



# City of Burbank GGRP Update and CEQA GHG Emissions Threshold

## Public Review Initial Study – Negative Declaration

*prepared for*

**City of Burbank**

150 N. Third Street

Burbank, California 91502

Contact: Fred Ramirez, Assistant Community Development Director - Planning

*prepared by*

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Los Angeles, California 90014

**March 4, 2022**



**RINCON CONSULTANTS, INC.**

Environmental Scientists | Planners | Engineers

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# Table of Contents

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Initial Study.....	1
1. Proposed Plan Title .....	1
2. Lead Agency/Plan Sponsor Contact .....	1
3. Plan Location and Physical Setting.....	1
4. Existing Setting.....	5
5. General Plan Designation and Zoning.....	11
6. Description of Plan.....	11
7. Cumulative Projects Scenario .....	25
8. Required Approvals.....	27
Environmental Factors Potentially Affected.....	28
Determination .....	28
Environmental Checklist.....	30
1 Aesthetics.....	30
2 Agriculture and Forestry Resources.....	34
3 Air Quality .....	36
4 Biological Resources.....	41
5 Cultural Resources .....	46
6 Energy .....	50
7 Geology and Soils .....	53
8 Greenhouse Gas Emissions .....	58
9 Hazards and Hazardous Materials .....	62
10 Hydrology and Water Quality .....	66
11 Land Use and Planning.....	70
12 Mineral Resources .....	72
13 Noise .....	74
14 Population and Housing.....	78
15 Public Services.....	79
16 Recreation .....	81
17 Transportation .....	83
18 Tribal Cultural Resources .....	87
19 Utilities and Service Systems .....	90
20 Wildfire.....	96
21 Mandatory Findings of Significance.....	98
References.....	100
List of Citations .....	100
List of Preparers.....	102

## **Tables**

Table 1	Burbank 2019 Communitywide GHG Emissions by Sector .....	12
Table 2	GHG Emission Reduction Targets.....	15
Table 3	Burbank GGRP Update Measures and Actions by Strategy .....	15
Table 4	Burbank 2030 GHG Reduction Target by Sector .....	24
Table 5	Burbank Future GHG Emissions Projection and Reduction Target .....	25

## **Figures**

Figure 1	Regional Location.....	3
Figure 2	Plan Location.....	4

## **Appendices**

Appendix A	Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants
Appendix B	Description of Greenhouse Gases of California Concern

# Initial Study

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## 1. Proposed Plan Title

Burbank Greenhouse Gas Reduction Plan Update (GGRP Update) and California Environmental Quality Act (CEQA) Greenhouse Gas (GHG) Emissions Thresholds

## 2. Lead Agency/Plan Sponsor Contact

### Lead Agency/Plan Sponsor

City of Burbank  
150 N Third Street  
Burbank, California 91502

### Contact Person

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## 3. Plan Location and Physical Setting

The City of Burbank GGRP Update and CEQA Emissions Thresholds applies to all areas within the City of Burbank limits. Figure 1 shows the regional location, and Figure 2 shows the plan location. The plan location includes all of Burbank's incorporated lands.

### Regional Location and Setting

The City of Burbank is located within Los Angeles County in the eastern part of the San Fernando Valley, 12 miles northwest of downtown Los Angeles. Burbank is part of the greater Los Angeles metropolitan area (see Figure 2) and occupies 17.16 square miles of central Los Angeles County (see Figure 2).<sup>1</sup> The City is bordered by the City of Los Angeles to the south, west, and north, and Glendale to the east.<sup>2</sup>

Principal regional transportation facilities serving Burbank are State Route (SR) 134, Interstate (I) 5, the Los Angeles County Metropolitan Authority (Metro), and the Hollywood Burbank Airport. The Los Angeles County Metropolitan Transportation Authority (LA Metro) and Burbank Bus provide bus services in Burbank via six bus lines, and rail service in Burbank via express and local routes. The

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<sup>1</sup> Burbank, City of. 2021. A Guide to Burbank.

<https://www.burbankca.gov/documents/211716/486324/Guide+to+Burbank.pdf/7a110575-f6e2-f5e5-5cc4-9d01ae604b9c?version=2.0&t=1613580393317&imagePreview=1> Accessed August 12, 2021.

<sup>2</sup> County of Los Angeles. Revised December 2011. Unincorporated Areas.

[http://file.lacounty.gov/SDSinter/lac/1043452\\_BasicColorMap.pdf](http://file.lacounty.gov/SDSinter/lac/1043452_BasicColorMap.pdf) Accessed December 28, 2020.

