 4	$21,666 per year
Years 5-10	$25,000 per year
Years 11-15	$27,500 per year
Years 16-20	$30,250 per year

  The City's total guaranteed revenue would increase as additional kiosks become operational and as the applicable MAG amounts increase over the agreement term. Payments would be prorated for partial periods and would apply only to kiosks that have reached their operational date.

- **Revenue Sharing:**
  The City would receive a share of the gross advertising revenue generated by operational kiosks based on the following tier structure:
  - 25% of annual gross advertising revenue up to the applicable revenue threshold.
  - 35% of annual gross advertising revenue exceeding the applicable revenue threshold.

  The annual revenue thresholds increase over the term of the agreement as follows:

Term Years	Annual Revenue Threshold
Years 1-5	$4,000,000
Years 6-10	$4,400,000
Years 11-15	$4,840,000
Years 16-20	$5,324,000

- **Installation Payments:**
  In addition to MAG or advertising revenue share, IKE would provide the City the following one-time payments upon reaching specified kiosk installation milestones:
  - $200,000 upon operational date of the first kiosk,
  - $200,000 upon operational date of the sixteenth kiosk, and

- $250,000 upon operational date of the thirty-first kiosk, contingent upon City approval of additional kiosks beyond the proposed 30-kiosk deployment in the agreement.

Attachment 2 (Compensation Scenarios) provides examples illustrating how the City's compensation may vary depending on the number of operational kiosks and advertising performance. These scenarios are intended to provide an understanding of the financial structure of the agreement and are not projections of future advertising revenue.

The proposed financial terms provide the City with a revenue source through guaranteed minimum payments or revenue sharing and installation milestone payments, while requiring no direct City investment in the installation, operation, or maintenance of the kiosks. Considering the potential 20-year term, MAG payments are estimated to total approximately $14.5 million[1], assuming phased deployment of 30 kiosks. Based on projections by IKE, total City compensation, including advertising revenue sharing and additional negotiated payments, is estimated at approximately $23 million over the 20-year period. IKE's projection is not guaranteed, as actual compensation will depend on kiosk deployment and advertising performance.

Overall Program Benefits

The proposed agreement provides a program with numerous benefits to the City and the community, including:

- Enhanced access to City information, services, emergency notifications, and transportation resources.
- Improved wayfinding and navigation for residents and visitors.
- Additional visibility and promotional opportunities for Burbank businesses and nonprofit organizations.
- A fully funded technology investment requiring no direct City capital or operating expenditures.
- New revenue opportunities through guaranteed payments, revenue sharing, and installation milestone payments.
- The ability to modernize public information infrastructure while retaining City authority over kiosk locations, content standards, and community messaging.

Agreement Terms for Council's Consideration

As a result of the negotiations, staff and IKE reached agreement on the majority of terms necessary to support the program. However, five terms as proposed by IKE differ from

[1] Estimate assumes five kiosks will become operational in Term Year 1, followed by 10 additional kiosks annually until full deployment of 30 kiosks in Term Year 4. For calculation purposes, newly installed kiosks are assumed to become operational midway through their respective installation years, with MAG payments prorated accordingly. Actual payments will vary based on the operational dates of individual kiosks.

staff's preferred positions and are presented below to ensure Council is fully aware of their policy, operational, or financial implications.

In evaluating these terms, staff reviewed IKE's terms with several other cities, including Culver City, to understand how similar terms have been addressed in other jurisdictions. IKE has indicated that it considers the proposed terms competitive with market conditions and more favorable to Burbank than those in many of its agreements with other jurisdictions, while also necessary to support the financial and operational viability of the program.

While staff would prefer alternative terms in these areas, the proposed agreement offers substantial community and financial benefits to the City should Council determine that the proposed terms are acceptable. Alternatively, Council may direct staff to pursue specific modifications or additional negotiations if it wishes to consider changes to any of the five terms before approving the agreement.

These five considerations are highlighted to ensure Council understands the differences between the proposed terms and staff's preferred approach, while recognizing that the proposed agreement as presented remains a viable option for moving forward with the program.

- ***Consideration 1 – Minimum Number of Required Kiosks (ATT 1 - Section 3.1)***
  IKE Proposed Term: Requires a minimum deployment of 30 kiosks throughout the City. The agreement specifies two phases of 15 kiosks each, but it does not set a year-by-year schedule for implementation.

  Staff Preference: An initial deployment of 15 kiosks (Phase 1), with the option to deploy an additional 15 kiosks (Phase 2) following an evaluation of the initial deployment and subject to City approval.

  Implications of Proposed Term: Under the proposed agreement, the City would commit to a full 30-kiosk deployment. Staff's preferred approach would preserve the City's discretion to determine whether to proceed with the second phase following evaluation of the initial deployment and its effectiveness in achieving anticipated objectives and benefits. For comparison, IKE's agreement with Culver City provides for an initial deployment of 15 kiosks, with the option to add up to 15 additional kiosks subject to City approval, rather than requiring an automatic second phase of deployment.

- ***Consideration 2 – Automatic Renewal (ATT 1 – Exhibit A Section 1.6)***
  IKE Proposed Term: Provides for an initial 10-year agreement term with an automatic 10-year renewal if specified performance criteria are satisfied, effectively establishing a 20-year commitment for the City. The criteria include achievement of at least $1 million in annual compensation to the City during the final year of the initial term, compliance with specified operating and reporting requirements, and the absence of significant unresolved violations of the agreement. IKE would retain the express right to decline renewal.

  Staff Preference: Any extension beyond the initial 10-year term would require mutual written agreement between the City and IKE, rather than occurring automatically upon satisfaction of the performance criteria.

  Implications of Proposed Term: Under the proposed agreement, the City would be effectively committing to a 20-year agreement, provided that performance criteria are satisfied and IKE does not decline the extension. Staff's preferred approach would require both parties to affirmatively agree to the extension preserving the City's discretion to evaluate the program's performance and determine whether extending the agreement for an additional 10 years remains in the City's best interest.

- ***Consideration 3 – Catch-Up Payment (ATT 1 - Exhibit A Section 1.6)***
  IKE Proposed Term: One renewal criterion is that total compensation payable to the City during the final year of the initial term reaches at least $1 million (renewal threshold). If compensation falls short, IKE may elect to make a supplemental payment to satisfy the $1 million threshold without requiring City approval.

  Staff Preference: Any catch-up payment used to satisfy the renewal threshold would be subject to City approval, preserving the City’s discretion to determine whether renewal is appropriate.

  Implications of Proposed Term: When considered together with the automatic renewal provision, the catch-up payment would allow IKE to satisfy the financial condition for renewal without achieving the corresponding level of actual program performance, provided all other renewal conditions are met.

- ***Consideration 4 – Prediction Market Advertising (ATT 1 - Section 13)***
  IKE Proposed Term: Allows advertising for lawful prediction-market platforms, such as Kalshi, while prohibiting online gambling advertising. Prediction markets allow users to trade contracts based on the outcomes of future events, including sports, elections, and economic developments.

Staff Preference: Exclude prediction-market advertising, consistent with the agreement's restriction on online gambling advertising, as this type of advertising may raise community concerns given its similarities to certain forms of gambling.

Implications of Proposed Term: The proposed agreement would allow lawful prediction-market advertising as a permitted category under the City's advertising standards.

- ***Consideration 5 – Compensation and Revenue Sharing (ATT 1 - Section 12.5 and Exhibit A Sections 1.5, 1.7, 1.9, 1.13, 3.1, 3.2, 3.3, 3.4)***

  IKE Proposed Terms: The proposed agreement includes MAGs, advertising revenue sharing, milestone installation payments, and advertising benefits for local businesses and nonprofit organizations. Through negotiations, staff secured substantial improvements to these financial provisions, resulting in a compensation structure that compares favorably with terms in several of IKE's other municipal agreements.

  Staff Preference: Staff sought higher guaranteed payments, increased revenue-sharing, and additional financial benefits for the City. During negotiations, staff used IKE's agreement with Culver City as a benchmark for evaluating compensation terms. The comparison to Culver City is highlighted because of its proximity and relevance as a neighboring market.

  Burbank's proposed agreement includes multiple financial benefits to the City, although its guaranteed compensation and community advertising benefits are lower than those in the Culver City agreement. It is noted that the agreements differ in their revenue-sharing methodologies (share of gross revenue for Burbank vs net revenue for Culver City), making direct comparisons dependent on actual advertising performance and applicable deductions.

  The differences between the proposed Burbank and Culver City terms are summarized in the following table and provided for reference and context for Council's consideration.

Table 1 – Comparison of Proposed Burbank and Culver City Financial Terms

Term	Burbank	Culver City	Considerations
Minimum Annual Guarantee (MAG)	$16,667-$30,250 annually per kiosk, depending on term year	$50,000-$66,550 annually per kiosk, depending on term year	Higher MAGs provide greater guaranteed revenue to the City, regardless of advertising performance

Table 1 (continued) – Comparison of Proposed Burbank and Culver City Financial Terms			
Term	**Burbank**	**Culver City**	**Considerations**
Revenue Share	25% of gross revenue up to $4 million; 35% of gross revenue above $4 million threshold	50% of net revenue	Staff successfully negotiated gross rather than net revenue sharing, but a higher % of gross will maximize the City's return
Installation Payments	$200,000 1st kiosk; $200,000 16th kiosk; $250,000 31st kiosk	$500,000 1st kiosk installment; $500,000 15th kiosk installment	Higher upfront payments provide more immediate financial benefits to the City; and Agreement authorizes 30 kiosks; in order to receive the $250,000 additional kiosks would have to be added
Local Business & Nonprofit Program	$150,000 annually	$500,000 annually	Greater funding would expand opportunities to support local businesses and nonprofit organizations

Implications of Proposed Term: Negotiations resulted in substantial improvements to IKE's original financial proposal, including increased guaranteed compensation, revenue- sharing opportunities, installment payments, and community advertising benefits. While the City's terms compare favorably with several other municipal agreements, Burbank would receive lower guaranteed compensation and community advertising benefits than those provided to Culver City. Actual revenue will depend on kiosk deployment and advertising performance, making direct comparisons with larger jurisdictions difficult, even where Burbank has negotiated more favorable terms.

The five considerations outlined above identify areas where the proposed agreement differs from staff's preferred terms. These differences are presented to ensure Council is fully informed of their implications and has an opportunity to provide direction if desired. While staff prefer alternative terms in these areas, the proposed agreement provides a

viable framework for implementing the program and delivering public and financial benefits as described in this report.

Council may approve the agreement as presented or provide direction regarding specific modifications. If proposed modifications can be mutually agreed upon by the City and IKE during the Council meeting, they may be incorporated into the final agreement consistent with Council's approval. If additional negotiations are necessary, staff would return to Council with the resulting agreement for further consideration, recognizing that additional negotiations may not produce the requested changes.

Program Administration and Oversight

The City Manager's Office, through its Business and Development Concierge, would serve as the primary point of contact for administration of the program. Responsibilities would include monitoring compliance with the agreement, coordinating with IKE and applicable City departments on kiosk locations, implementation, maintenance, advertising, and other operational matters, and facilitating resolution of issues as they arise. The Business and Development Concierge would also coordinate ongoing program evaluation and provide updates to City management and Council as appropriate.

COMMUNITY OUTREACH

On March 3, 2026, in collaboration with the City, IKE facilitated a community meeting at the Los Angeles Marriott Burbank Airport Convention Center from 6:00 p.m. to 7:30 p.m. The meeting was announced at a City Council meeting and promoted through the City's event calendar and social media platforms.



The meeting provided community members with an opportunity to interact with a demonstration kiosk and learn about the proposed program, including wayfinding features, access to City information and local business and nonprofit resources, emergency messaging capabilities, security features, and privacy protections. Attendees were also able to ask questions, express concerns, and provide feedback directly to IKE representatives.

Continued Public Education

Should Council approve the agreement, staff will proceed with public education and engagement efforts as the program moves forward. These efforts will focus on informing

the community about the purpose and features of the kiosks, available City services and resources, and privacy and accessibility considerations.

Engagement may include but is not limited to updates through City communication channels, stakeholder briefings, and collaboration with local business organizations and neighborhood groups. Staff will also work with IKE to develop instructional materials to help residents and visitors understand the kiosk features and access to City resources.

ENVIRONMENTAL REVIEW

The approved Ordinance, which established new regulations that allow for the implementation of wayfinding kiosks within the public right-of-way pursuant to an operating agreement with the City, was determined to be a project under the California Environmental Quality Act (CEQA) Guidelines. Staff worked with its environmental consultant (Dudek) to identify all CEQA categorical exemptions applicable to the project and Council has previously determined the project to be categorically exempt pursuant to the CEQA Guidelines (California Code of Regulations Title 14) Sections 15301(c): Class 1, 15303: Class 3, 15304: Class 4, and 15305: (Class 5).

FISCAL IMPACT

The proposed program would be fully funded by IKE, which would be responsible for all costs associated with permitting, installation, utilities, operation, maintenance, repairs, replacements, and removal of the kiosks throughout the agreement term. The program would not require direct City expenditures for kiosk installation, utilities, operations, maintenance, repairs, or replacement. City oversight and contract administration would be performed by existing staff resources.

The agreement would provide financial compensation to the City through minimum annual guarantees (MAGs), gross advertising revenue sharing, and milestone-based installation payments. For each agreement year, the City would receive the greater of the total MAG for operational kiosks or its calculated share of gross advertising revenue, along with separate payments upon reaching specified installation milestones. Actual revenue would depend on the number of operational kiosks and advertising performance.

Over the potential 20-year term, MAGs are estimated to total approximately $14.5 million, assuming phased deployment of 30 kiosks. Actual MAG payments will depend on when individual kiosks become operational and applicable prorated amounts. IKE projects total City compensation of approximately $23 million over the 20-year period, including revenue sharing and additional negotiated payments. This projection was provided by IKE and is not guaranteed, as actual compensation will depend on kiosk deployment and advertising performance.

Additionally, the program would provide $150,000 annually in complimentary advertising opportunities for eligible Burbank businesses and nonprofit organizations.

Attachment 2 (Compensation Scenarios) provides examples illustrating the potential City compensation under various kiosk deployment and advertising revenue scenarios. These examples are for illustrative purposes only and do not represent projections or anticipated fiscal outcomes.

Future Bus Shelter Program

The City is also proceeding with a separate digital advertising program for bus shelters. This program is independent of the wayfinding kiosk agreement, and any associated revenues or financial benefits from this future program are not included in the compensation scenarios presented in Attachment 2.

CONCLUSION

The proposed wayfinding kiosk program would provide Burbank with a modern, new public information resource designed to improve access to City services, enhance pedestrian navigation, support local businesses and nonprofit organizations, and create additional opportunities for City communications and emergency notifications. The program would be funded, installed, operated, and maintained by IKE, while providing the City with guaranteed compensation and opportunities for additional advertising revenue.

Following extensive negotiations, staff and IKE have developed an agreement that establishes the framework for implementing the program, including terms addressing City oversight, operations, maintenance, accessibility, advertising standards, risk protections, and community benefits. Although five of the proposed terms differ from staff's preferred positions, staff considers that the agreement provides benefits to the City and community and is prepared to proceed should Council approve the agreement as presented. These differences have been highlighted to ensure Council is fully informed of their implications.

The proposed agreement provides an opportunity to introduce a contemporary public information resource that supports local businesses, enhances community connectivity, and advances the City's efforts to improve access to information in public spaces. Staff seeks Council's consideration of the proposed agreement and direction on any terms Council wishes to modify before moving forward with implementation. Council may approve the proposed agreement as presented, approve modifications mutually agreed upon by the parties, or direct staff to pursue further negotiations on specified terms.

ATTACHMENTS

Attachment 1 – Draft Agreement
Attachment 2 – Compensation Scenarios

OPERATING AND FRANCHISE AGREEMENT BETWEEN THE CITY OF BURBANK AND IKE SMART CITY, LLC FOR THE INSTALLATION, OPERATION, AND MAINTENANCE OF INTERACTIVE DIGITAL WAYFINDING KIOSKS

THIS OPERATING AND FRANCHISE AGREEMENT BETWEEN THE CITY OF BURBANK AND IKE SMART CITY, LLC FOR THE INSTALLATION, OPERATION, AND MAINTENANCE OF INTERACTIVE DIGITAL WAYFINDING KIOSKS (this "Agreement") is made this ___ day of _____, 2026 (the "Effective Date"), by and between THE CITY OF BURBANK, CALIFORNIA, a California municipal corporation (the "City"), and IKE SMART CITY, LLC, a Delaware limited liability company (the "Company").

RECITALS

A. The Company is engaged in the development, installation, operation and maintenance of interactive digital wayfinding kiosks branded as IKE Kiosks (as defined in Section 2.7 below).

B. Burbank Municipal Code authorizes the use of digital wayfinding kiosks within the public right of way, pursuant to an approved operating agreement with the City. These requirements are outlined in Burbank Municipal Code Title 7 and Ordinance No. 25-4,035. These regulations are subject to amendment as approved by City Council and any then-existing digital wayfinding kiosk program shall comply with any such future amendments.

C. The City desires to improve the pedestrian experience and community engagement for its residents and visitors through the implementation of a digital wayfinding kiosk program, and on December 9, 2025, the Burbank City Council provided direction to pursue direct negotiation of this Agreement with the Company.

D. The Company and the City have agreed to implement the wayfinding kiosk program within the City based upon the mutually agreed terms and conditions set forth in this Agreement.

AGREEMENT

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the City and the Company hereby agree as follows:

1. Incorporation of Recitals. The foregoing Recitals are hereby incorporated into and made a part of this Agreement.

2. Definitions.

2.1 "Advertisements" means any public service, commercial, industrial, promotional, and/or other off-premises advertisements displayed on an IKE Kiosk pursuant to this Agreement. Advertisements are each referred to individually as an "Advertisement".

2.2 "Block" means the property abutting one side of a street between intersecting or intercepting streets, or in the case of a dead-end street the property between the end thereof and the first intersecting or intercepting street.

2.3 "Business Day" means a day other than a Saturday, Sunday, or a holiday federally recognized by the United States government on which federally chartered United States banks are required to be closed.

2.4 "City Directed Content" means all content created, supplied, and/or approved by the City advertising or promoting the City's events, initiatives, missions, programs, services, civic content, public service announcements, or other official City related communications, which is provided to the Company by the City for display on the IKE Kiosks in accordance with Section 12 below.

2.5 "Freedom of Information Law" or "FOI Law" means all applicable state and federal statues, laws, ordinances, rules, regulations, requirements and codes, related to any public request for information, requiring certain information and/or proceedings of government agencies to be open or available to the public, or otherwise known as a "Sunshine Law".

2.6 "Governmental Authorities" means all governmental and quasi-governmental agencies, authorities, and other entities having jurisdiction over the Locations, including the City. Governmental Authorities are each referred to herein individually as a "Governmental Authority".

2.7 "IKE Kiosks" means the interactive digital devices installed and operated by the Company in the public right of way having a primary purpose of providing wayfinding services, public information or other messaging selected by the City for community benefit in accordance with Section 12 below, and which may include commercial advertising. In addition, these devices may provide, with limitation, those services and applications as set forth on Exhibit B, and have the specifications set forth on Exhibit C, and may provide certain other services and applications subject to prior City written approval. The IKE Kiosks are each referred to individually as an "IKE Kiosk".

2.8 "Installation Work" means all work necessary, including but not limited to labor, materials, equipment, and services, to be performed by the Company to install an IKE Kiosk at a Location in accordance with all City Required Approvals and cause such IKE Kiosk to be capable of displaying Advertisements, including without limitation, all work necessary for the provision and connection of electrical and data service to such Location.

2.9 "Intellectual Property Rights" or "IPR" means the Company's patents, registered designs and trademarks, together with applications therefor and copyrights of any kind.

2.10 "Interactive Mode" means the condition of an IKE Kiosk during any period in which a user is actively engaging the IKE Kiosk.

2.11 "Kiosk Compensation" is defined in Exhibit A.

2.12 "Locations" means specific City owned or City controlled property or within the City's Public Right Of Way, approved by the City as a site upon which IKE Kiosks may be installed by the Company, subject to the terms and conditions set forth in this Agreement. The Locations are referred to each individually as a "Location".

2.13 "MAG" is defined in Exhibit A.

2.14 "Operational Date" means the date on which an IKE Kiosk has been installed at a Location in accordance with all Required Approvals and is capable of displaying Advertisements and performing the functions and services set forth in this Agreement. The IKE Kiosks for which the Operational Date has occurred are referred to herein collectively as "Operational Kiosks", and each individually as an "Operational Kiosk".

2.15 "Passive Mode" means the condition of an IKE Kiosk during any period in which no users are actively engaging with the IKE Kiosk.

2.16 "Public Right Of Way" or "PROW" means the improved or unimproved surface of and the space above and below a City easement for a public utility purpose, such as a street, sidewalk, or similar public way of any nature, dedicated, or improved for vehicular, bicycle, and/or pedestrian-related purpose, maintained and operated by the City, used now or hereafter held by City, however required.

2.17 "Required Approvals" means all governmental approvals, permits, or entitlements required to be obtained from the applicable Governmental Authorities to install and operate an IKE Kiosk at a Location in accordance with this Agreement and applicable local, state or federal law.

2.18 "Revenue Share" is defined in Exhibit A.

2.19 "Software" means all software used in the operation of the IKE Kiosks.

2.20 "Spot" means a discrete unit of time during Passive Mode when content may be displayed on IKE Kiosk screens.

2.21 "Term" means the period in which the Company may install and operate the IKE Kiosks, as set forth in Exhibit A.

2.22 "Utility Assistance" means working with local power providers and other local entities to: (i) where feasible as determined by and at the sole discretion of the City, facilitate connection to existing City owned power infrastructure, such as festival lights, traffic lights, streetlights, vehicle charging stations, kiosks, circuits, wires, or conduits; (ii) where feasible, minimize the need for new trenching, long power runs and street closures; (iii) assist with identifying and obtaining all relevant permits; and (iv) assign a Public Works and Water and Power representative who is knowledgeable on recent previous rights-of-way projects with electrical infrastructure and who will provide insight, subject to then existing cost calculated by hourly wage rates, on previous projects involving power acquisition and coordinate street and sidewalk work as needed and provide support to construction personnel.

3. Grant of Rights.

3.1 General Rights. Subject to the terms and conditions set forth in this Agreement, the City hereby grants to the Company the right to construct, install, operate, maintain, repair, replace, upgrade and remove up to thirty (30) IKE Kiosks in and on the Locations during the Term of this Agreement. Upon the mutual written agreement of the City and the Company, additional IKE Kiosks beyond thirty (30) may be added to this Agreement. Additionally, the City hereby grants the Company a non-exclusive right of ingress and egress over and across the PROW and any and all City-owned property as reasonably necessary to access the Locations for the purposes set forth in this Agreement, subject to the Required Approvals from the City. The thirty (30) IKE Kiosks shall be deployed in two (2) separate phases of fifteen (15) IKE Kiosks each. Following the

Effective Date, the Company shall use commercially reasonable efforts to diligently pursue the City's approval of the Locations for the initial fifteen (15) IKE Kiosks, obtain the Required Approvals for the initial fifteen (15) IKE Kiosks, and install the initial fifteen (15) IKE Kiosks in accordance with the terms and conditions set forth herein. Following the date on which the Operational Date for the fifteenth (15th) Operational Kiosk in the City has occurred, the Company shall deliver written notice to the City and pursue the City's approval of the Locations for the second phase of fifteen (15) additional IKE Kiosks, obtain the Required Approvals for such second phase of fifteen (15) additional IKE Kiosks, and install the second phase of fifteen (15) additional IKE Kiosks in accordance with the terms and conditions set forth herein.

3.2 Exclusive Rights. City covenants and agrees that the rights granted in this Agreement to the Company are exclusive to the Company, and City shall not contract with any person or entity other than the Company to install and operate kiosks that host Advertisements (the "Exclusivity Covenant"). Notwithstanding the foregoing, this grant of exclusivity shall not apply to and does not limit the City's ability to authorize the installation of bus shelters and benches or other street furniture hosting Advertisements so long as such bus shelters and bus benches are located at least two hundred feet (200 ft) from the Location of any IKE Kiosk, and any such other street furniture is located at least one hundred and fifty feet (150 ft) from the Location of any IKE Kiosk. The foregoing grant of exclusivity shall also not prevent bike share stations, including bikes, that have sponsorship branding.

4. Siting Plan and Required Approvals.

4.1 Potential Location Site Plan. The Company shall conduct an analysis to identify potential Locations for IKE Kiosks. The analysis shall assess the feasibility and accessibility of the potential Location, and during such assessment the Company shall conduct site visits and photograph and investigate potential Locations for the IKE Kiosks. During the process of such analysis, the Company and the City will work together to mutually agree on and develop a public outreach and stakeholder engagement process, which may include notification to property owners directly adjacent to a potential Location, and following the parties' mutual agreement on such process, the Company shall comply with such process before pursuing the City's approval of a potential Location. If the Company desires to pursue the City's approval of a potential Location, the Company shall prepare, and present to the City staff for review and approval, a site plan which demonstrates that the measurements of the potential Location are in compliance with required setbacks and that such Location possesses an adequate proposed source for power (each, a "Potential Location Site Plan"). The City's staff may deny a Potential Location Site Plan if it notifies Company of such denial within thirty (30) days of its receipt of such Potential Location Site Plan and specifies any of the grounds set forth in Section 4.1.1 – 4.1.11 below for denial. The City may extend such thirty (30) day review and approval/denial period for up to one (1) additional thirty (30) day period upon written notice to the Company.

The City may deny a potential Location submitted by the Company to the City for the following reasons:

4.1.1 a specific health, safety, or aesthetic impact caused by the proposed Location;

4.1.2 the proposed Location will conflict with existing improvements, property interests, agreements, or other rights;

4.1.3 the proposed Location will conflict with a planned public or private improvement;

4.1.4 the proposed Location will conflict with applicable laws or regulations;

4.1.5 the City lacks the authority to approve IKE Kiosk installation at that proposed Location;

4.1.6 the information provided in the Potential Location Site Plan regarding the proposed Location is not detailed enough for the City to make a determination regarding approval;

4.1.7 the proposed Location is an area where there is a reasonable possibility that the IKE Kiosk will have a significant effect on the environment due to unusual circumstances, such as in an environmentally sensitive area that is designated, precisely mapped and officially adopted pursuant to applicable law;

4.1.8 the proposed Location is not located along City roadways identified in the General Plan as Major Arterial, Secondary Arterial, or Downtown Collector, or within commercial, mixed-use, or industrial zoning;

4.1.9 the proposed Location is within one hundred and fifty feet (150 ft) of any Low-Density Residential neighborhoods and is visible from such Low-Density Residential Neighborhoods;

4.1.10 the proposed Location is viewable from and directly in front of single-family residences or K–12 schools; or

4.1.11 the proposed Location does not comply with Exhibit E attached to this Agreement.

4.2 Required Approvals. Following approval of the City for a Potential Location Site Plan, the Company shall prepare and submit all items required to obtain the Required Approvals for such Location, including, if applicable, engineered plans, construction permit documentation, and such other permitting applications as the City may require to show satisfaction of the installation parameters described in Exhibit F attached to this Agreement (the "**City Installation Criteria**"). The City agrees to assist the Company as reasonably necessary during the process of the Company's pursuit of the Required Approvals and that it shall use commercially reasonable and diligent efforts to promptly review and approve or deny all applications or other submissions for the Required Approvals following receipt of such applications or other submissions from the Company. City staff may deny issuance of the Required Approvals for a potential Location if it notifies Company, in writing, of an inconsistency with the City Installation Criteria.

5. Timeline. Following the Effective Date, the Company shall provide to the City a general outline of the Company's expected timeline for the installation of the IKE Kiosks following receipt of the Required Approvals (the "Installation Timeline"). Subject to extension for delays beyond the Company's control (e.g., permitting delays due to no fault of the Company, force majeure events, etc.) (a) the Company shall use good faith efforts to adhere to the Installation Timeline, and shall promptly notify the City in writing of any anticipated delay and the reasons for such delay, and (b) if the first (1st) IKE Kiosk has not been installed on or prior to the date that is two (2) years following the Effective Date, subject to day-for-day automatic extension for any delay arising from Force Majeure pursuant to Section 22 below and any

delays caused by City (e.g., delay in approving the Locations, issuing the Required Approvals, etc.) (the "Outside Date"), the City shall have the right to terminate this Agreement at any time thereafter by delivering written notice to the Company (an "Outside Date Termination Notice"), and in such an event, upon the Company's receipt of such Outside Date Termination Notice, this Agreement shall terminate and the parties shall have no further rights or obligations under this Agreement except for the rights and obligations that are expressly stated to survive termination or expiration of this Agreement; provided that if the Company fails to install the first (1st) IKE Kiosk within the City on or prior to the Outside Date, but the Company subsequently installs the first (1st) IKE Kiosk prior to the City delivering an Outside Date Termination Notice to the Company, then the City's right to deliver an Outside Date Termination Notice to the Company pursuant to this Section 5 shall be deemed null and void.

6. Term. The Term of this Agreement, and the rights and obligations of the parties set forth herein, shall begin on the Effective Date and continue for the period set forth on the attached Exhibit A.

7. Kiosk Compensation. Subject to the terms and conditions set forth in this Agreement, from and after the Operational Date for each IKE Kiosk and through the end of the Term, the Company shall pay to the City the Kiosk Compensation for such IKE Kiosk in accordance with the terms and conditions set forth in Exhibit A attached to this Agreement. All payments of Kiosk Compensation shall be made to the City at its address as set forth in this Agreement, or at such other address or by such other method as the City may designate by written notice to the Company.

8. Installation Work.

8.1 Installation Work. Upon receipt of all Required Approvals for the installation and operation of an IKE Kiosk at a particular Location, the Company shall commence commercially reasonable and diligent efforts to complete the Installation Work for such IKE Kiosk in accordance with the Required Approvals. All Installation Work shall be at the Company's sole cost and expense. The Company shall notify the City's Public Works Director, or such person's designee, no less than forty-eight (48) hours prior to commencing Installation Work at a particular Location. During the performance of the Installation Work, the City hereby grants the Company the right to occupy and use such Location and any portions of City owned or controlled property immediately adjacent to the Locations as reasonably necessary to perform the Installation Work. The Company shall perform the Installation Work in a good and workmanlike manner and in compliance with all applicable laws, regulations, rules, and Required Approvals.

8.2 Approval of Installation Work. The Company shall notify the City's Public Works Director, or such person's designee, upon completion of the Installation Work at a particular Location, and the City's Public Works Director, or such person's designee, shall thereafter have the right to inspect and approve or reject such Installation Work within ten (10) Business Days following receipt of such notice from the Company, provided that such person may only reject approval of such Installation Work if such Installation Work was not completed in accordance with applicable law or the Required Approvals for such Location. If the City's Public Works Director, or such person's designee, timely inspects and rejects any Installation Work for a permitted reason, such person shall deliver written notice to the Company, and the Company shall be responsible for completing all work required in order to bring such IKE Kiosk and Location into compliance with applicable law and the Required Approvals for such Location.

8.3 Post-Installation. Following the Operational Date for an IKE Kiosk, the Company shall thereafter operate and maintain such IKE Kiosk in accordance with this Agreement. Following installation, the terms and conditions set forth on Exhibit A shall govern any temporary removals and/or relocations of the IKE Kiosks.

9. Utility Services. During the process of evaluating potential Locations pursuant to Section 4 above, the Company shall work with Burbank Water and Power and Public Works to evaluate each potential Location and the feasibility of accessing utility services at such potential Location. At no cost to the City, the City shall provide the Utility Assistance and cooperate with the Company in good faith to bring electrical service to each Location. The Company shall (a) comply with the latest rules, regulations, and specifications as provided by the utility provider for any utility services contracted for by the Company, as the same may be modified or amended from time to time, and (b) pay all costs associated with obtaining and using utility services for each Location. Subject to the City's obligation to provide the Utility Assistance, (i) the processing of any utility requests shall otherwise be treated as a standard commercial service, with charges due the City per the latest rules and fee schedule, and (ii) any fees associated with these services may be amended annually pursuant to the City's adopted fee schedule. If the Company determines that it requires additional utility services at any Location, the City shall work together with the Company in good faith as reasonably necessary to obtain such additional utility services to the extent feasible at no cost to the City. If any utility services to the IKE Kiosks are interrupted due to no fault of the Company, the City shall cooperate with the Company in good faith to ensure that such utility services are restored as soon as reasonably practicable at no cost to the City.