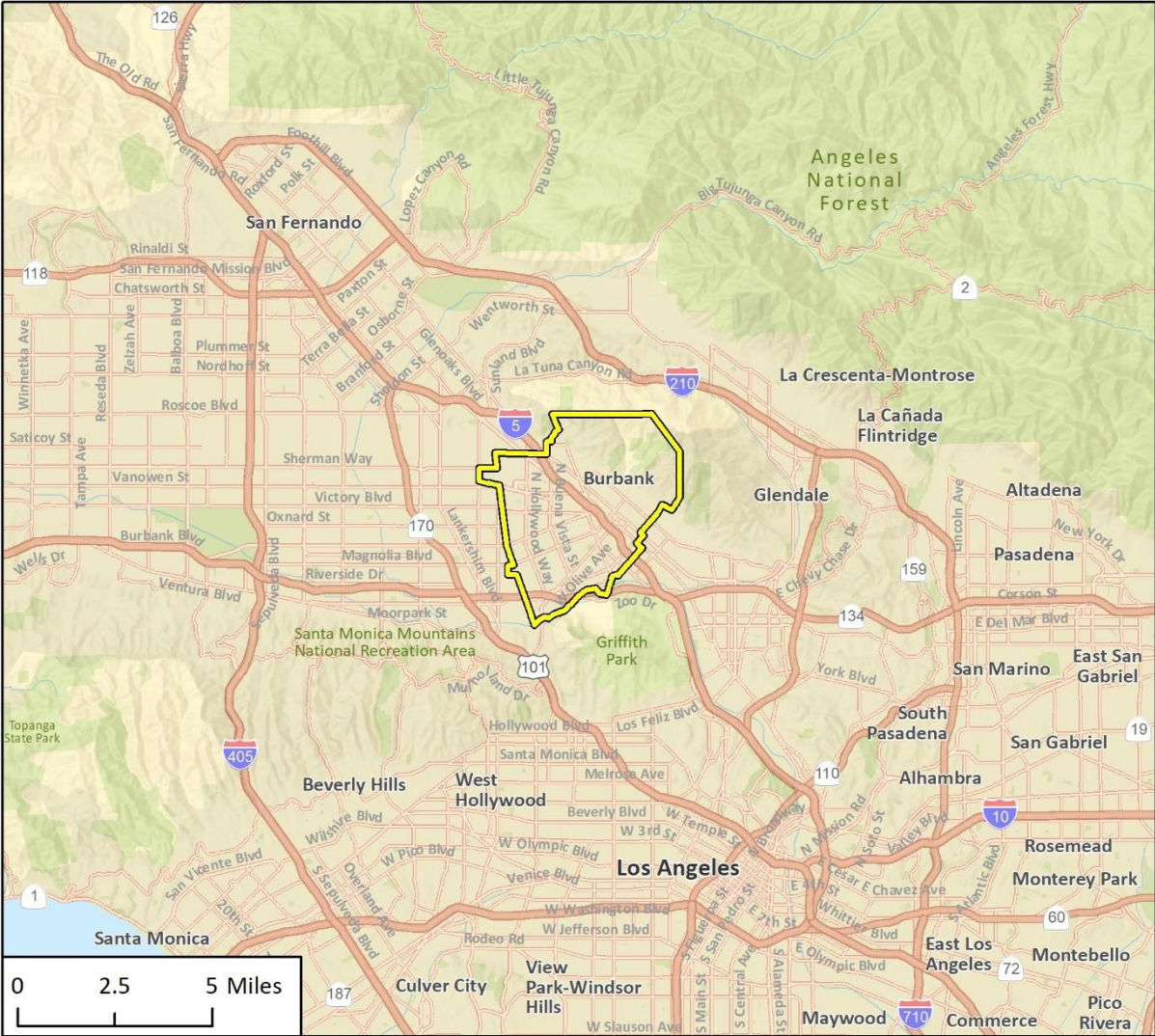
Hollywood Burbank Airport is in the City of Burbank, increasing the amount of people coming in and out of the City.<sup>3</sup>

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<sup>3</sup> While the vehicle miles traveled to and from the airport are included in the GHG emission inventory, emissions generated directly by the Hollywood Burbank Airport are not included in the GGRP Update because the City does not have direct control over the airport's operations.



Figure 1 Regional Location



Imagery provided by Esri and its licensors © 2020.

 City of Burbank

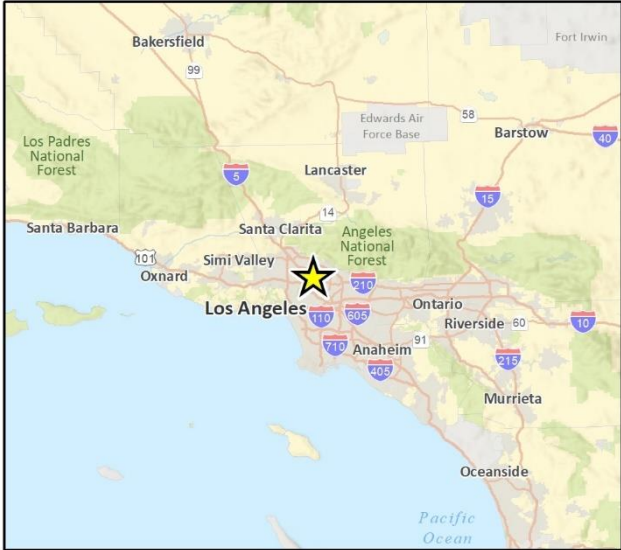


Fig 1 Regional Location



Figure 2 Plan Location



Imagery provided by Microsoft Bing and its licensors © 2020.

Fig. 2 Plan Location

## Local Setting

Burbank has two general areas: the foothills along the Verdugo Mountains and the flatlands.<sup>4</sup> The City has a mix of uses with suburbs, a downtown area, many large media studios, and the airport. The downtown area is located along I-5, toward the eastern portion of the City. The Hollywood Burbank Airport is located in the northwestern portion of the City and brings many people to the City.

The City receives approximately 17 inches of rain annually, 286 sunny days per year, with a July high temperature of 86°F and a January low temperature of 45°F.<sup>5</sup> Similar to the rest of the Los Angeles Air Basin, a temperature inversion, where warm dry air overrides cool marine air and traps air pollutants close to the ground, often occurs during late summer and autumn.