10. Covenants of the Company.

10.1 Repair and Maintenance. The Company shall, at its sole cost and expense, maintain the Operational Kiosks and their Locations in good and operable condition free from any damage, graffiti, vandalism, or any other aesthetic defect, subject to reasonable wear and tear. The Company shall promptly and adequately repair all damage to the Operational Kiosks as reasonably necessary to ensure that such Operational Kiosks are capable of operating for its intended purposes. If the Company, in its sole discretion or following receipt of a request for replacement from the City, determines in its reasonable judgment that any Operational Kiosk requires complete replacement during the Term, the Company shall promptly and adequately replace such Operational Kiosk at its sole cost and expense. The Company shall employ standard operating procedures with respect to the IKE Kiosks that includes (i) one (1) visit to each IKE Kiosk per weekday, and visits on weekend days as needed, to ensure the IKE Kiosks are maintained in a clean manner and to remove any vandalism thereon, (ii) electronic monitoring seven days per week, (iii) responding within twenty-four (24) hours to any notices received by the Company regarding damage or disfunction of the IKE Kiosks, and (iv) update the Software monthly and upgrade the internal computing and networking components of the IKE Kiosks at least one time every 5 Term Years (as defined in Exhibit A). The Company shall deploy updates to the operating software used to operate the IKE Kiosks from time to time during the term of this Agreement to ensure that such software remains reasonably up to date and functional for its purposes. Additionally, the IKE Kiosks shall be equipped by automatic ambient light sensors and other equipment to enable lighting to be controlled remotely, and the Company shall monitor the brightness of the IKE Kiosks remotely to ensure appropriate levels of brightness are maintained at the IKE Kiosks in coordination with City staff and consistent with current and future City lighting standards.

10.2 Compliance with Laws.

10.2.1 Generally; ADA and WCAG. The Company shall comply with all applicable federal, state and municipal laws, orders, rules and regulations applicable to its activities pursuant to this Agreement, including without limitation any applicable provisions of (a) the Americans with Disabilities Act of 1990 ("ADA"), and (b) the Web Content Accessibility Guidelines ("WCAG") 2.1, Level AA technical standards related to

digital content usable by people with a range of disabilities, in each case as the same may be amended, supplemented, or superseded from time to time.

10.2.2 Prevailing Wage. To the extent that the Company performs any work described in California Labor Code Section 1720(a)(1), Company agrees that it shall comply with all applicable laws and regulations arising therefrom, including, if applicable, but without limitation: (a) the Company, and any subcontractor or subcompany performing such work on behalf of the Company, being required to pay not less than the established prevailing rates of wages to all workers employed in the execution of this Agreement, and (b) compliance with all other requirements applicable to Public Works Construction as specified in the California Labor Code and/or the Davis Bacon Act (if federal money is funding any part of this Agreement). Furthermore, Company must register as a public works contractor with the California Department of Industrial Relations if the compensation under this Agreement is greater than Twenty-Five Thousand and No/100 Dollars ($25,000.00) and applicable law requires the Company to so register as a result.

10.3 Liens. The Company shall be responsible for the satisfaction or payment of any liens for any provider of work, labor, material or services claiming by, through or under the Company in connection with this Agreement, and shall cause any such lien to be discharged within thirty (30) days after receiving notice, whether by bonding, payment or otherwise, provided that the Company may contest, in good faith and by appropriate proceedings, any such liens.

10.4 Faithful Performance and Payment Bonds. As security for the performance of the Company's obligation to remove the IKE Kiosks and repair each Location following expiration or termination of this Agreement pursuant to Section 20 below, prior to the installation of the first (1st) IKE Kiosk under this Agreement, the Company shall provide a valid and binding corporate surety Faithful Performance bond (the "Performance Bond") and Payment Bond (the "Payment Bond") collectively, the Bonds, in favor of City. The Bonds shall: (i) cover the estimated costs to be incurred by the Company in connection with the removal of all Kiosks and repair of all Locations following expiration or termination of this Agreement pursuant to Section 20 below, as mutually and reasonably agreed by the City and the Company, including the Company's payment of all contractors and subcontractors in connection with its performance of such obligations; and (ii) contain terms mutually and reasonably acceptable to the City and the Company. Such mutual agreements shall not be unreasonably withheld, conditioned, or delayed. The insurance company issuing the Bonds shall be subject to the City's prior written approval, and shall be a reputable insurance company that (a) is authorized to do business in the state of California; and (b) possesses all permits, licenses, or other approvals required pursuant to applicable law to issue such Bonds in the state of California.

10.5 Operating and Reporting Covenants. During the Initial Term (as defined in Section 2 of Exhibit A below), following the Operational Date for the first (1st) Operational Kiosk in the City, the Company will generally comply with the following operating and reporting covenants (collectively, the "Operating and Reporting Covenants") in all material respects in connection with its operation of the Operational Kiosks under this Agreement: (a) the Company shall deploy monthly software updates (including security screening, bug fixes, and user experience improvements) to the operating Software of the Operational Kiosks; (b) the Company shall comply with all maintenance, repair, and replacement obligations set forth in this Agreement, including any required maintenance request response times; (c) the Company shall electronically monitor the Operational Kiosks at all times to the extent reasonably necessary to ensure that all operating Software is operable and that malfunctions to the operating Software are repaired within a reasonably practicable time period following the Company's discovery and/or receipt of written

notice thereof; (d) the Company shall refresh the internal networking components of the Operational Kiosks at least one (1) time; (e) the Company shall provide Operational Kiosk usage statistics and analytics to the City on a quarterly basis; (f) the Company has complied with its Kiosk Compensation obligations set forth in Exhibit A below; and (g) within sixty (60) days following the expiration of each Term Year (as defined in Section 1.12 of Exhibit A below) during the Initial Term, the Company shall provide to the City an annual report including all data and evidence reasonably necessary for the City to assess the Company's compliance with the foregoing subclauses (a) through (f) during the immediately preceding Term Year. In the event that the City reasonably believes that the Company has materially violated of any of the Operating and Reporting Covenants, the City shall deliver written notice to the Company, and the Company shall have a period of thirty (30) days thereafter to cure such violation (or, if such violation is of a nature that cannot reasonably be cured within such thirty (30) day period, then the Company shall have a period of time as is reasonably necessary in which to cure such violation). If the Company fails to cure such violation within the applicable cure period, then such event shall be an "Operating and Reporting Covenant Default" subject to Section 1.6 and Section 2 of Exhibit A below. For clarity, the Operating and Reporting Covenants are included in this Agreement solely for the purposes described in Section 1.6 and Section 2 of Exhibit A below, and in no event shall the Company's violation of this Section 10.5 be deemed an Event of Default or give the City any right to terminate this Agreement or exercise any other remedies as a result thereof.

11. Covenants of City.

11.1 Maintenance. City agrees to cooperate with the Company to ensure that the Locations and the property adjacent to the Locations are maintained in a good and clean condition and otherwise in a manner so as to not impede or limit access to, or viewability or use of, the IKE Kiosks.

11.2 Kiosk Actions. The City covenants and agrees that it shall not take any action in connection with the IKE Kiosks without the Company's prior written consent unless expressly authorized to do so by other provisions of this Agreement (including Section 4.3 of Exhibit A below) (the "Kiosk Actions Covenant").

11.3 Kiosk Impairment Covenant. The City covenants and agrees that, during the Term, following the parties' mutual agreement on a Location pursuant to Section 4 above, the City shall not install or operate (or permit the installation or operation of) any improvements on any City owned or controlled property, including within the Public Right of Way, which could reasonably be expected to materially and adversely impact the viewability, visibility, or use of such IKE Kiosk at such Location (such covenant, the "Kiosk Impairment Covenant"). The City and the Company shall work together in good faith and with due diligence to remedy any impairments to the visibility, viewability, and/or use of the IKE Kiosks.

12. City Content; Local Business Advertising Time. The City shall have the right, at no cost to the City, to display City Directed Content on the Operational Kiosks as follows:

12.1 City Allocated Time. During periods of time when an Operational Kiosk is in Passive Mode, City Directed Content shall occupy at least one (1) Spot out of every eight (8) consecutive Spots on such Operational Kiosk (equating to approximately twelve- and one-half percent (12.5%) of the total annual Passive Mode display time).

12.2 Unsold Time. Additionally, if the Company fails to sell Advertisements during any available time on the Operational Kiosks that is not dedicated to the City pursuant to Section 12.1

above (referred to as "Unsold Time"), then in lieu of Advertisements, the Company agrees to arrange for the City Directed Content to be displayed on such Operational Kiosks during such periods of Unsold Time.

12.3 Coordination of Directed Content. Following the first Operational Date to occur, the Company shall designate by written notice to the City a "Content Project Leader" that shall serve as the City's point of contact with the Company with respect to the development and display of City Directed Content, and thereafter, the Content Project Leader shall coordinate quarterly meetings with the City (a) to discuss the development and display of City Directed Content on the Operational Kiosks, and (b) to provide the City with an overview of Passive Mode screen time containing City Directed Content that was displayed on the Operational Kiosks during the immediately preceding quarter. The City shall provide the Company with all City Directed Content that the City desires to run on the Operational Kiosks, in a format compatible with the operating systems utilized by the Company for the Operational Kiosks, at least ten (10) business days prior to the date on which the City wishes to display such content on the Operational Kiosks. City shall promptly and thoroughly provide information requested by, and answer any and all questions from, the Company regarding the development of any City Directed Content. City shall promptly respond to any requests for approval of City Directed Content and shall communicate any objections to such content clearly and in writing.

12.4 Restrictions. The City shall not be permitted to sell any of its time on the Operational Kiosks or display any content during such time other than City Directed Content, or use such time to advertise or promote any party other than the City. Notwithstanding the foregoing, if the City utilizes such time to display City Directed Content advertising or promoting any City programming, exhibitions, events, or similar, in connection with which the City partnered with, or received a material benefit from, a third-party non-profit entity (a "**Non-Profit Partner**"), then the City may include the identification and/or display of the logo or branding of such Non-Profit Partner on City Directed Content displayed on the Operational Kiosks advertising or promoting such City programming, exhibition, event, or similar, so long as the display of such logo or branding is merely incidental to the City Directed Content being displayed and such City Directed Content does not otherwise promote such Non-Profit Partner's products or services. By way of example, if the City desires to promote a "Concert in the Park" event held by the City, and the City partnered with or received a material benefit from "The MusiCares Foundation, a non-profit corporation" for such event, then the City Directed Content displayed on the Operational Kiosks advertising or promoting such "Concert in the Park" event may include the phrase "Concert at the Commons, in partnership with The MusiCares Foundation", "Brought to you by The MusiCares Foundation", or a substantially similar phrase, and/or the logo or branding of The MusiCares Foundation, but shall not include any additional content promoting or otherwise advertising The MusiCares Foundation.

12.5 Local Business Advertising Time. The Company shall donate One Hundred and Fifty Thousand Dollars ($150,000.00) worth of free advertising time on the IKE Kiosks on an annual basis to promote local businesses and non-profit corporations that are headquartered in the City (the "Local Content Program"). The Local Content Program shall be administered by the Company in accordance with selection criteria and program parameters to be established by the mutual agreement of the City and the Company working together in good faith. At the same time as the Company submits its annual Reconciliation Statements (as defined in Exhibit A), the Company shall also provide a report of all content displayed on the IKE Kiosks under the Local Content Program in the preceding Term Year (as defined in Exhibit A below). All local business and non-profit content for display on the IKE Kiosks must be acceptable to the Company, in its reasonable discretion, and must be in a format compatible with the standards mandated by the Company for display on the IKE Kiosks.

13. **Advertising Content**. City shall retain control over the nature and content of the Advertisements displayed on the IKE Kiosks pursuant to the terms and conditions set forth in this Section 13. The Company shall not display Advertisements or any other content on the IKE Kiosks with any content that: (a) is contrary to any law, ordinance, rule or regulation of any applicable Governmental Authority; (b) promotes or advertises adult-related products and services, firearms, tobacco, cannabis, on-line gambling (which, for clarity, does not include any restriction on Advertisements for on-line prediction markets such as Kalshi, which are permitted to the extent allowed under applicable law), smoking, and smoking materials, including electronic smoking or "vaping"; (c) promotes or advertises political campaign speech, political Advertisements or Advertisements or displays designed to promote views of political groups, including promotion or opposition of ballot measures; (d) contains sexual or excretory subject matter; (e) is false, misleading, or deceptive; (f) violates copyrights or trademarks; (g) contains profanity or depictions of violence; (h) condones discrimination based upon race, religion, creed, ethnicity, national origin, age, socio-economic status, disability, gender or sexual orientation; (i) is harmful or disruptive to the public use of public sidewalks; (j) promotes unsafe behavior; (k) is demeaning or disparaging; (l) contains images, content, or copy related to religion or religious ideas or viewpoints; or (m) has images, copy, or concepts that inaccurately state or directly imply the City's endorsement of the subject of the Advertisement. Moreover, the Company shall not display any alcohol Advertisements on any IKE Kiosks located within two hundred and fifty (250) feet of a school, church, or public park. The City does not screen Advertisements submitted to the Company prior to posting on the IKE Kiosks unless specifically requested to do so by Company. However, if the City believes that any content displayed on an IKE Kiosk violates the terms of this Section 13, then the City may deliver written notice thereof to the Company (a "Content Violation Notice"). In such an event, the Company shall remove such content from the IKE Kiosk(s) within twenty-four (24) hours after receipt of the Content Violation Notice. If the Company reasonably and in good faith disputes that the content objected to by the City violates this Section 13, the parties shall promptly work together in good faith to resolve such dispute following the Company's removal of such content from the IKE Kiosk(s). For clarity, the City may not deliver a Content Violation Notice to the Company with respect to any content which has been pre-approved by the City upon request of the Company in accordance with this Section 13.

14. **Data & Privacy.**

14.1 The IKE Kiosks shall not collect or retain the personally identifiable information of its users, except that IKE Kiosks' public WiFi and PhotoBoth features may temporarily collect personally identifiable information from users provided that such users have consented to use of such features.

14.2 The Company shall seek the City's written consent prior to adding any new features to the IKE Kiosks, excluding ordinary course updates or changes to software applications that are consistent with the applications and features set forth on Exhibit B. In the event Company does not comply with this Section 14.2 and fails to remedy such non-compliance in accordance with the notice and cure provisions set forth in Section 19 below, the City may, by written notice to the Company:

14.2.1 Require immediate removal, commenced within forty-eight (48) hours of written notice by the City to the Company, of the violating IKE Kiosk by the Company, at the Company's sole expense, and if the Company fails to timely commence removal and diligently pursue removal to completion, the City shall be entitled to remove the violating IKE Kiosk, and the Company shall

be liable to the City for all reasonable expenses actually incurred by the City in the removal of the violating IKE Kiosk; or

14.2.2 Require immediate shut down of the violating IKE Kiosk if and until such violation is remedied to the City's reasonable satisfaction, in which event, if the Company does not commence to remedy such violation within thirty (30) days and diligently pursue such remedy to completion, the City may request that the violating IKE Kiosk may be removed pursuant to Section 14.2.1 above.

14.3 Subject to Section 14.1 above, the IKE Kiosks may collect and generate usage data, which data is aggregated and anonymized and not capable of being used to personally identify individual users of the IKE Kiosks. The Company may share such aggregated and anonymized data as needed to ensure the efficient operation of the IKE Kiosks, such as in connection with developing new features for the IKE Kiosks or enhancing existing features of the IKE Kiosks.

14.4 A copy of the Company's general Privacy Policy as of the date hereof is attached hereto as Exhibit D. In the event of any conflict between the terms of the Privacy Policy and the terms of this Agreement, the terms of this Agreement shall govern and control as between the City and the Company.

14.5 Use of full functionality of IKE Kiosks, with the exception of any features using QR Code mobile handoff tools, shall not require a personal cellular device.

15. Property Ownership.

15.1 Generally. The City acknowledges that the IKE Kiosks and Software installed by the Company (including any enhancements such IKE Kiosks or Software, regardless of which party generated the enhancements), the IPR, and any other intellectual property rights in and to the IKE Kiosks, their Software, and any of the content created by the Company and displayed on the IKE Kiosks (including City Directed Content), shall belong to the Company and no part thereof shall become or be deemed the property of the City. Each party shall do all such acts and things as the other party may reasonably require for the purpose of preserving or perfecting the foregoing. City shall promptly notify the Company of any infringement or unauthorized use of the IKE Kiosks, the Software, any IPR or any content created for the IKE Kiosks, including City Directed Content, of which it becomes aware and will cooperate fully to take all actions necessary to terminate such infringing or unauthorized use at no cost to the City, provided that in the event that such infringing or unauthorized use is the direct result of the gross negligence or willful misconduct of the City or its agents, the City shall be responsible for the costs necessary to terminate such infringing or unauthorized use. Additionally, the Company acknowledges that all logos, trademarks and other marks of City belong to City and no part thereof shall become or be deemed to be the property of the Company, regardless of whether the same are incorporated into City Directed Content. Company shall promptly notify City of any infringement or unauthorized use of City logos, trademarks and other marks of the City, of which it becomes aware and will cooperate fully to take all actions necessary to terminate such infringing or unauthorized use at no cost to the Company, provided that in the event that such infringing or unauthorized use is the direct result of the gross negligence or willful misconduct of the Company or its agents, the Company shall be responsible for the costs necessary to terminate such infringing or unauthorized use.

15.2 Grant of License. Notwithstanding the foregoing, each party hereby grants to the other party a limited and non-transferable license for the other party to use the logos and trademarks of such party on the other party's owned and controlled social media accounts for the sole purpose

of promoting the IKE Kiosk program in the City. The license granted hereby shall expire simultaneously with the expiration or earlier termination of this Agreement, unless earlier revoked by the granting party. Each party acknowledges and agrees that all logos and trademarks of the other party belong to the other party, and no part thereof shall become or be deemed to be the property of the such party. Each party further agrees that it shall not use the other party's logos or trademarks in a disparaging manner or in any manner which the other party believes, in its reasonable judgment, would reflect negatively on the other party.

16. Insurance.

16.1 Required Insurance. The Company shall obtain and keep in full force and effect, at its sole cost and expense the following:

16.1.1 Commercial General Liability: Insurance Services Office Form CG 00 01 covering commercial general liability insurance ("CGL") on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than $2,000,000 per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be at least $4,000,000.

16.1.2 Automobile Liability: ISO Form Number CA 00 01 covering any auto (Code 1), or if Company has no owned autos, hired, (Code 8) and non-owned autos (Code 9), with limit no less than $1,000,000 per accident for bodily injury and property damage.

16.1.3 Workers' Compensation: as required by the State of California, with statutory limits, and employer's liability insurance with limit of no less than $1,000,000 per accident for bodily injury or disease.

16.1.4 Professional Liability or Errors and Omissions: Errors and Omissions insurance appropriate to the Company's profession ("E&O Insurance"), with limit no less than $1,000,000 per occurrence or claim, $2,000,000 aggregate.

16.1.5 Cyber Liability Insurance - Technology Professional Liability (Errors and Omissions): Insurance appropriate to the Company's profession, with limits not less than $2,000,000 per occurrence or claim, $2,000,000 aggregate. Coverage shall be sufficiently broad to respond to the duties and obligations as is undertaken by Company in this agreement and shall include, but not be limited to, claims involving infringement of intellectual property, including but not limited to infringement of copyright, trademark, trade dress, invasion of privacy violations, information theft, damage to or destruction of electronic information, release of private information, alteration of electronic information, extortion and network security. The policy shall provide coverage for breach response costs as well as regulatory fines and penalties as well as credit monitoring expenses with limits sufficient to respond to these obligations.

16.2 Insurance Endorsement. The insurance policies are to contain, or be endorsed to contain, the following provisions:

16.2.1 Additional Insured Status. The City, its officers, officials, employees, agents, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the the Company including materials, parts or equipment furnished in connection with such work or operations. General liability coverage

can be provided in the form of an endorsement to the Company's insurance (at least as broad as ISO Form CG 20 10 11 85 or both CG 20 10 and CG 20 37 forms if later revisions used).

16.2.2 Primary Coverage. For any claims related to this Agreement, the Company's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees, agents, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, agents, or volunteers shall be excess of the Company's insurance and shall not contribute with it.

16.2.3 Notice of Cancellation. Each insurance policy required above shall provide an endorsement that they are not subject to cancellation without thirty (30) days' prior written notice to the City or ten (10) days' prior written notice for non-payment of premium.

16.2.5 Waiver of Subrogation. The Company and the City each hereby release all claims against the other, and shall cause their insurers to waive all rights of subrogation against the other, its officers, directors, employees and agents, from any and all loss, damages or liability covered or required to be covered under any policy of insurance required to be maintained by this Agreement, including deductibles and retentions, notwithstanding that such loss, damages or liability may have arisen from the negligence, tortious act or omission of the released party, or anyone for whom such party may be responsible.

16.2.6 Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions must be declared to and approved by the City. The City may require the Company to purchase coverage with a lower deductible or retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention.

16.3 Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to the City. Such insurers shall be licensed to provide insurance under California state law.

16.4 Claims Made Policies. For the E&O Insurance Policy and any other insurance providing claims-made coverage (e.g., pollution liability insurance, if applicable): (a) the "Retroactive Date" must be shown, and must be before the Effective Date; (b) insurance must be maintained and evidence of insurance must be provided for at least three (3) years after completion of the work required under the Agreement; and (c) if coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a Retroactive Date prior to the Agreement Effective Date, the Company must purchase "extended reporting" coverage for a minimum of three (3) years after completion of work.

16.5 Evidence of Insurance. The Company shall deliver certificates of insurance, and such other evidence of continued insurance coverage in accordance with this Section 16 prior to commencing any Installation Work. Upon request, the Company shall promptly deliver copies of such insurance policies, or certificates of insurance evidencing that the Company is maintaining the insurance coverages required by this Agreement.

17. Indemnification. The Company agrees to indemnify, defend, and render and save City harmless of and from any and all claims, expenses, fines, suits, proceedings, demands, liabilities, losses, damages and causes of action (including copyright and intellectual property infringement claims pertaining to the Advertisements displayed on the IKE Kiosks and third party challenges to the approval of this Agreement (including any related environmental determination under the California Environmental Quality Act)), accidents, injuries or damages to any person or property arising from the installation, operation,

maintenance, removal and occupancy or use of the Locations by the Company, and by any of its agents, servants, employees or contractors, or arising out of the failure of the Company to perform its obligations as set forth in this Agreement in compliance with applicable law, specifically including those set forth in Section 10.2 above. This indemnity shall include, without limitation, indemnity against all expenses and liabilities incurred in connection with any such claim or proceeding brought thereon which shall include all reasonable attorney's fees of City provided that such counsel shall be commensurate in size and expense with respect to the matter at hand.

18. Representations and Warranties of the City. The City represents and warrants to the Company the following:

18.1 Requisite Authority. The City has the requisite power and authority to enter into this Agreement, to perform its obligations under this Agreement and to consummate the transactions contemplated hereby; and no further action on the part of the City is necessary to authorize the execution and delivery by it, and the performance of its obligations under this Agreement. The City is not aware of any action, waiver or consent from any Governmental Authority that is necessary to make this Agreement a valid instrument binding upon the City in accordance with its terms.

18.2 Execution and Delivery. The City has duly executed and delivered this Agreement and this Agreement constitutes the legal, valid and binding obligation of the City, enforceable in accordance with its terms.

18.3 No Violation; Absence of Defaults. Neither the execution and delivery by the City of this Agreement, nor the consummation of the transactions contemplated herein, will violate: (a) any agreement or other instrument to which the City is a party, or result in a breach of, or constitute (with due notice or lapse of time or both) a default under any such agreement or other instrument, or (b) any law, administrative regulation or rule or court order, judgment or decree applicable to the City or by which the City is bound.

19. Default and Remedies.

19.1 Default. It shall be an "Event of Default" under this Agreement if a party fails to comply with any term of this Agreement and such failure is not cured (i) within thirty (30) days after receipt of written notice from the non-breaching party, or (ii) if such failure is of a nature that cannot reasonably be cured within such thirty (30) day period, within such time as is reasonably necessary in which to cure such failure.

19.2 Remedies. If any breach of this Agreement is not cured within the time period set forth in Section 19.1 above, resulting in an Event of Default, then during the continuation of such Event of Default, the non-breaching party shall have the right to terminate this Agreement and/or seek such other rights and remedies as may be available at law or in equity.

20. Surrender. Upon the expiration or earlier termination of this Agreement, the Company shall (a) remove the IKE Kiosks installed by the Company and restore the applicable Location(s) as close as reasonably practical to its original condition, excepting reasonable wear and tear, damage caused by the City, and damage that would have occurred to such Location regardless of the presence of an IKE Kiosk upon such Location, and provided that damage caused by casualty events shall be subject to Section 23 below, and (b) do such work as is reasonably necessary to cap off the utilities serving its Location. This Section 20 shall survive termination or expiration of this Agreement.

21. Confidentiality and Sunshine Laws.

21.1 Agreement. The City and the Company hereby agree not to release or cause or permit to be released to the public in any manner whatsoever, the terms, conditions or substance of this Agreement or the transactions contemplated in this Agreement, without first obtaining the consent of the other party to this Agreement, which may be granted or withheld in the sole discretion of the other party.

21.2 Permitted Disclosures; Exhibit Information and FOI Laws. It is understood that the foregoing shall not preclude any party from discussing the substance or any relevant details of the transactions contemplated in this Agreement on a confidential basis with any of its attorneys, accountants, professional consultants, financial advisors, rating agencies, or potential lenders, as the case may be, or prevent any party to this Agreement from complying with applicable laws, including, without limitation, governmental regulatory, disclosure, tax and reporting requirements. The Company asserts that the information contained in the Exhibits to this Agreement are excepted from disclosure pursuant to any FOI Law. The City shall determine, in its sole discretion, any applicable disclosure exemption, on a case by case basis.

21.3 Relief. In addition to any other remedies available to the City and the Company, the City and the Company shall each have the right to seek equitable relief, including, without limitation, injunctive relief or specific performance, against the other party or its representatives to enforce the provisions of this Section 21.

21.4 CPRA. The parties understand that the City is a governmental entity required to comply with the California Public Records Act (the "Act") when responding to records requests made under the Act. If the City receives a request for information in connection with this Agreement which the Company has marked or identified as, or which this Agreement designates as, being confidential, a trade secret, or proprietary information (including financial information of the Company and financial terms of this Agreement), the City will notify the Company of its receipt of the request and redact any information which the Company has marked or identified as being confidential, a trade secret, or proprietary information (including financial information that the Company and financial terms of this Agreement) prior to disclosing pursuant to the request. Nothing in this agreement shall require the City to institute or participate in any litigation relating to an open records request for information that the Company considers to be confidential. For the avoidance of doubt, nothing in this Agreement shall prevent the City from complying with its obligations under any applicable local, state, or federal public records and disclosure laws, subject to any applicable exemptions or exceptions available under such laws.

21.5 Survival. This Section 21 shall survive the termination or expiration of this Agreement.

22. Force Majeure. Neither party shall be liable to the other for any loss, damage, claim, delay or default arising during suspension of performance due to acts of God (including storm, fire, flood and earthquake), labor disturbances (including strikes, boycotts, lockouts, etc.) war, acts of terrorism, civil commotion, imposition of any future governmental law, ordinance, rule or regulation, any strike or work stoppage, or other cause beyond the control of such party; provided, however, that either party shall only be entitled to rely on this Section 22 to the extent it uses its best efforts to resume performance under this Agreement as soon as reasonably practicable after such occurrence.

23. Casualty. If during the Term all or a material part of any IKE Kiosk is damaged by a casualty event of damage or destruction, the Company shall have the option to terminate this Agreement

with respect to such IKE Kiosk by written notice given to the City promptly after the occurrence of the casualty. All insurance proceeds or other compensation for any such casualty shall belong to the Company.

24. **Notice**. All notices, demands, requests or other communications given under this Agreement shall be in writing and be given by (a) personal delivery, (b) certified mail, return receipt requested, or (c) nationally recognized overnight courier service to the address set forth below or as otherwise designated in writing by the parties. All notices delivered pursuant to the terms of this Section 24 shall be deemed delivered on receipt or refusal of receipt. Either party may change their notice address by delivering written notice to the other party in accordance with this Section 24.

If to the City: The City of Burbank
_____
_____
_____
Attn: _____

With a copy to: _____
_____
_____
_____
Attn: _____

If to the Company: IKE Smart City, LLC
250 N. Hartford Avenue
Columbus, Ohio 43222
Attn: Chief Financial Officer

With a copy to: Kooperman Mentel Crossley Yaross, Ltd.
250 East Town Street, Suite 200
Columbus, OH 43215
Attn: Brian T. Kooperman, Esq.

25. **Assignment**. Except as otherwise provided herein, neither this Agreement nor any rights or obligations hereunder may be assigned by either party without the prior consent of the other party, which consent shall not be unreasonably withheld or delayed. Notwithstanding the foregoing, in the event (a) that substantially all operations of the Company are being transferred to (i) another entity by way of merger, consolidation or sale of substantially all of the stock therein or assets thereof, or (ii) any person or entity which, directly or indirectly, through one or more intermediaries, controls, is controlled by, or is under common control with the Company, (b) there is a transfer of outstanding capital stock or other listed equity interests in and to the Company through the "over-the-counter" market or any recognized national or international securities exchange, or (c) this Agreement is assigned in connection with a financing or a securitization transaction to an entity that is an affiliate of the Company, the consent of City shall not be required, provided the acquiring entity, if applicable, shall agree to assume and perform all of the duties, and obligations of the Company hereunder. Moreover, notwithstanding anything contained in this Agreement to the contrary, the consent of City shall not be required for (i) a collateral or conditional assignment of this Agreement to a lender of the Company, or any equipment financing or equipment leasing with respect to, or the granting of a security interest in and to, the IKE Kiosks, (ii) the Company's sale of time on the IKE Kiosks for the display of Advertisements on the IKE Kiosks, or (iii) the Company's delegation of any of its obligations under this Agreement to any subcontractor of the Company in accordance with the terms and conditions set forth in this Agreement.

26. **Binding Effect**. The provisions of this Agreement are binding upon and inure to the benefit of the City and the Company and their heirs, executors, administrators, successors, and assigns.

27. **Entire Agreement**. This Agreement, including all exhibits and addendums, contains the entire agreement between the parties, and no promise, representation, warranty, covenant, agreement, or other undertaking not specifically contained in this Agreement is binding upon or inures to the benefit of the City or the Company.

28. **Construction**. The title headings of this Agreement are intended for convenience purposes only and are not to be used to construe or interpret this Agreement. This Agreement has been negotiated between the parties and, for construction purposes, shall not be deemed the drafting of any one party. When the context in which words are used in this Agreement indicates that such is the intent, words in the singular number shall include the plural and vice versa. All pronouns and any variations thereof shall be deemed to refer to all genders.

29. **No Modifications**. This Agreement shall not be altered, changed, amended or otherwise modified except by a written instrument signed by both the City and the Company.

30. **No Waiver**. The failure of either party to insist, in any one or more instances, upon a strict performance of any provision contained in this Agreement to be performed by any other party to this Agreement shall not be construed or deemed to be a waiver, at such time or for the future, of any such provision, but, instead, any such provision shall continue to remain in full force and effect. No waiver by either party to this Agreement of any provision as contained in this Agreement shall be deemed to have been made unless specifically expressed in writing and signed by the party against whom such waiver is claimed or sought to be enforced.

31. **Authority**. Each party represents and warrants to the other that the individual executing this Agreement on behalf of such party has full authority to execute this Agreement on behalf of such party and to bind such party to this Agreement.

32. **Severability**. If any term, covenant, condition or provision of this Agreement shall to any extent be held by a court of competent jurisdiction to be invalid, void or unenforceable, the remainder of the terms, covenants, conditions or provisions of this Agreement shall remain in full force and effect.

33. **Survival**. The provisions of this Agreement which are stated to survive termination of this Agreement shall survive termination. If this Agreement is terminated or expires by its terms, such expiration or termination shall not affect any liability or other obligation which shall have accrued prior to such termination.

34. **Applicable Law**. This Agreement, and the rights and obligations of the parties to this Agreement, shall be construed and enforced in accordance with the laws of the state of California.

35. **Counterparts**. This Agreement may be executed in multiple counterparts, which, when taken together, shall constitute a fully-executed agreement. Facsimile, electronically scanned, or other electronically transmitted signatures hereon shall be deemed binding on the parties.