## 4. Existing Setting

### *City of Burbank Sustainability and GHG Reduction Efforts*

The City of Burbank has established actions related to increasing sustainability and reducing GHG emissions and the potential impacts of climate change. These actions are outlined in the City's various plans discussed below.

### **1997 BURBANK CENTER SPECIFIC PLAN**

The Burbank Center Specific Plan was adopted in 1997 and is an economic revitalization plan addressing transportation planning and long-range use of the downtown area. It encourages mixed-use projects to minimize vehicular traffic and encourage compatible uses within close proximity of existing modes of transportation.<sup>6</sup> The plan encourages reduction of vehicle traffic which could lead to a decrease in GHG emissions.

### **CITY OF BURBANK SUSTAINABILITY ACTION PLAN AND ZERO WASTE POLICY**

In January 2008, the City Council adopted the Sustainability Action Plan to support the United Nations Urban Environmental Accords. The Sustainability Action Plan addresses the City's efforts toward providing a clean, healthy, and safe environment. As part of the Sustainability Action Plan, the City adopted the Zero Waste Strategic Plan that includes a goal to achieve zero waste by 2040. The Zero Waste Plan includes four basic strategies, with a priority placed on "upstream" solutions to eliminate waste before it is created. The plan also includes actions to build on the City's traditional "downstream" recycling programs to fully utilize the existing waste diversion infrastructure.<sup>7</sup> The four basic strategies include:

- a. Advocate for Manufacturer Responsibility for Product Waste and Support Elimination of Problem Materials
- b. Adopt New Rules and Incentives to Reduce Waste

<sup>4</sup> Burbank, City of. February 19, 2013. Burbank 2035: General Plan. <<https://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431>> Accessed December 26, 2020.

<sup>5</sup> Best Places. 2021. Climate in Burbank, California. Available at: <https://www.bestplaces.net/climate/city/california/burbank> Accessed December 28, 2020.

<sup>6</sup> Burbank, City of. 1997. Burbank Center Plan. <<https://www.burbankca.gov/home/showpublisheddocument?id=2627>> Accessed December 28, 2020.

<sup>7</sup> Burbank, City of. 2008. Zero Waste Policy. Available online at: [http://burbank.granicus.com/MetaViewer.php?view\\_id=6&clip\\_id=181&meta\\_id=18226](http://burbank.granicus.com/MetaViewer.php?view_id=6&clip_id=181&meta_id=18226). Accessed December 28, 2020.

- c. Expand and Improve Local and Regional Recycling and Composting
- d. Educate, Promote, and Advocate a Zero Waste Sustainability Agenda

### **BICYCLE MASTER PLAN**

The City of Burbank’s Bicycle Master Plan<sup>8</sup> was adopted on December 15, 2009, and serves as a policy document to guide the development and maintenance of a bicycle network, support facilities, and other programs for the City. Policies in the Bicycle Master Plan address issues related to bikeways, such as planning, community involvement, utilization of existing resources, facility design, multi-modal integration, safety education, and support facilities, as well as specific programs, implementation, maintenance, and funding.

### **NORTH SAN FERNANDO BOULEVARD MASTER PLAN**

The North San Fernando Boulevard Master Plan<sup>9</sup> is a policy document that provides a strategy to guide future development and streetscape improvements along the segment of North San Fernando Boulevard between Interstate 5 and Burbank Boulevard. Additionally, it includes recommendations to improve the surrounding residential and commercial streets. Specific policies included in the North San Fernando Boulevard Master Plan aim to enhance pedestrian and bicyclist comfort and safety, expand the tree canopy, and allow mixed-use developments. In general, these policies encourage people to actively commute instead of driving single-occupancy vehicles.

### **BURBANK 2035: GENERAL PLAN**

The City’s General Plan is focused on balanced development, community image and character, complete streets, economic vitality, environmental equality, housing variety, open space and conservation, proactive and responsive government, quality neighborhoods and schools, and safety for the City of Burbank’s community. The Plan has set policies to address the goal of reducing greenhouse gas emissions and preparing for effects due to climate change. The implementation of the GGRP and Climate Change Adaption strategies are how the General Plan addresses the previously mentioned goals.<sup>10</sup>

### **2013 GREENHOUSE GAS REDUCTION PLAN**

The City of Burbank adopted the Burbank 2035 Greenhouse Gas Reduction Plan (GGRP) in 2013. Guided by the framework set forth in the Burbank 2035 General Plan, the GGRP implements Goal 3 and associated Policies 3.1 and 3.2. Policy 3.1 establishes the target for Burbank to reduce communitywide greenhouse gas emissions by at least 15 percent from 2013 levels by 2020, and Policy 3.2 establishes the goal to reduce emissions by at least 30 percent from 2013 levels by 2035.

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8 Burbank, City of. Bicycle Master Plan. December 15, 2009. <https://www.burbankca.gov/documents/173607/240347/20210204-Bicycle-Master-Plan-001.pdf/53be8720-2d59-19ad-bd4a-168ac74d7d22?t=1612567201263> Accessed December 28, 2020.

9 Burbank, City of. North San Fernando Boulevard Master Plan. <https://www.burbankca.gov/documents/173607/0/North+San+Fernando+Blvd+Master+Plan.pdf/4f76eeb0-670a-9a71-d92e-8ef380e23ad5?t=1612453877511> Accessed December 28, 2020.

10 Burbank, City of. Burbank 2035: General Plan. <https://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431> Accessed December 26, 2020.