36. **Attorneys' Fees and Costs**. In the event of any claim, controversy or dispute regarding this Agreement, its interpretation or the performance or enforcement of the parties' rights, duties, remedies and obligations under this Agreement, the prevailing party in such claim, controversy or dispute shall be awarded its reasonable attorneys' fees and costs, including its attorneys' fees and costs of any associated appeal.

37. **No Joint Venture, Partnership, Agency**. This Agreement will not be construed as in any way establishing a partnership, joint venture, express or implied agency, or employer employee relationship between the City and the Company.

38. **Employee Related Claims of Company**. In no event shall the City be held liable for any employee-related claims made against the Company by any of its officers, agents, representatives, employees, contractors or subcontractors, and in the event that such a claim is made naming the City as a party, Company shall defend and hold harmless the City, and pay any fees incurred by the City to defend the claim, including, but not limited to, all reasonable attorneys' fees actually incurred by the City.

[signature page to follow]

IN WITNESS WHEREOF, the City has executed this Agreement as of the date first written above.

CITY:

THE CITY OF BURBANK, CALIFORNIA,
a California municipal corporation

By: _____
Name: _____
Title: _____

[*additional signature page to follow*]

IN WITNESS WHEREOF, the Company has executed this Agreement as of the date first written above.

COMPANY:

IKE SMART CITY, LLC,
a Delaware limited liability company

By: _____
Name: Pete Scantland
Title: Chief Executive Officer

[*exhibits on following pages*]

EXHIBIT A

DEAL TERMS

1. Definitions. As used in this Agreement, the following terms shall have the following meanings:

1.1 "Compensation Commencement Date" means the Operational Date of the first (1st) Operational Kiosk installed in accordance with this Agreement.

1.2 "First Installment Bonus" means Two Hundred Thousand and No/100 Dollars ($200,000.00), subject to increase by three percent (3%) upon each successive anniversary of the Effective Date.

1.3 "Gross Revenue" means the total revenue earned by the Company in connection with the sale of Advertisements on the Operational Kiosks.

1.4 "Kiosk Compensation" means the annual amount due and payable from the Company to the City for each Term Year during the Term, being the greater of: (a) the MAG due and payable from the Company to the City for such Term Year; or (b) the Revenue Share earned by the Company during such Term Year.

1.5 "MAG" means a minimum annual guaranteed payment from the Company to the City for each Operational Kiosk following its Operational Date, which is equal to:

1.5.1 For Term Years One (1), the amount set forth in Section 3.3.1 below per Operational Kiosk (which, for clarity, is a monthly amount instead of an annual amount, as more fully described in Section 3.2 below);

1.5.2 For Term Years Two (2), Eighteen Thousand Three Hundred Thirty-Three and No/100 Dollars ($18,333.00) per Operational Kiosk;

1.5.3 For Term Years Three (3), Twenty Thousand and No/100 Dollars ($20,000.00) per Operational Kiosk;

1.5.4 For Term Years Four (4), Twenty-One Thousand Six Hundred Sixty Six and No/100 Dollars ($21,666.00) per Operational Kiosk;

1.5.5 For each of Term Years Five (5) through Ten (10), Twenty-Five Thousand and No/100 Dollars ($25,000.00) per Operational Kiosk;

1.5.6 For each of Term Years Eleven (11) through Fifteen (15) (if applicable), Twenty-Seven Thousand Five Hundred and No/100 Dollars ($27,500.00) per Operational Kiosk; and

1.5.7 For each of Term Years Sixteen (16) through Twenty (20) (if applicable), Thirty Thousand Two Hundred and Fifty and No/100 Dollars ($30,250.00) per Operational Kiosk.

1.6 "Renewal Criteria" means that, as of the expiration of the Initial Term: (a) no more than three (3) Operating and Reporting Covenant Defaults have occurred pursuant to Section 10.5

above during the Initial Term; (b) no Company Event of Default is then existing and continuing beyond any applicable notice and cure period; and (c) the total Kiosk Compensation due and payable from the Company to the City for the final Term Year of the Initial Term is (or will be, upon the Company's payment of the Revenue Share portion of the Kiosk Compensation to the City following the expiration of such Term Year pursuant to Section 3.4.2 below (if any)) equal to or greater than One Million and No/100 Dollars ($1,000,000.00) (the "Renewal Threshold"), provided that if the Company anticipates that it will not satisfy the Renewal Threshold, then the Company shall have the right, but not the obligation, to elect upon written notice (a "Catch-Up Notice") to the City, no later than thirty (30) days prior to the expiration of the Initial Term, to make a payment to the City in an amount equal to the difference between the Renewal Threshold and the Kiosk Compensation actually due and payable to the City for the final Term Year of the Initial Term (a "Catch-Up Payment"), and in such an event, the Renewal Threshold and this subclause (c) shall be deemed satisfied, and the Company shall pay such Catch-Up Payment to the City alongside its payment of the Revenue Share to the City following the expiration of the final Term Year of the Initial Term pursuant to Section 3.4.2 below;

1.7 "Revenue Share" means: (a) twenty five percent (25%) of the Gross Revenue collected by the Company during the applicable Term Year between Zero and No/100 Dollars ($0.00) and the Revenue Share Threshold for such Term Year, *plus* (b) thirty five percent (35%) of the Gross Revenue collected by the Company during such Term Year above the Revenue Share Threshold for such Term Year.

1.8 "Revenue Share Threshold" means: (a) during each of Term Years One (1) through Five (5), Four Million and No/100 Dollars ($4,000,000.00); (b) during each of Term Years Six (6) through Ten (10), Four Million Four Hundred Thousand and No/100 Dollars ($4,400,000.00); (c) during each of Term Years Eleven (11) through Fifteen (15) (if applicable), Four Million Eight Hundred Forty Thousand and No/100 Dollars ($4,840,000.00); and (d) during each of Term Years Sixteen (16) through Twenty (20) (if applicable), Five Million Three Hundred Twenty Four Thousand and No/100 Dollars ($5,324,000.00).

1.9 "Second Installment Bonus" means Two Hundred Thousand and No/100 Dollars ($200,000.00), subject to increase by three percent (3%) upon each successive anniversary of the Effective Date.

1.10 "Term" means, collectively, the Initial Term and the Renewal Term (if applicable), each as defined in Section 2 below.

1.11 "Term Commencement Date" means the date that is the earlier of: (a) the Operational Date of the fifteenth (15th) Operational Kiosk installed in accordance with this Agreement, or (b) the two (2) year anniversary of the Effective Date of this Agreement.

1.12 "Term Year" means: (a) with respect to the first (1st) Term Year, the time period commencing on the Compensation Commencement Date and expiring on the last day of the twelfth (12th) consecutive full calendar month immediately following the Term Commencement Date, which the parties acknowledge may result in such Term Year being more than twelve (12) calendar months as further addressed in Section 3.2 below; and (b) with respect to each Term Year following the first (1st) Term Year, each successive twelve (12) month period during the Term immediately following the expiration of the first Term Year.

1.13 "Third Installment Bonus" means Two Hundred Fifty Thousand and No/100 Dollars ($250,000.00), subject to increase by three percent (3%) upon each successive anniversary of the Effective Date.

2. Term. All terms, conditions, and requirements of this Agreement, except for the Company's obligation to pay the Kiosk Compensation to the City, shall commence as of the Effective Date, and continue in full force for the remainder of the Term as defined below. The initial term of this Agreement (the "Initial Term") shall be for a period commencing upon the Effective Date and expiring on the last day of the tenth (10th) Term Year. Provided that the Renewal Criteria are satisfied in all material respects as of the expiration of the Initial Term, this Agreement shall automatically renew following the Initial Term on the same terms and conditions set forth in this Agreement for one (1) additional period of ten (10) Term Years (the "Renewal Term") unless the Company delivers written notice to the City at least ninety (90) days prior to the expiration of the Initial Term that the Company does not desire to exercise the Renewal Term, in which case this Agreement shall terminate upon expiration of the Initial Term.

3. Installment Bonuses and Kiosk Compensation.

3.1 Installment Bonuses. Within thirty (30) days following the occurrence of: (a) the Operational Date for the first (1st) Operational Kiosk in the City, the Company shall pay to the City the First Installment Bonus; (b) the Operational Date for the sixteenth (16th) Operational Kiosk in the City, the Company shall pay to the City the Second Installment Bonus; and (c) the Operational Date for the thirty-first (31st) Operational Kiosk in the City (if the parties mutually agree to expand the number of IKE Kiosks permitted to be installed and operated by the Company under this Agreement to more than thirty (30)), the Company shall pay to the City the Third Installment Bonus.

3.2 Kiosk Compensation; Acknowledgement. During each Term Year, the Company shall pay the Kiosk Compensation to the City in accordance with this Section 3 below. The parties acknowledge and agree that as the result of the Company's timeline for obtaining the Required Approvals, the first Term Year may contain more than twelve (12) full calendar months. Accordingly, the terms and conditions set forth in Section 3.3 below shall govern the Company's obligation to pay the Kiosk Compensation to the City during the first Term Year, and the terms and conditions set forth in Section 3.4 below shall govern the Company's obligation to pay the Kiosk Compensation to the City for each Term Year following the first Term Year.

3.3 Kiosk Compensation - First Term Year.

3.3.1 First Term Year MAG. Subject to the terms and conditions set forth in this Agreement, commencing separately for each Operational Kiosk upon its Operational Date, and continuing separately for each such Operational Kiosk on the first day of each month during the first Term Year following such Operational Kiosk's Operational Date, the Company shall pay the MAG to the City for such Operational Kiosk in monthly installments equal to One Thousand Three Hundred Eighty Eight and 92/100 Dollars ($1,388.92) per month, in advance, without demand. In the event that an IKE Kiosk becomes an Operational Kiosk during the first Term Year on any day other than the first day of a particular month, the monthly installment of the MAG due and payable to the City for such Operational Kiosk for such month shall be pro-rated on a per diem basis based on the number of days within such month that such IKE Kiosk was an Operational Kiosk.

3.3.2 First Term Year Revenue Share and Reconciliations. Commencing on the date which is fifteen (15) days after the last day of the third calendar month following the month in which the Compensation Commencement Date occurs, and continuing on the same day following the expiration of each successive three (3) month period thereafter during the first Term Year, the Company shall submit to the City a statement of the Company's Gross Revenue for the immediately preceding three (3) month period (each, a "Y1 Quarterly Reconciliation Statement"). If such statement shows that the Revenue Share earned by the Company during such period exceeds the MAG due and payable to the City for such period, the Company shall pay such excess to the City alongside such statement. The final Y1 Quarterly Reconciliation Statement delivered to the City (a) may pertain to a time period of less than three (3) full months (depending on the expiration date of the first Term Year), and (b) shall include a statement of the total Gross Revenue earned by the Company during the entire first Term Year and the Company's calculation of the total Kiosk Compensation due and payable to the City for the entire first Term Year. Such final Y1 Quarterly Reconciliation Statement, and any corresponding payment of Kiosk Compensation due to the City alongside such statement, shall be due to the City within sixty (60) days of the expiration of the first Term Year.

3.4 Kiosk Compensation – Generally (Following First Term Year).

3.4.1 MAG Generally. Subject to the terms and conditions set forth in this Agreement, commencing on the first day of the second Term Year and continuing on the first day of each month during the Term thereafter, the Company shall pay the MAG for each Operational Kiosk to the City in equal monthly installments, in advance, without demand. In the event that an IKE Kiosk becomes an Operational Kiosk following the expiration of the first Term Year on any day other than the first day of a particular month, the monthly installment of the MAG due and payable to the City for such Operational Kiosk for such month shall be pro-rated on a per diem basis based on the number of days within such month that such IKE Kiosk was an Operational Kiosk, and the MAG due and payable for such Operational Kiosk shall be interpreted accordingly.

3.4.2 Revenue Share and Reconciliations Generally. Commencing on the date which is fifteen (15) days after the last day of the third calendar month of the second Term Year, and continuing on the same day following the expiration of each successive three (3) month period thereafter during the Term, the Company shall submit to the City a statement of the Company's Gross Revenue for the immediately preceding three (3) month period (each, a "Quarterly Reconciliation Statement"). If such statement shows that the Revenue Share earned by the Company during such period exceeds the MAG due and payable to the City for such period, the Company shall pay such excess to the City alongside such statement. The final Quarterly Reconciliation Statement delivered to the City for each Term Year shall include a statement of the total Gross Revenue earned by the Company during the entirety of such Term Year and the Company's calculation of the total Kiosk Compensation due and payable to the City for the entirety of such Term Year, and shall, alongside any corresponding payment of Kiosk Compensation due to the City alongside such statement, be due to the City within sixty (60) days after the expiration of such Term Year.

3.5 Impairment of Use and Abatement. The MAG due and payable for an Operational Kiosk shall be automatically abated on a day for day basis commencing twenty-four (24) hours following the occurrence of any of the following events and continuing until the date on which such event has been remedied to the reasonable satisfaction of the Company: (a) the visibility of such

IKE Kiosk, or the Company's use thereof or utility services thereto, are materially and adversely impaired for any reason other than the Company's gross negligence or willful misconduct, including without limitation as the result of any Temporary Removal Event or Relocation Event (each as defined in Section 4 below); (b) an event of damage or destruction to such IKE Kiosk or its Location that is not the result of the Company's gross negligence or willful misconduct; (c) any portion of the Location upon which such IKE Kiosk is located is taken by eminent domain as the result of the action of any Governmental Authority other than the City; (d) the Required Approvals for an IKE Kiosk are revoked, or reapplications for or renewals of such Required Approvals are not approved, in each case for any reason other than the Company's gross negligence or willful misconduct, and the Company is no longer permitted to display Advertisements on such IKE Kiosk as a result; or (e) the City's breach of the Exclusivity Covenant, the Kiosk Impairment Covenant, or the Kiosk Actions Covenant. For clarity, any abatement pursuant to this Section 3.5: (i) shall not apply unless and until the applicable abatement event extends for twenty-four (24) consecutive hours or more; (ii) shall apply only to the MAG for the Operational Kiosk(s) impacted by such abatement event, resulting in prorated reduction of such MAG for such Operational Kiosk(s) on a day for day basis during the continuation of such abatement event; and (iii) shall not abrogate the Company's obligation to pay the Kiosk Compensation for any Operational Kiosks not impacted by such abatement event, or the Company's obligation to pay the Revenue Share for the Operational Kiosk(s) impacted by such abatement event in accordance with Sections 3.3. and 3.4 above (as applicable) to the extent that the Company continues receiving Gross Revenue from such impacted Operational Kiosk(s) during such abatement event.

3.6 Audit Rights.

3.6.1 Generally. Subject to the terms and conditions set forth in this Section 3.6, the City may, at City's cost, request an audit (an "Audit") of any Company books and records reasonably related to the IKE Kiosks deployed on Locations within the City (the "Records") for the sole purpose of evaluating the Company's compliance with the terms and conditions of the Agreement. The Company agrees to keep and to make available to the City or its auditor, within thirty (30) days of receipt of a written request from the City, full, true, and accurate Records supporting the calculation of the Kiosk Compensation for a particular Term Year, in the same format maintained by the Company in the ordinary course of its business, so long as the City requests such Records for such Term Year within the thirty-six (36) month period immediately following the expiration of such Term Year. Any Audit performed under this Section 3.6 shall be performed by a third-party certified public accountant licensed in the state of California (an "Auditor") of the City's selection, provided that such Auditor shall not be compensated on a contingency fee basis. The City may not Audit a Term Year more than one time. The parties shall reasonably cooperate with one another in connection with any Audit performed under this Section 3.6.

3.6.2 Overpayment. If an Audit determines that the Kiosk Compensation actually paid to the City during a given period was less than the Kiosk Compensation actually due and payable to the City for such period, the Company shall pay such shortfall to the City within thirty (30) days after the City's delivery of written notice to the Company, which shall include reasonable supporting documentation, and if such shortfall is an amount equal to five percent (5%) or more of the total Kiosk Compensation actually due and payable to the City for such period, the Company shall pay the cost of such Audit alongside such shortfall payment.

3.6.3 Underpayment. Alternatively, if an Audit determines that the Kiosk Compensation actually paid to the City during a given period was greater than the Kiosk

Compensation actually due and payable to the City for such period, the Company shall receive a credit against the next payments of the MAG due and owing until the Company has been reimbursed in full for such overpayment, provided that if the same occurs during the final Term Year then the City shall refund the amount of such overpayment to the Company within thirty (30) days after the date the City receives the results of such Audit in lieu of providing the foregoing credit against the MAG.