This target and goal are consistent with statewide efforts established in the Scoping Plan to reduce statewide GHG emissions to 1990 levels by 2020 and 80 percent below 1990 levels by 2050.<sup>11</sup>

### **BURBANK WATER AND POWER INTEGRATED RESOURCE PLAN**

The 2019 Integrated Resource Plan (IRP)<sup>12</sup> is a long-term planning document designed to provide policy guidance for Burbank Water and Power (BWP) electric supply to its customers over the next twenty years, from 2019 through 2038. The IRP, like all long-term planning, is directional rather than determinative. In other words, the IRP helps Burbank see the broad contours of its energy future and the general direction Burbank should head to reach that future; it is not a roadmap for decision-making beyond the near-term.

### **COMPLETE OUR STREETS PLAN**

The Citywide Complete Our Streets Plan<sup>13</sup> aims to transform the Burbank 2035 General Plan's goals and policies into an actionable plan for implementation. As outlined in the Citywide Complete Our Streets Plan, it aims to:

- Analyze and catalog existing street conditions
- Establish new policies, guidelines, and performance measures for street improvements Citywide
- Identify priority projects within Focus Areas
- Build better neighborhoods
- Create an ongoing mechanism for evaluating street improvements

The plan is ultimately a guidebook for use by the City to ensure that improvements in the public right-of-way are consistent with good urban design, multi-modal mobility, and place making. The Citywide Complete Our Streets Plan is a 20-year long-range transportation plan that will need to be updated regularly between every five to ten years.

### *Regional Sustainability and GHG Reduction Efforts*

In coordination with Los Angeles County, the Southern California Association of Governments (SCAG), the State of California, and the Federal government, the City of Burbank has committed to implementing regional and State policies related to GHG emissions reduction. As follows is a summary of the regional GHG emissions reduction efforts, which the City of Burbank GGRP Update is intended to be consistent with or exceed.

### **SCAG 2020-2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY**

SCAG adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which identifies how the southern California region would meet its GHG emission reduction targets.<sup>14</sup> The SCAG 2020 RTP/SCS is supported by a combination of transportation and

<sup>11</sup> Burbank, City of. February 19, 2013. 2013 GGRP.

[https://www.burbankca.gov/documents/173607/240353/02192013\\_Burbank\\_Greenhouse\\_Gas\\_Reduction\\_Plan.pdf/39624e2e-ef46-b6a5-81fc-45b3f4c4c819?t=1616021724684](https://www.burbankca.gov/documents/173607/240353/02192013_Burbank_Greenhouse_Gas_Reduction_Plan.pdf/39624e2e-ef46-b6a5-81fc-45b3f4c4c819?t=1616021724684) Accessed February 2, 2021.

<sup>12</sup> Burbank Water and Power. 2019 Integrated Resource Plan. December 11, 2018.

[https://burbankwaterandpower.com/images/administrative/downloads/CityCouncilApproved\\_2019\\_Integrated\\_Resource\\_Plan\\_DIGITAL.pdf](https://burbankwaterandpower.com/images/administrative/downloads/CityCouncilApproved_2019_Integrated_Resource_Plan_DIGITAL.pdf) Accessed February 2, 2021.

<sup>13</sup> Burbank, City of. June 16, 2020. Complete Our Streets Plan. <https://www.burbankca.gov/web/community-development/complete-streets-plan> Accessed February 2, 2021.

<sup>14</sup> Southern California Association of Governments (SCAG). 2020. 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy. Available: < <https://scag.ca.gov/read-plan-adopted-final-plan> > Accessed February 2, 2021.



land use strategies that help the region achieve State greenhouse gas emission reduction goals and Federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry and utilize resources more efficiently.<sup>15</sup>

### **OUR NEXT LA: DRAFT 2020 LONG RANGE TRANSPORTATION PLAN**

The Los Angeles County Metropolitan Transportation Authority has prepared the Draft 2020 Long Range Transportation Plan to provide Los Angeles County (88 cities and unincorporated County) with a long-range, comprehensive transportation plan for identifying and resolving transportation issues.<sup>16</sup> Transportation planning objectives and policies include improving mobility options through an equitable and sustainable approach and reducing Los Angeles County roadway congestion.

#### *State Sustainability and GHG Reduction Efforts*

As follows is a summary of the State GHG emissions reduction efforts, which the City of Burbank GGRP Update is intended to be consistent with or exceed.

### **CALIFORNIA SENATE BILL 375**

In 2008, Senate Bill 375 (SB 375) enhanced the State’s ability to reach Assembly Bill (AB) 32 targets by directing CARB to develop regional GHG emissions reduction targets to be achieved from passenger vehicles for 2020 and 2035. In addition, SB 375 directs each of the State’s 18 major Metropolitan Planning Organizations (MPO) to prepare a sustainable community’s strategy (SCS) that contains a growth strategy to meet such regional GHG emissions reduction targets for inclusion in the respective regional transportation plan (RTP).

### **CALIFORNIA EXECUTIVE ORDER S-3-05**

In 2005, the California governor issued Executive Order (EO) S-3-05, which identifies Statewide GHG emissions reduction targets to achieve long-term climate stabilization as follows:

- Reduce GHG emissions to 1990 levels by 2020
- Reduce GHG emissions to 80 percent below 1990 levels by 2050

### **CALIFORNIA ASSEMBLY BILL 32**

In 2006, the California legislature signed AB 32 – the Global Warming Solutions Act – into law, requiring a reduction in Statewide GHG emissions to 1990 levels by 2020 and California Air Resources Board (CARB) preparation of a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 required CARB to adopt regulations to require reporting and verification of Statewide GHG emissions. Based on this guidance, CARB approved a 1990 Statewide GHG level and 2020 limit of 427 metric tons of carbon dioxide equivalent (MTCO<sub>2e</sub>).

### **CALIFORNIA CLIMATE CHANGE SCOPING PLAN**

In 2008, CARB approved the original California Climate Change Scoping Plan, which included measures to address GHG emission reduction strategies related to energy efficiency, water use, and

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<sup>15</sup> SCAG. 2016. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. What is the 2016 RTP/SCS? <<http://scagrtpscscs.net/Pages/2016RTPSCS.aspx>>. Accessed February 2, 2021.

<sup>16</sup> Los Angeles County Metropolitan Transportation Authority (LA Metro). 2020. Draft 2020 Long Range Transportation Plan. Available: <<https://media.metro.net/2020/LRTP-Draft-Doc-Web.pdf>>. Accessed February 2, 2021.

recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted and implemented since approval of the Scoping Plan.

### **CALIFORNIA CLIMATE CHANGE SCOPING PLAN UPDATE (2013)**

In 2013, CARB approved the first update to the California Climate Change Scoping Plan. The 2013 Scoping Plan Update defined CARB climate change priorities for the next five years and set the groundwork to reach post-2020 Statewide GHG emissions reduction goals. The 2013 Scoping Plan Update highlighted California’s progress toward meeting the “near-term” 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the State’s longer-term GHG reduction strategies with other State policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use.

### **CALIFORNIA SENATE BILL 32**

In 2016, the California legislature signed Senate Bill 32 (SB 32) into law, extending AB 32 by requiring further reduction in Statewide GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies, such as SB 350 and SB 1383 (see below).

### **CALIFORNIA CLIMATE CHANGE SCOPING PLAN UPDATE (2017)**

In 2017, CARB approved the second update to the California Climate Change Scoping Plan. The 2017 Scoping Plan put an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan Update does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with Statewide per-capita goals of 6 MT CO<sub>2</sub>e by 2030 and 2 MT CO<sub>2</sub>e by 2050.<sup>17</sup> As stated in the 2017 Scoping Plan Update, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects, because they include all GHG emissions sectors in the State.

### **CALIFORNIA EXECUTIVE ORDER B-55-18**

In 2018, the California governor issued Executive Order B-55-18, which established a new Statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing Statewide GHG reduction targets established by SB 32.

For more information on the Senate and Assembly Bills, Executive Orders, and Scoping Plans discussed above, and to view reports and research referenced above, please refer to the following websites: [www.climatechange.ca.gov](http://www.climatechange.ca.gov) and [www.arb.ca.gov/cc/cc.htm](http://www.arb.ca.gov/cc/cc.htm).

### **ASSEMBLY BILL 197, STATE AIR RESOURCES BOARD GREENHOUSE GASES REGULATIONS**

In 2016, the California legislature approved AB 197, a bill linked to SB 32, which increases legislature oversight over the California Air Resources Board and directs the California Air Resources Board to

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<sup>17</sup> California Air Resources Board (CARB). 2017. California’s 2017 Climate Change Scoping Plan. Available: <<https://ww3.arb.ca.gov/cc/scopingplan/scopingplan.htm>>. Accessed February 2, 2021.



prioritize disadvantaged communities in its climate change regulations, and to evaluate the cost-effectiveness of measures it considers. AB 197 requires the CARB to “protect the State’s most impacted and disadvantaged communities [and] consider the social costs of the emissions of greenhouse gases” when developing climate change programs. The bill also adds two new legislatively appointed non-voting members to the CARB, increasing the Legislature’s role in the CARB’s decisions.

### **SENATE BILL 350, CLEAN ENERGY AND POLLUTION REDUCTION ACT OF 2015**

In October 2015, SB 350 was signed into law, establishing new clean energy, clean air, and GHG reduction goals for 2030 and beyond. SB 350 codifies Governor Jerry Brown’s aggressive clean energy goals and establishes California’s 2030 GHG reduction target of 40 percent below 1990 levels. To achieve this goal, SB 350 increases California’s renewable electricity procurement goal from 33 percent by 2020 (legislation originally enacted in 2002) to 50 percent by 2030. Renewable resources include wind, solar, geothermal, wave, and small hydroelectric power. In addition, SB 350 requires the State to double Statewide energy efficiency savings in electricity and natural gas end-uses (i.e., residential and commercial) by 2030 from a base year of 2015.

### **SENATE BILL 100, THE 100% CLEAN ENERGY ACT OF 2018**

In September 2018, Governor Brown signed SB 100, requiring that the State’s load serving entities (including energy utilities and community choice energy programs) must procure energy generated 100 percent from Renewables Portfolio Standard (RPS) for eligible renewable resources by 2045.

### **CALIFORNIA ENERGY EFFICIENCY STRATEGIC PLAN OF 2008**

In September 2008, the California Public Utilities Commission (CPUC) adopted California’s first Long Term Energy Efficiency Strategic Plan, presenting a single roadmap to achieve maximum energy savings across all major groups and sectors in California. The Strategic Plan was subsequently updated in January 2011 to include a lighting chapter. The Strategic Plan sets goals of all new residential construction and all new commercial construction in California to be zero net energy (ZNE) by 2020 and 2030, respectively. In 2018, the California Energy Commission voted to adopt a policy requiring all new homes in California to incorporate rooftop solar. This change went into effect in January 2020 with the adoption of the 2021 Title 24 Code and is a step towards the State achieving its goal of all residential new construction being ZNE by 2020. Additionally, the Strategic Plan sets goals of 50 percent of existing commercial buildings to be retrofitted to ZNE by 2030 and all new State buildings and major renovations to be ZNE by 2025.