3.6.4 Disputes. If, following the completion of any Audit, the City or the Company reasonably and in good faith disputes the results of such Audit by written notice to the other party within thirty (30) days of the date that the City notifies the Company of the results of such Audit, then the parties shall thereafter work together in good faith to resolve such dispute as soon as reasonably practical in accordance with the terms and conditions set forth in this Agreement, and if such resolution results in the parties' mutual agreement that an overpayment or underpayment was discovered by such Audit, then the parties shall promptly reconcile pursuant to Section 3.6.2 or Section 3.6.3 above, as applicable. If the parties are unable to resolve the dispute, then subject to Section 19 of this Agreement, either party may exercise any rights applicable under local, state, or federal laws. Either party's attempt to resolve a dispute shall not constitute a waiver of the full disputed amount.

3.6.5 Confidentiality. Any information disclosed to the City as the result of such an Audit shall be held in confidence by the City and shall not be disseminated further except (i) on an as needed basis to the City's employees, accountants, advisors, auditors, attorneys, and other parties with a reasonable need to know such information, provided that such party is advised of the confidentiality restrictions applicable to such information and agree to abide by the same, or (ii) in compliance with a subpoena or other legal process, provided that in such an event the City shall notify the Company prior to making such disclosure and work together with the Company in good faith to limit or redact such disclosure to the extent permitted by applicable law.

4. Temporary Removal and/or Relocation. At any time following the Operational Date for an Operational Kiosk, the City may, subject to the terms and conditions set forth in this Section 4 below, require the Company to (a) temporarily remove such Operational Kiosk from its Location and reinstall such Operational Kiosk at such Location at a later date (a "Temporary Removal Event") as the result of: (i) an emergency or a public safety issue, or (ii) the City requiring use of such Operational Kiosk's Location and/or the immediately adjacent areas to carry out core functions of the City such as streetscape improvements, infrastructure improvements, or similar, or (b) permanently remove such Operational Kiosk from its location and thereafter reinstall such Operational Kiosk at a new mutually agreed Location (a "Relocation Event") as the result of (i) an emergency or a public safety issue, or (ii) the City requiring use of such Operational Kiosk's Location and/or the immediately adjacent areas to carry out core functions of the City such as streetscape improvements, infrastructure improvements, or similar; provided that the City may only require up to two (2) Temporary Removal Events under subclause (a)(ii), and up to two (2) Relocation Events under subclause (b)(ii), per twelve (12) month period,

4.1 Temporary Removal Events. With respect to Temporary Removal Events, promptly following the date on which the City becomes aware of the existence or anticipated existence of a Temporary Removal Event, the City shall deliver written notice to the Company (a "Temporary Removal Notice"), which shall describe in reasonable detail when the Company may reinstall the impacted Operational Kiosk at its original location following the Temporary Removal Event. Thereafter, the City shall deliver written notice to the Company at least forty-five (45) days prior to the date on which the City anticipates that the work associated with such Temporary

Removal Event will be completed. Upon completion of the Temporary Removal Event, the City shall again deliver written notice to the Company, and following its receipt of such notice, the Company shall commence commercially reasonable efforts to reinstall such IKE Kiosk at its original Location and thereafter diligently pursue the same to completion.

4.2 Relocation Events. With respect to Relocation Events, promptly following the date on which the City determines that a Relocation Event is necessary, the City shall deliver written notice (a "Relocation Notice") to the Company, which shall include a reasonably detailed description of the nature of the Relocation Event. Following the Company's receipt of a Relocation Notice, the City and the Company shall use commercially reasonable efforts to work together in good faith to mutually agree upon a new alternative Location for the impacted IKE Kiosk to be reinstalled by the Company (a "New Location") following the removal of such IKE Kiosk from its original Location, and the City shall not (i) unreasonably withhold, condition, or delay its consent to any such location proposed by the Company, nor (ii) be permitted to deny its consent to any Location previously approved by the City in accordance with Section 4 of the body of this Agreement above. Upon the parties' mutual agreement on a New Location, the Company shall commence commercially reasonable efforts to remove the impacted IKE Kiosk and restore its original Location in accordance with Section 20 of this Agreement, and shall thereafter diligently pursue such removal and restoration to completion. Upon the Company's receipt of any additional Required Approvals necessary to complete the reinstallation of, and for the continued operation of, the impacted IKE Kiosk at the New Location, if any, the Company shall commence commercially reasonable efforts to reinstall such IKE Kiosk at the New Location and shall thereafter diligently pursue such reinstallation to completion.

4.3 City Covenant. The City agrees that it shall not permit any person or entity other than the Company to repair, alter, remove, or replace any Operational Kiosk, except that the City or its designee may temporarily remove an Operational Kiosk from its Location in the event that (i) the Company fails to comply with its obligations pursuant to Section 4.1 or Section 4.2 of this Exhibit A above, or (ii) a Bona Fide Emergency (as defined below) occurs. As used in this Agreement, "Bona Fide Emergency" means situations where (1) the immediate removal of an Operational Kiosk is reasonably required by the City as the result of (x) an imminent danger to the public, (y) a major casualty event (e.g., an electrical fire) caused by reasons beyond the control of either party to this Agreement, or (z) the occurrence of an act of God (e.g., a flood, lightning strike, etc.); and (2) it would be impractical for the City to provide the Company with notice of the need for such removal and the opportunity to complete such removal without creating or exacerbating an imminent danger to the public. Upon the occurrence of a Bona Fide Emergency, the City may remove the impacted Operational Kiosk and take any actions deemed reasonably necessary by the City to remedy such Bona Fide Emergency. In such an event, the City shall not be liable to the Company for any damage to the impacted Operational Kiosk or its Location, except to the extent caused by the City's gross negligence or willful misconduct. Following the conclusion of the Bona Fide Emergency, the City shall work together in good faith with the Company to either permit the Company to reinstall the impacted IKE Kiosk at its original Location, or mutually agree upon a reasonably suitable alternative location for such IKE Kiosk to be re-installed by the Company in accordance with the terms of Section 4.2 of this Exhibit A.

EXHIBIT B

IKE KIOSK SERVICES AND APPLICATIONS

The IKE Kiosks may display the following applications:

(i) *Wayfinding*, including multimodal mapping to destinations, businesses and other points of interest (sorted into freestanding apps such as *Eat, Play, Shop, Stay*);

(ii) *Getting Around,* including real-time arrival and departure information for public transit, bike share and car share services all accessed from an interactive map;

(iii) *Question of the Week,* allowing for the City to survey the public on its opinions and ideas;

(iv) *Events,* including a comprehensive event and activity listing for the City;

(v) *Jobs*, including career and internship postings within the City, arranged geographically to encourage workforce development;

(vi) *Photobooth,* including customized City-themed background postcards and social media integration*;*

(vii) *Emergency Communication,* including a protocol for real-time posting of essential City communication such as storm warnings, amber alerts and road closures;

(viii) *Pedestrian Counting,* including RFID-based measurement of pedestrians within range of the IKE unit, and a web-based dashboard containing analytics for City's use;

(ix) *Air Quality Monitoring,* including relaying data to the City on a regular basis; and

(x) *Arcade,* including video games employing the unique touch-screen capabilities of the IKE Kiosks.

EXHIBIT C

KIOSK DIMENSIONS, COLOR, AND AESTHETIC EXPECTATION

CUSTOMIZED SERIES

CIO652DR5

65" Dual sided auto dimming monitors up to 4000 nits
Ensures visibility day or night, in any weather condition



DUAL-SIDED DESIGN

ULTRA HIGH BRIGHTNESS

VANDAL RESISTANT

FILTERLESS AIR INTAKE

POLARIZED SUNGLASSES SUPPORT

WEATHER PROOF

FOR MORE INFORMATION

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DynaScan

V0.04

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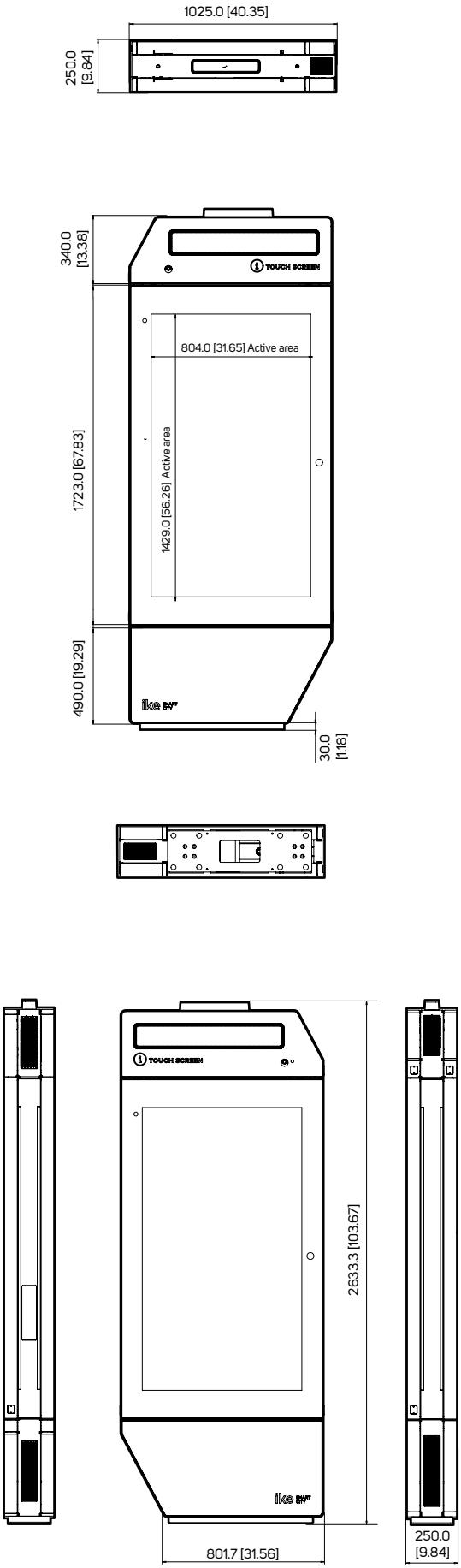
SPECIFICATION

MODEL		CI0652DR5
DISPLAY	**LCD Panel Size**	65 inches LCD (x2)
	Native Resolution	3840 x 2160
	Brightness (w/o glass)	4,000 nits
	Color Depth	10 bits
	Contrast Ratio	1200 : 1
	Response Time (Typ.)	9 ms
	Viewing Angle	178° / 178°
	Light Lifetime (Typ.)	100,000 hrs
	Polarized Sunglasses Support	Yes
POWER	**Power Supply**	Internal
	Rated Voltage	100-240V ~ 50/60Hz
	Power On Mode (Typ./ Max)	700 W / 1325 W
MECHANICAL SPECS	**Bezel Width (T/B/L/R)**	146.3 / 146.3 / 108.6 / 108.6 mm
	Dimension (LxHxD)	1025.0 x 2633.3 x 250.0 mm
	Weight	400 kg
	Touch Screen	PCAP
	Orientation	Portrait
	Powder Coating Material	ASTM G155 & B117 (Body & Base)
	Key Lock	Yes
	Air Vent	Top & Bottom
	Protection Glass	4 + 4mm double laminated tempered glass
	Selfie Camera	4K Pixel Color CMOS Sensor USB Camera
USER INTERFACE	**Language**	English
	Support SNMP (Up to V3.0)	Yes
	Image Retention Protection	Yes
	Ambient Light Sensor	Yes
	Power On/Off Scheduling	Yes
	Internal Temperature Sensor	Yes
INPUT	**HDMI**	x6 (2160p)
	USB 3.0	x2
	Micro SD Slot	x2
OUTPUT	**Audio**	x2
EXTERNAL CONTROL	**RS-232**	In x2
	RJ-45	x4 (LAN)
CONTROL SYSTEM	**Raspberry Pi**	Pi4
	Player	Yes, with pre-image
ENVIRONMENT	**Operating Temperature**	-20°F ~ 120°F (-30°C ~ 50°C)
	Humidity	10% ~ 100% RH Non-condensing
	Dust and water resistance	IP56
	Impact Protection	IK10
CERTIFICATION	CE / IEC60950-22 / FCC / RoHS	
OPTIONAL ITEM	SDM	
	LED ticker	

DIMENSIONS

Unit: mm [inch]



FOR MORE INFORMATION

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DynaScan
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EXHIBIT D

PRIVACY POLICY

INTRODUCTION

IKE SMART CITY, LLC ("IKE", "We", "Us", "Our") respects your privacy and is committed to protecting it through our compliance with this policy.

This policy describes the types of information we may collect from you or that you may provide when you visit an IKE Kiosk ("Kiosk") and our practices for collecting, using, maintaining, protecting, and disclosing that information.

Please read this policy carefully to understand our policies and practices regarding your information, how we will treat it, and your rights pertaining to your information. If you do not agree with our policies and practices, your choice is not to use the Kiosks. By accessing or using a Kiosk, you agree to this privacy policy. This policy may change from time to time. Your continued use of a Kiosk after we make changes is deemed to be acceptance of those changes, so please check the policy periodically for updates.

USER INFORMATION COLLECTED BY A KIOSK

General

Many of the features, services and information available on a Kiosk can be accessed by you anonymously and without requiring that you provide any information about yourself. The Kiosk will collect information on Kiosk usage, such as which features, services and information are most often used and how they are used, so we can improve the Kiosk platform and your experience with the Kiosks. We may share this information without restriction with the city where the Kiosk is located and its agencies and our technology partners.

Interactive Features

Certain applications offered by a Kiosk are interactive and equipped to allow information to be transmitted from the Kiosk to your personal device. This transmission can be accomplished through two different mechanisms, one of which involves a third party partner ("Third Party Partner") to effect the transmission of the information. If you would like information transmitted to your personal device from the Kiosk, the Kiosk will prompt you to either (1) scan a QR code with your mobile device or (2) provide a mobile telephone number. If you select the QR Code option, the QR code will anonymously link your mobile device to the selected information without obtaining any personal information from you. If you elect to provide your mobile telephone number, your mobile telephone number will be shared with the Third Party Partner for the purpose of delivering the information to your mobile device via MMS messaging. We retain your mobile telephone number for only so long as is necessary to complete the transfer of information to the Third Party Partner, and we do not sell or otherwise share or disclose this information to any other parties. Additionally, our Third Party Partner for this functionality—Twilio—does not retain or sell your phone number.

Several IKE applications incorporate the application programming interfaces ("APIs") of Third Party Partners for the following described features on the Kiosks: (a) Google is the Third Party Partner for the place search and directions features of the Kiosks, and (b) Transit is the Third Party Partner for the trip planner feature of the Kiosks. In no event do these applications request or collect personally

identifiable information from you, other than if you request to have the information transmitted to your mobile device by using our mobile hand-off feature as described above.

We do not exercise control over our Third Party Partners, and you will be subject to their policies and terms and conditions when you engage with any feature operated by a Third-Party Partner. For this reason, we recommend that you review their policies and terms and conditions prior to engaging with any feature operated by a Third Party Partner.

OTHER SERVICES

WIFI Service

Each Kiosk may be equipped to provide Wi-Fi service to personal devices able to receive a wireless Wi-Fi signal that are located within close proximity to the Kiosk. We currently engage T-Mobile as the internet service provider for the Kiosks, which enables us to provide the Wi-Fi service to you. If you use the free Wi-Fi, your personal device may share your device ID with our internet service provider for the sole purpose of establishing the connection to the Wi-Fi signal. This is no different from how publicly available Wi-Fi signals operate in other contexts. The device ID may also be available to us through our router hardware for a limited period of time before being removed from the hardware in the ordinary course. We do not store your browser history or track the websites you visit.

DISCLOSURE OF INFORMATION

In addition to the disclosures we have identified elsewhere in this policy, we may also disclose any and all information collected by us or that you provide to us via a Kiosk as described in this policy to our parents, subsidiaries and affiliates, and/or any entity who acquires, by any means, some or all of the assets or ownership interests of IKE Smart City, LLC.

DATA SECURITY

We have implemented measures designed to secure any information you provide to us via a Kiosk from accidental loss and from unauthorized access, use, alteration and disclosure. Although we do our best to protect your information, we cannot guarantee the security of the information you provide to us via a Kiosk.

CHILDREN

The Kiosks are not intended to be used by children under the age of 13 nor do we knowingly or intentionally collect personal information from children under the age of 13. If you are under the age of 13, you are not permitted to submit any personally identifiable information to us. We adhere to the Children's Online Privacy Protection Act in our operation of the Kiosks.

PRIVACY POLICY CHANGES

We may update this Privacy Policy from time to time to reflect changes in applicable law. Because any personal information you provide to us is not stored or maintained in databases owned or created by us, we will be unable to notify you as and when this Privacy Policy is updated. Therefore, we encourage you to visit this Privacy Policy page periodically to view any updates.

Last Updated: **June 29, 2024**

STATE SPECIFIC REGULATIONS

California: For more information regarding the rights entitled to California residents under the California Consumer Privacy Act, click here.

CONTACT INFORMATION

To ask question or provide comments about this policy and our privacy practices, contact us at:

250 N Hartford Ave
Columbus, Ohio 43222

614.294.4898

privacy@ikesmartcity.com

EXHIBIT E

SITING CRITERIA FOR IKE KIOSKS AND DIGITAL BUS SHELTERS (BUFFER ZONES)

1. Definitions
    a. Priority Sites: locations with existing or planned BRT stops, active bus shelters, high ridership stops without shelters, or another IKE Kiosk.
    b. Secondary Site: locations with non-high ridership stops or inactive bus shelters.
    c. Downstream: direction relative to the direction of traffic flow for the adjacent lane.
    d. Corner: the intersection of the corresponding sidewalks of two separate block faces.
    e. Digital bus shelter: Bus shelters with digital ad panels that are integrated to a bus shelter structure.
2. General Rules

The parties acknowledge and agree that independent of this Agreement, the City retains the right to install and operate bus shelters that will display digital Advertisements within the Public Right of Way (PROW) (each, a "Digital Bus Shelter", and collectively, the "Digital Bus Shelters"). Notwithstanding Section 3.X above, and pursuant to Section 4 below, both parties agree that:

    a. IKE Kiosks shall only be permitted and installed on Arterials, Secondary Arterials, Downtown Collectors per Burbank2035 General Plan.
    b. IKE Kiosks shall be located 150' away from low density residential areas or schools where kiosks are in direct line of sight between these uses and IKE Kiosk(s). Distance may decrease to no less than 100' upon agreement between both parties.
    c. Distances shall be measured from the nearest edge of the IKE Kiosk panel to the nearest parcel boundary or bus stop asset (i.e., bus shelter roof for stops with bus shelters or bus stop flagpole for all bus stops without bus shelters).
    d. These general rules and siting conditions shall not apply to electronic ink displays installed at any bus stop Citywide and that are not used to display commercial content.
    e. A Secondary Site shall remain as such during the Term of this Agreement unless the following siting conditions are met, in which case, it shall be considered a Primary Site.

2. Siting Condition
    a. Priority Sites
        i. Not on the same block face, except when:
        ii. Proposed IKE Kiosk is 175' from priority site,
        iii. Downstream from priority site, and
        iv. Demonstrated line of sight is not an issue
    a. Not directly around the Corner from another priority site-
    b. Distance may decrease to no less than 100' upon mutual agreement
    c. The requirement that an IKE Kiosk be located downstream of a transit asset may be waived solely upon mutual written agreement of the Parties, provided that any such waiver receives prior written approval from the City following a site-specific safety and line-of-sight review.
    e. Secondary Site
        i. Not on the same block face, except when:
            1. 150' from secondary site
            2. Demonstrated line of sight is not an issue
    f. Distance may decrease to no less than 100' upon mutual agreement]

EXHIBIT F

CITY INSTALLATION CRITERIA

1. IKE Kiosks shall be located a minimum of five (5) feet from trees, light poles, traffic signal poles, manholes, junction boxes, electrical boxes, driveway aprons, and similar existing City infrastructure; provided, that IKE Kiosks may be located with three (3) feet clearance from traffic signal poles, manholes, junction boxes and electrical boxes to the extent Company can demonstrate that such proximity will not encroach upon or impact such City infrastructure and will maintain Americans with Disabilities Act access to the interactive features of the Kiosk.

2. IKE Kiosks shall have a minimum of eighteen (18) inches of clearance from curb faces and forty-eight (48) inches of clearance on the sidewalk for pedestrian access to comply with the Americans with Disabilities Act.

3. IKE Kiosks shall not obstruct line of sight for drivers on City roads.

4. IKE Kiosks shall not be placed over curb catch basins.

5. IKE Kiosks shall not conflict with underground utilities.

6. IKE Kiosks will not create conditions which are materially distracting to drivers (e.g., will not display content confusingly similar to traffic control signals).

COMPENSATION SCENARIOS

These scenarios illustrate how the proposed MAG and advertising revenue-sharing terms would determine the City's compensation under different levels advertising revenue. Under the proposed agreement, the City receives the greater of the total annual MAG for operational kiosks or its calculated share of gross advertising revenue, plus any applicable installation milestone payments.

Scenario 1: ***Term Year 2 – 5 Operational Kiosks***

- **Annual MAG per Kiosk: $18,833 (Total Annual MAG: $91,665)**
- **Revenue Sharing Threshold: $4,000,000 (25% up to $4 million; 35% above $4 million)**

Gross Advertising Revenue	Calculated Revenue Share	Total Paid to City
$0	$0 (25%)	$91,665 (MAG)
$100,000	$25,000 (25%)	$91,665 (MAG)
$500,000	$125,000 (25%)	$125,000 (Revenue Share)
$1,000,000	$250,000 (25%)	$250,000 (Revenue Share)
$2,000,000	$500,000 (25%)	$500,000 (Revenue Share)
$4,000,000 (Threshold)	$1,000,000 (25%)	$1,000,000 (Revenue Share)
$5,000,000	$1,350,000 (25% on first $4m; 35% above $4m)	$1,350,000 (Revenue Share)

Note: The City would also receive a $200,000 one-time milestone payment upon the installation of the 1st kiosk.

Scenario 2: ***Term Year 3 – 10 Operational Kiosks***

- **Annual MAG per Kiosk: $20,000 (Total Annual MAG: $200,000)**
- **Revenue Sharing Threshold: $4,000,000 (25% up to $4 million; 35% above $4 million)**

Gross Advertising Revenue	Calculated Revenue Share	Total Paid to City
$0	$0 (25%)	$200,000 (MAG)
$100,000	$25,000 (25%)	$200,000 (MAG)
$500,000	$125,000 (25%)	$200,000 (MAG)
$1,000,000	$250,000 (25%)	$250,000 (Revenue Share)

$2,000,000	$500,000 (25%)	$500,000 (Revenue Share)
$4,000,000 (Threshold)	$1,000,000 (25%)	$1,000,000 (Revenue Share)
$5,000,000	$1,350,000 (25% on first $4m; 35% above $4m)	$1,350,000 (Revenue Share)

Scenario 3: ***Term Year 10 – 20 Operational Kiosks***

- **Annual MAG per Kiosk: $25,000 (Total Annual MAG: $500,000)**
- **Revenue Sharing Threshold: $4,400,000 (25% up to $4.4 million; 35% above $4.4 million**

Gross Advertising Revenue	Calculated Revenue Share	Total Paid to City
$0	$0 (25%)	$500,000 (MAG)
$100,000	$25,000 (25%)	$500,000 (MAG)
$500,000	$125,000 (25%)	$500,000 (MAG)
$1,000,000	$250,000 (25%)	$500,000 (MAG)
$2,000,000	$500,000 (25%)	$500,000 (MAG/Revenue Share Equal)
$4,400,000 (Threshold)	$1,100,000 (25%)	$1,100,000 (Revenue Share)
$5,000,000	$1,310,000 (25% on first $4.4m; 35% above $4.4)	$1,310,000 (Revenue Share)

Note: The City would also receive a $200,000 one-time milestone payment upon the installation of the 16th kiosk.

Scenario 4: ***Term Year 15 – 30 Operational Kiosks***

- **Annual MAG per Kiosk: $27,500 (Total Annual MAG: $825,000)**
- **Revenue Sharing Threshold: $4,840,000 (25% up to $4.84 million; 35% above $4.84 million**

Gross Advertising Revenue	Calculated Revenue Share	Total Paid to City
$0	$0 (25%)	$825,000 (MAG)
$100,000	$25,000 (25%)	$825,000 (MAG)
$500,000	$125,000 (25%)	$825,000 (MAG)
$1,000,000	$250,000 (25%)	$825,000 (MAG)
$2,000,000	$500,000 (25%)	$825,000 (MAG)

$3,300,000	$825,000 (25%)	$825,000 (MAG/Revenue Share Equal)
$4,840,000 (Threshold)	$1,210,000 (25%)	$1,210,000 (Revenue Share)
$5,000,000	$1,266,000 (25% on first $4.84m; 35% above $4.84)	$1,266,000 (Revenue Share)

The City's annual compensation depends on both the number of operational kiosks and advertising performance. First, the MAG establishes a guaranteed minimum level of annual compensation that increases as additional kiosks become operational and as the agreement progresses over time. Second, the City participates in advertising revenue-sharing compensation when the revenue sharing exceeds the applicable total MAG. As the number of operational kiosks increases, higher advertising revenue is required before the revenue sharing payments exceed the MAG compensation.

Scenario Assumptions: All kiosks shown are operational for a full 12-month period. No MAG proration is applied. All advertising revenue amounts are hypothetical and do not represent forecasts or anticipated performance.

Interactive Wayfinding Kiosk Agreement

CITY MANAGER'S OFFICE

November 17, 2026

City Council Meeting

Timeline: Council Direction to Proposed Agreement

July 15, 2025 — 1

First-step report; Council requested pilot feasibility, code amendments, procurement options and outreach

2 — **December 9, 2025**

Study session; Council supported moving forward; enabling ordinance introduced, 5–0

December 16, 2025 — 3

Ordinance No. 25-4035 adopted; became effective January 16, 2026

4 — **January – Present**

Approximately 15 negotiation meetings and internal review

March 3, 2026 — 5

Community meeting with live kiosk demonstration

6 — **November 17, 2026**

Agreement terms presented for Council consideration



CITY OF BURBANK
CITY MANAGER'S OFFICE

Community Engagement

- **Community meeting:** Held March 3, 2026, with the City's collaboration at the Los Angeles Marriott Burbank Airport Convention Center, from 6:00–7:30 p.m.
- **Community outreach:** Announced at a City Council meeting and promoted through the City's event calendar and social media.
- **Kiosk demonstration:** Attendees explored wayfinding and information about local businesses and nonprofit organizations.
- **Program features:** IKE shared emergency messaging capabilities, security features, and privacy protections.
- **Community input:** Attendees asked IKE representatives questions, raised concerns, and provided feedback on the proposed program.





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Program Features

Mobility



TRANSIT

Identifies real-time public transit routes and times



DIRECTIONS

Point-to-point directions for city wayfinding

Discovery



EAT + DRINK

Plenty of options to satisfy different culinary cravings



EVENTS

The what, when, and where of city happenings



SHOP

Entices shoppers to spend at local retail/ businesses



ACTIVITIES

Highlights things to do across a range of interests



ARTS + CULTURE

Cultural/creative activities, venues, and destinations



PARKS + BEACHES

Places to enjoy fresh air, the outdoors, and green spaces



STAY

A wide variety of overnight accommodations



MINDFULNESS

Directs to nearby spas, gyms, and places for wellness



CONCERTS + MUSIC

Hub of information for local concerts and live music

Social Equity



SOCIAL SERVICES

Access to support services/resources for residents in need



SAFE SHELTER

Homeless shelters and facilities with beds and services



JOB BOARD

Easy access to local job listings and opportunities



CIVIC RESOURCES

List of city services and resources



SURVEY SAYS

Gather input from residents and visitors

Entertainment



PHOTOBOOTH

Take selfies, add filters, and send to a mobile device



ARCADE

Fun and easy-to-use video games to engage pedestrians

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Customizable City Content

CITY POSTER APPS

Cities are given dedicated and highly visible Poster apps to display custom messaging on IKE's home screen.



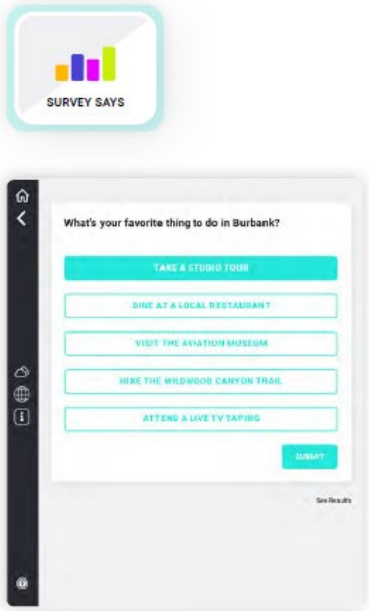
CITY EVENTS

The Events app integrates with any calendar of a city's choosing to promote local events.



CUSTOMIZABLE QUESTIONS

Survey Says allows a city to solicit feedback from the public. Results are available in a secure online dashboard.



CITY-BRANDED SELFIES

City partners are given exclusive rights to branded frames in filter options of the Photo Booth app.



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Vendor Funded Program

Vendor would be responsible for all costs associated with the program including:

Permits	Maintenance
Installation	Repairs
Utilities	Replacement
Operations	



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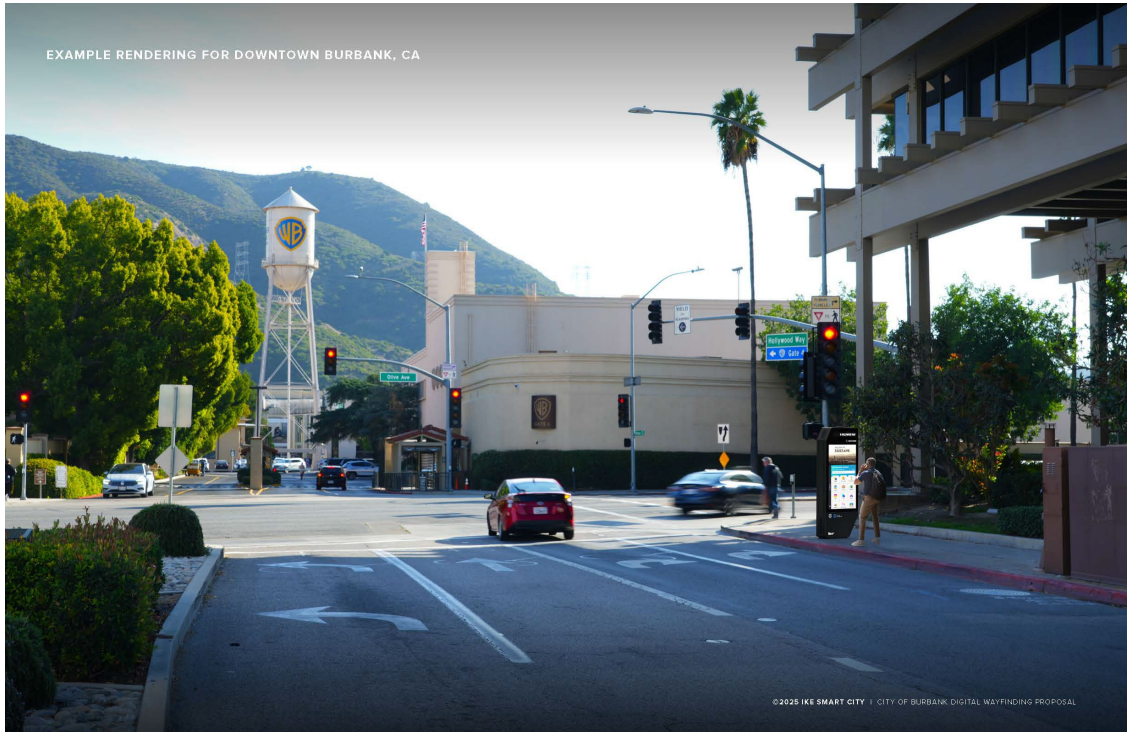
CITY MANAGER'S OFFICE

Program Oversight

Program oversight, including implementation, cross-departmental coordination, and serving as the primary liaison to IKE, businesses, and the community, will be managed through the City Manager's Office via the Business Development Concierge position.