### **SENATE BILL 1275, CHARGE AHEAD INITIATIVE**

In September 2014, Senate Bill 1275 was signed into law, establishing a State goal of one million zero-emissions and near-zero-emissions vehicles in service by 2020 and directing the Air Resources Board to develop a long-term funding plan to meet this goal. SB 1275 also established the Charge Ahead California Initiative requiring planning and reporting on vehicle incentive programs and increasing access to and benefits from zero-emissions vehicles for disadvantaged, low-income, and moderate-income communities and consumers.

### **ASSEMBLY BILL 1493, THE PAVLEY BILL**

AB 1493 (2002), California’s Advanced Clean Cars program (referred to as Pavley), requires CARB to develop and adopt regulations to achieve “the maximum feasible and cost-effective reduction of

GHG emissions from motor vehicles.” On June 30, 2009, US EPA granted the waiver of the Clean Air Act preemption to California for its GHG emission standards for motor vehicles beginning with the 2009 model year. Pavley I regulates model years from 2009 to 2016, and Pavley II, which is now referred to as “Low Emission Vehicle (LEV) III GHG”, regulates model years from 2017 to 2025. The Advanced Clean Cars program coordinates the goals of the LEV, Zero Emissions Vehicles (ZEV), and Clean Fuels Outlet programs, and would provide major reductions in GHG emissions. By 2025, when the rules will be fully implemented, new automobiles will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions from their model year 2016 levels.

### **SENATE BILL 97, CEQA GUIDELINES FOR ADDRESSING GHG EMISSIONS**

The California Environmental Quality Act (CEQA) requires public agencies to review the environmental impacts of proposed projects, including General Plans, Specific Plans, and specific kinds of development projects. In February 2010, the California Office of Administrative Law approved the recommended amendments to the State CEQA Guidelines for addressing GHG emissions. The amendments were developed to provide guidance to public agencies regarding the analysis, mitigation, and effects of GHG emissions in draft CEQA documents.

## **5. General Plan Designation and Zoning**

The GGRP Update and GHG Threshold would be implemented throughout the City and would occur in all Burbank General Plan designations and zoning designations. The plan would not alter any existing designations.

## **6. Description of Plan**

### **GGRP Update**

The GGRP Update builds off of and incorporates the climate protection programs noted above that the City has in place and will continue to reduce GHG emissions. Specifically, the GGRP Update builds off of the 2013 GGRP, which was the City’s first official qualified GHG reduction plan. The City has developed the GGRP Update in order to achieve a number of objectives, including a demonstration of environmental leadership, compliance with State environmental initiatives, promotion of green jobs, and increased sustainable development.

The GGRP Update addresses municipal and communitywide GHG emissions and includes a goal of reducing communitywide GHG emissions output to 771,484 metric tons of carbon dioxide equivalent (MT CO<sub>2</sub>e) by 2030 (consistent with California Senate Bill 32 target for 2030). To maintain consistency with the 2013 GGRP, GHG emission reduction targets were set based on the 2010 community GHG inventory, which represents the City’s baseline and was included in the 2013 GGRP.

The State of California uses 1990 as a reference year to remain consistent with Assembly Bill (AB) 32, which codified the State’s 2020 GHG emissions target by directing CARB to reduce Statewide emissions to 1990 levels by 2020. However, cities and counties throughout California typically elect to use years later than 1990 as baseline years because of the increased reliability of recordkeeping from those years and the large amount of growth that has occurred since 1990. As mentioned, the 2013 GGRP included a baseline for 2010. The 2013 GGRP also established a 2020 emission reduction target of 15 percent below 2010 GHG emission levels and a 2035 target of 30 percent below 2010 GHG emission levels. As of 2019, the City of Burbank has reduced GHG emission by 28 percent,

exceeding the 2020 target and nearly meeting the 2035 target established in the original GGRP well in advance of the horizon year.<sup>18</sup> The majority of these GHG emission reductions occurred in the transportation and energy sectors through increased efficiency and increased renewable energy procurement by BWP, as well as increased fuel efficiency in the on-road vehicle fleet. The water sector also experienced relatively significant GHG emission reductions through increased renewable energy procurement statewide.

In 2019, approximately 1,084,854 MT CO<sub>2</sub>e were emitted in Burbank from the energy, transportation, solid waste, water, and municipal sectors. The municipal sector is a subset of the community emission sectors, which consist of energy, transportation, solid waste, and water, and is developed to establish metrics that allow the City to lead by example and reduce emissions at the municipal level. The energy sector represents emissions that result from electricity and natural gas used in both private and public sector buildings and facilities. The transportation sector includes emissions from private, commercial, and fleet vehicles driven within the City as well as the emissions from transit vehicles, the City-owned fleet, and off-road equipment such as lawnmowers/garden equipment and construction equipment. Emissions generated from water usage and wastewater generation are due to the indirect electricity use to distribute water and collect and treat wastewater. Burning fossil fuels associated with buildings/facility energy vehicle use and (transportation) use are the largest contributors of Burbank GHG emissions. Table 1 includes total Burbank (i.e., community and municipal) GHG emissions in 2019 by sector as well as percentage of total City emissions.