CITY OF BURBANK
CITY MANAGER'S OFFICE

Core Agreement: Community Benefits and Safeguards

Community Advertising

$150,000/year in no-cost advertising for eligible Burbank businesses and nonprofits

City Messaging

At least **1 of every 8** passive-mode display spots, plus available unsold display time

Oversight of Advertising Content

Advertising subject to City standards; City may issue content-violation notices requiring removal within 24 hours.

Emergency Management

Emergency messaging and IPAWS integration support

Maintenance

Weekday visits; electronic monitoring 7 days/week; response within 24 hours to damage/malfunction notices

Protections and Privacy

Prohibits the collection or retention of personally identifiable information, except for temporary, user-consented features.

City Control Over Kiosk Locations

Aimed at protecting residential sightlines and preventing excessive advertising through placement restrictions and minimum spacing requirements.

Accessibility

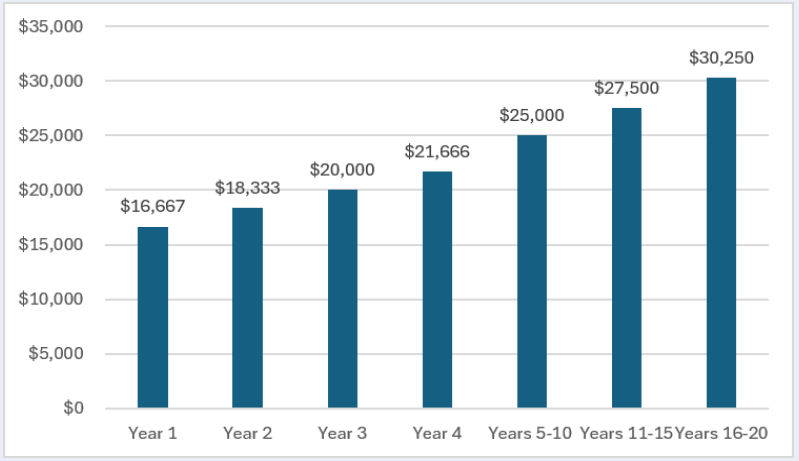
ADA and web-accessibility requirements

Annual City Compensation

Annual operating compensation = Greater of MAG or Revenue Share; milestone payments are additional.

Greater of MAG or Revenue Share

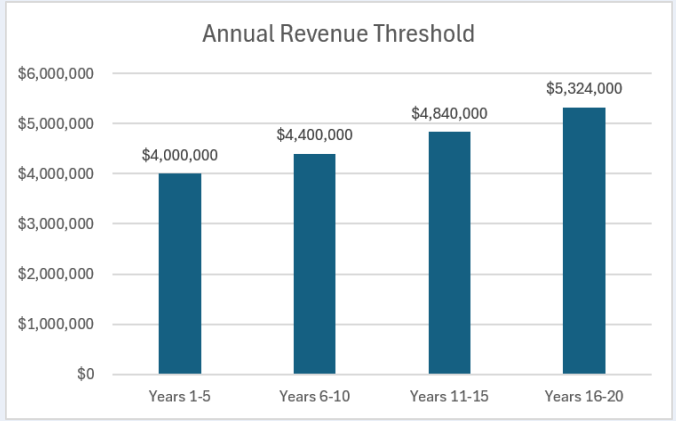
Minimum Annual Guarantee (MAG) per Kiosk



Revenue Share

25% of gross advertising revenue up to $4M annual threshold

35% of gross revenue above threshold



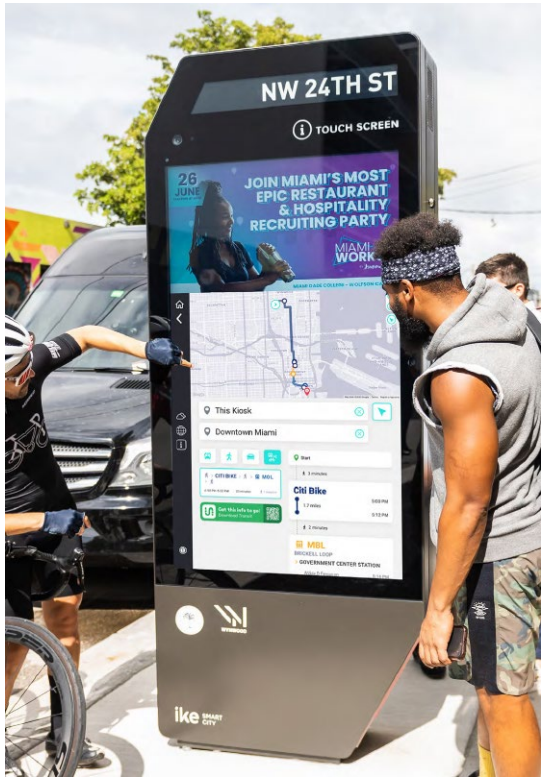
Threshold increases in subsequent five-year periods

Milestone Payments

- **$200,000** — 1st operational kiosk
- **$200,000** — 16th kiosk
- **$250,000** — 31st kiosk (requires City approval to expand beyond 30)

Agreement Terms for Council's Consideration

Section	Summary
Minimum # of Required Kiosks	30-kiosk commitment vs. 15 w/ City-option for expansion
Automatic Agreement Renewal	Auto-renew if criteria met vs. mutual written agreement
Catch-Up Payment	IKE option vs. City approval required
Prediction-Market Ads	Permit vs. Prohibit
Overall Compensation Package	While more favorable to many other municipalities, less favorable than regional benchmark city's agreement



Consideration 1: Minimum # of Required Kiosks

Ref: Attachment 1, Section 3.1

	Position
IKE	Requires 30-kiosk deployment, in two phases of 15.
Staff Preference	Initial commitment of 15; additional 15 upon further City approval.

Consideration 2: Automatic Agreement Renewal

Ref: Attachment 1, Exhibit A

	Position
IKE	Automatic 10-year renewal after initial 10-year term if performance criteria met; IKE has express opt-out right (not City).
Staff Preference	Mutual written agreement required for renewal after the initial 10-year term.

Consideration 3:
Catch-Up Payment and Automatic Renewal

Ref: Attachment 1, Exhibit A

	Position
IKE	Allows IKE the option to make a supplemental payment to satisfy the $1 million final term year compensation threshold (other renewal criteria still apply).
Staff Preference	Supplemental payment option requires City approval.

Consideration 4: Prediction Market Advertising

Ref: Attachment 1, Section 13

	Position
IKE	Lawful prediction-market advertising permitted, although online gambling is not.
Staff Preference	Prohibit prediction-market advertising

Consideration 5: Overall Financial Compensation Terms

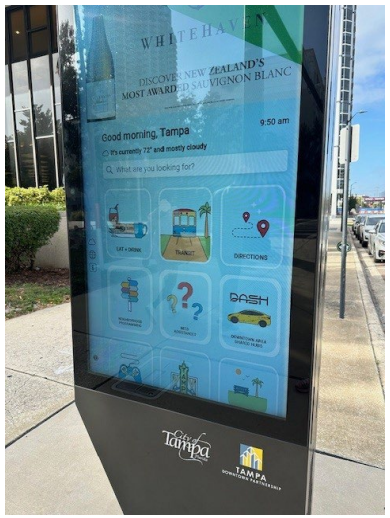
Ref: Attachment 1, Exhibit A

	Position
IKE	Terms offered compare favorably with many of its other municipal agreements.
Staff Preference	Higher compensation (MAG, revenue sharing %, installation payments, and community benefits) in alignment with regional benchmark city's agreement.

Overall Potential Fiscal Impact

- **No direct costs to the City for kiosk installation, utilities, operation, maintenance, repairs, or replacement.**
- **Minimum guaranteed payments or advertising revenue sharing, whichever is greater.**
- **Estimate (floor) $14.5 million over the potential 20-year term period.**
- **IKE projects $23 million in total City compensation over the potential 20-year tern period.**
- **$150,000 annually in complimentary advertising for eligible local businesses and nonprofits.**





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Requested Council Action and Next Steps

City Council Considerations

1 Approve

Approve the proposed agreement as presented

2 Approve with Modifications

Approve with modifications agreed upon at this meeting

3 Continue Negotiations

Direct further negotiation and return for later consideration

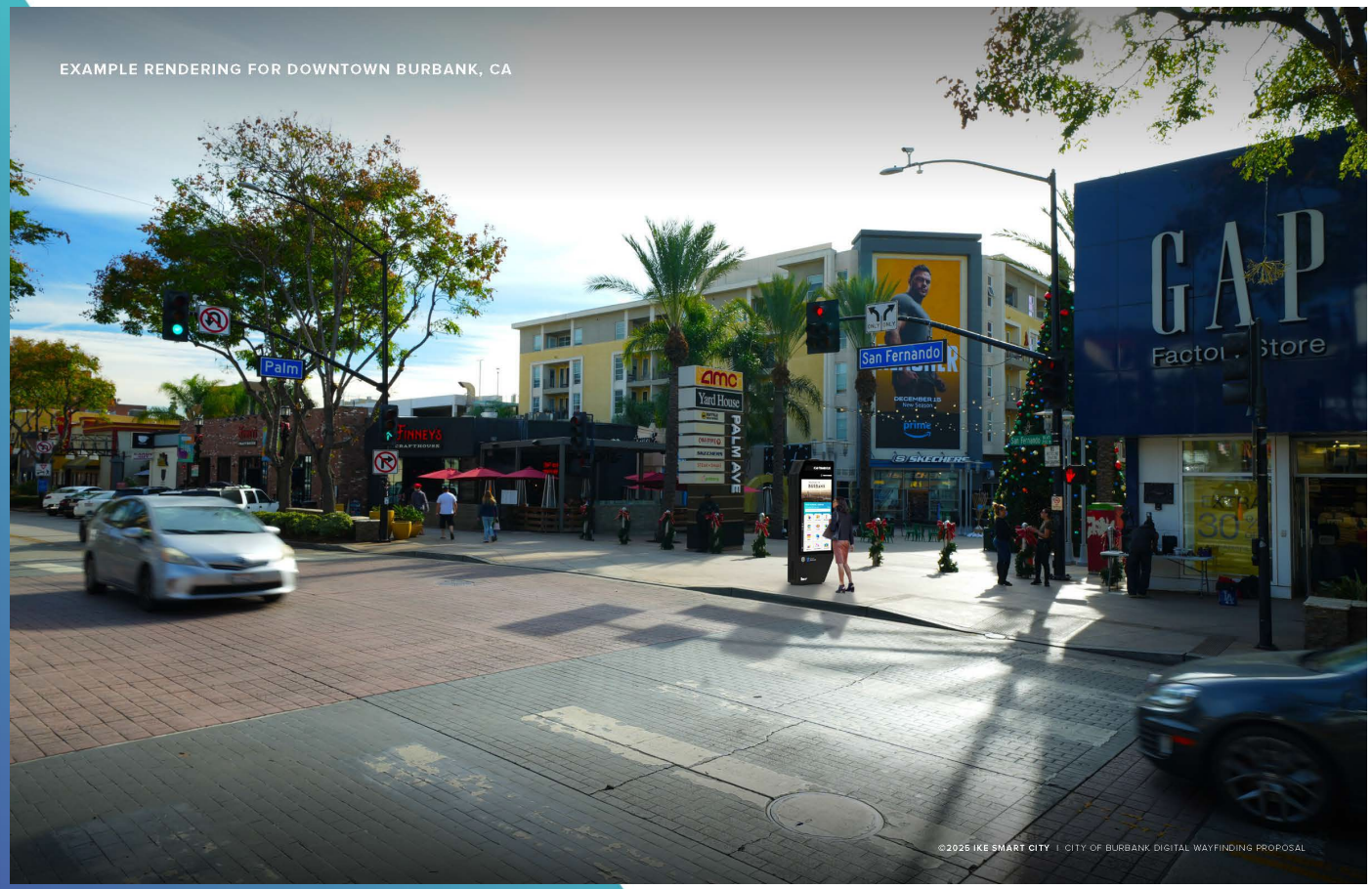
If Approved

- Authorize City Manager/designee to execute final agreement and subsequent amendments
- Authorize Financial Services Director/designee to appropriate agreement revenues, including future fiscal years

Following Approval

- Collaborative site review and City approval
- Public education and engagement
- Implementation




EXAMPLE RENDERING FOR DOWNTOWN BURBANK, CA
Palm
San Fernando
AMC
Yard House
PALM AVE
FINNEY'S
GAP
SKECHERS
©2025 IKE SMART CITY | CITY OF BURBANK DIGITAL WAYFINDING PROPOSAL

Questions

Appendix

<u>Scenario 1:</u> Term Year 2 – 5 Operational Kiosks
Annual MAG per Kiosk: $18,833 (Total Annual MAG: $91,665)
Revenue Sharing Threshold: $4,000,000 (25% up to $4 million; 35% above $4 million)
Note: The City would also receive a $200,000 one-time milestone payment upon the installation of the 1st kiosk.

Gross Advertising Revenue	Calculated Revenue Share	Total Paid to City
$0	$0 (25%)	$91,665 (MAG)
$100,000	$25,000 (25%)	$91,665 (MAG)
$500,000	$125,000 (25%)	$125,000 (Revenue Share)
$1,000,000	$250,000 (25%)	$250,000 (Revenue Share)
$2,000,000	$500,000 (25%)	$500,000 (Revenue Share)
$4,000,000 (Threshold)	$1,000,000 (25%)	$1,000,000 (Revenue Share)
$5,000,000	$1,350,000 (25% on first $4m; 35% above $4m)	$1,350,000 (Revenue Share)

<u>Scenario 2:</u> ***Term Year 3 – 10 Operational Kiosks***
Annual MAG per Kiosk: $20,000 (Total Annual MAG: $200,000)
Revenue Sharing Threshold: $4,000,000 (25% up to $4 million; 35% above $4 million)

Gross Advertising Revenue	Calculated Revenue Share	Total Paid to City
$0	$0 (25%)	$200,000 (MAG)
$100,000	$25,000 (25%)	$200,000 (MAG)
$500,000	$125,000 (25%)	$200,000 (MAG)
$1,000,000	$250,000 (25%)	$250,000 (Revenue Share)
$2,000,000	$500,000 (25%)	$500,000 (Revenue Share)
$4,000,000 (Threshold)	$1,000,000 (25%)	$1,000,000 (Revenue Share)
$5,000,000	$1,350,000 (25% on first $4m; 35% above $4m)	$1,350,000 (Revenue Share)

<u>Scenario 3:</u> Term Year 10 – 20 Operational Kiosks
Annual MAG per Kiosk: $25,000 (Total Annual MAG: $500,000)
Revenue Sharing Threshold: $4,400,000 (25% up to $4.4 million; 35% above $4.4 million
Note: The City would also receive a $200,000 one-time milestone payment upon the installation of the 16th kiosk.

Gross Advertising Revenue	Calculated Revenue Share	Total Paid to City
$0	$0 (25%)	$500,000 (MAG)
$100,000	$25,000 (25%)	$500,000 (MAG)
$500,000	$125,000 (25%)	$500,000 (MAG)
$1,000,000	$250,000 (25%)	$500,000 (MAG)
$2,000,000	$500,000 (25%)	$500,000 (MAG/Revenue Share Equal)
$4,400,000 (Threshold)	$1,100,000 (25%)	$1,100,000 (Revenue Share)
$5,000,000	$1,310,000 (25% on first $4.4m; 35% above $4.4)	$1,310,000 (Revenue Share)

Table 1 – Comparison of Proposed Burbank and Culver City Financial Terms			
Term	**Burbank**	**Culver City**	**Considerations**
Minimum Annual Guarantee (MAG)	$16,667-$30,250 annually per kiosk, depending on term year	$50,000-$66,550 annually per kiosk, depending on term year	Higher MAGs provide greater guaranteed revenue to the City, regardless of advertising performance
Revenue Share	25% of gross revenue up to $4 million; 35% of gross revenue above $4 million threshold	50% of net revenue	Staff successfully negotiated gross rather than net revenue sharing, but a higher % of gross will maximize the City's return
Installation Payments	$200,000 1st kiosk; $200,000 16th kiosk; $250,000 31st kiosk	$500,000 1st kiosk installment; $500,000 15th kiosk installment	Higher upfront payments provide more immediate financial benefits to the City; and Agreement authorizes 30 kiosks; in order to receive the $250,000 additional kiosks would have to be added
Local Business & Nonprofit Program	$150,000 annually	$500,000 annually	Greater funding would expand opportunities to support local businesses and nonprofit organizations