### *Project Design Features*

The GGRP Update is a planning document and would not involve land use or zoning changes, but would rather promote infrastructure development and redevelopment. Projects implemented in support of the GGRP Update would be reviewed for consistency with the General Plan and other applicable regulatory land use actions. Additionally, future plans or projects would be subject to environmental review under CEQA, and individual impact analyses will identify required plan- or project-specific mitigation measures where applicable. Nonetheless, the City has also included Project Design Features (PDFs), which are specific design components proposed to avoid or reduce the project's potential environment effects. Specifically, the City proposes to include the following PDFs for development projects that require ground disturbance (grading, trenching, foundation work, and other excavations) beyond five feet below ground surface (bgs) where it was not previously excavated beyond five feet bgs:

### *CUL-1 Unanticipated Discovery of Archaeological Resources*

- A qualified archaeologist shall be retained to conduct a Worker's Environmental Awareness Program (WEAP) training on archaeological sensitivity for all construction personnel prior to the commencement of any ground-disturbing activities. The training shall be conducted by an archaeologist who meets or exceeds the Secretary of Interior's Professional Qualification Standards for archaeology. Archaeological sensitivity training will include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.
- If archaeological or Native American resources are inadvertently discovered during ground disturbing activities, work shall be halted in the immediate vicinity of the find (a 60-foot buffer

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<sup>18</sup> Burbank, City of. 2021. GGRP Update.

around the find) until the find can be evaluated by the Archaeological Monitor, as defined in Mitigation Measure CUL-1, and Native American Monitor. Work on areas outside of the buffered area may continue during the assessment period.

- If the resources are determined to be potential tribal cultural resources, the Applicant shall retain the services of a Native American Monitor to work in consultation with the Archaeological Monitor to delineate the resource. The Native American Monitor shall be a professional qualified in the identification and/or preservation of tribal cultural resources and agreed to by tribe(s) with ancestral ties to the region, in consultation with the Native American Heritage Commission. Native American monitoring shall be implemented in the event a cultural resource of Native American origin is identified at any stage of ground disturbance, including, but not limited to, site clearing (such as pavement removal, grubbing, tree removals) and/or excavation to depths greater than 1.5-feet (including boring, grading, excavation, drilling, potholing or auguring, and trenching).
- In the event Native American monitoring is required, the Native American Monitor shall complete monitoring logs on a daily basis, providing descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when grading and excavation activities of native soil (i.e., previously undisturbed) are completed.
- The Applicant shall, in good faith, consult with the tribe(s) with ancestral ties to the region on the disposition and treatment of any tribal cultural resource encountered during all ground disturbing activities. If the find is considered an “archeological resource,” the Archaeological Monitor, in cooperation with Native American Monitor, shall pursue either protection in place or recovery, salvage and treatment of the deposits. Recovery, salvage, and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4. If a tribal cultural resource cannot be preserved in place or left in an undisturbed state, recovery, salvage, and treatment shall be required at the Project Applicant’s expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation in an established accredited professional repository. If the resources are determined to be non-Native in origin, the evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources (CRHR) eligibility. If the discovery proves to be eligible for the CRHR and cannot be avoided by the Project, additional work such as data recovery, excavation, and archaeological mitigation may be warranted to mitigate any significant impacts.

**Table 1 Burbank 2019 Communitywide GHG Emissions by Sector**

<b>Sector/Emission Source</b>	<b>GHG Emissions (MT CO<sub>2</sub>e)</b>	<b>Percentage of Total</b>
<b>Energy</b>	<b>573,376</b>	<b>53%</b>
Non-Residential Electricity	322,807	30%
Natural Gas	135,333	12%
Residential Electricity	109,688	10%
Electricity Transmission and Distribution Losses	5,547	1%
<b>Transportation</b>	<b>470,653</b>	<b>43%</b>
Passenger On-road Vehicles	388,157	36%
Commercial On-road Vehicles	71,042	7%
Off-road Equipment	9,880	1%
Public Transit	1,573	<1%
<b>Solid Waste<sup>2</sup></b>	<b>35,890</b>	<b>%</b>
Waste Sent to Landfill	34,372	3%
Landfilling Process Emissions	1,491	<1%
Waste Sent to Combustion Facilities	26	<1%
<b>Water</b>	<b>4,936</b>	<b>&lt;1%</b>
Imported Potable Water Supply	2,576	<1%
Wastewater Treatment Process and Fugitive Emissions	2,360	<1%
Local Potable Water Supply <sup>1</sup>	5,120	<1%
Wastewater Collection and Treatment Energy <sup>1</sup>	2,172	<1%
<b>Cumulative Emissions</b>	<b>1,084,854</b>	<b>100%</b>

Notes: MT CO<sub>2</sub>e = Metric tons of carbon dioxide equivalent

1. GHG emissions generated by electricity consumption involved in producing local groundwater supplies and the collection and treatment of wastewater are not added to the GHG emissions total to avoid double counting. The electricity consumption involved in these processes is already encompassed in non-residential electricity consumption in the energy sector.

2. GHG emissions generated by the collection and transport of waste generated within the City are captured in the Commercial On-road Vehicle source in the Transportation sector.

As shown in Table 1, the largest sectors of GHG emissions are related to energy and transportation, followed by solid waste and water. The City is preparing the GGRP Update to include measures and actions addressing communitywide and municipal GHG emissions. Per the GGRP Update, Burbank is committed to an emissions reduction target of 49 percent below 2010 levels by 2030 (SB 32 target year) and reaching a longer-term goal of carbon neutrality by 2045. Table 2 summarizes the emission reduction targets included in the GGRP Update compared to the reductions proposed in the 2013 GGRP. This 2030 GHG emissions goal is selected to be consistent with SB 32 and CEQA Guidelines § 15183.5 for a qualified GHG emissions reduction strategy as well as to be achievable by City-supported measures identified in the GGRP Update. The GGRP Update includes a business-as-usual (BAU) and adjusted forecast of GHG emissions that will enable the City to estimate the amount of emissions reductions needed to meet its goal.

**Table 2 GHG Emission Reduction Targets**

Target Year	Reductions Compared to 1990 Levels	Reductions Compared to 2010 Baseline	Remaining Emissions Gap (MT CO <sub>2</sub> e)
2020	Meet 1990 Levels	15%	Target Exceeded
2030	40%	49%	86,555
2045	100%	100%	531,203

The GGRP Update includes measures to educate the community regarding ways to electrify buildings, reduce energy use, actively commute, and divert organics from the waste stream. It also includes measures to increase use of zero-emission vehicles; increase use of public and shared transportation; reduce water consumption and waste generation; and increase tree planting and green space. Finally, it includes measures that would continue to allow the City to lead by example and reduce emissions at the municipal level. Table 3 includes a complete list of the measures and actions included in the GGRP Update by strategy.

**Table 3 Burbank GGRP Update Measures and Actions by Strategy**

ID #	Measures and Respective Supportive Actions
<b>Cornerstone Sector</b>	
<b>Measure C-1</b>	<b>Lead by example by focusing on equity constraints associated with existing building electrification by leveraging BWP's operations and efficiency programs to develop an Affordable Housing Electrification Program to lead Burbank's electrification targets through retrofitting low-income and affordable housing units in Burbank to all electric, retrofitting 100 affordable housing units by 2030 and all 320 affordable housing units owned by Burbank Housing Corporation in the City by 2045.</b>
Action C-1.1.a	Expand upon BWP's low-income Refrigerator Exchange Program by identifying funding to provide electric heat-pump water heaters and HVAC units to low-income households.
Action C-1.1.b	Explore a partnership with non-profit organizations, such as GRID Alternatives, to implement a low-income solar installation program, which includes a workforce installation training program for groups not typically represented in the solar workforce.
Action C-1.1.c	Establish a program with Burbank Housing Corporation to provide discounted electric appliances and equipment, as well as technical assistance with installation and electrical panel and circuit upgrades for retrofits and time of replacement upgrades of appliances and equipment in affordable housing units.
Action C-1.1.d	Partner with Burbank Housing Corporation to perform an electrification needs and existing building retrofit cost assessment for all affordable housing units owned and managed by the Burbank Housing Corporation to identify an electrification retrofit pilot project that includes retrofitting of an entire building of affordable housing units.
Action C-1.1.e	Conduct targeted outreach to low-income housing developments to engage building owners, building managers, landlords and residents to communicate benefits of electrification, discuss potential for retrofitting buildings, gain buy-in from community members, and providing education and trainings on incentives, technical requirements, and available resources.
Action C-1.1.f	Implement a pilot project for retrofitting of an entire building of affordable housing units, as determined feasible.
Action C-1.1.g	Perform an existing buildings analysis specifically targeted towards low-income neighborhoods to identify neighborhoods or building blocks for larger-scale electrification projects in partnership with BWP.
Action C-1.1.h	Identify and implement a pilot project for electrification of a complete neighborhood composed of low-income and affordable housing, including energy bill protections in case energy bills exceed costs to residents prior to project implementation and pursuing opportunities for natural gas infrastructure pruning.



ID #	Measures and Respective Supportive Actions
Action C-1.1.i	Develop a tariffed on-bill financing program or other incentive program to allow for equitable electrification of buildings within BWP service area.
Action C-1.1.j	Evaluate opportunities to provide technical and financial assistance to low-income property owners and low-income homeowners looking to electrify.
<b>Strategy BE-1 Building Energy and Efficiency</b>	
<b>Measure BE-1.1 Electrify 100% of new construction in the City by 2023.</b>	
Action BE-1.1.a	<p>Adopt an Electrification Reach Code for all new buildings which prohibits the piping of natural gas. In doing so the City will:</p> <ul style="list-style-type: none"> <li>▪ Engage with stakeholders, both internal stakeholders, such as City staff and officials, and external stakeholders, such as local developers regarding the purpose and impact of the reach code</li> <li>▪ Conduct a cost effectiveness study</li> <li>▪ Develop and draft an ordinance</li> <li>▪ Conduct public hearings, public notices, and formally adopt the ordinance</li> <li>▪ Submit the adopted ordinance to the California Energy Commission (CEC) and California Building Standards Commission (CBSC)</li> </ul>
Action BE-1.1.b	Provide education around cooking with electric appliances, including demonstrations from chefs and/or local restaurants.
Action BE-1.1.c	Provide technical resources, including hosting workforce development trainings for installers and building owners/operators to discuss benefits and technical requirements of electrification.
Action BE-1.1.d	Building and Safety Division and BWP will promote the cost and environmental benefits of electrification to builders, property owners, and contractors on the website and at the City permit counters.
Action BE-1.1.e	Establish a partnership with the Building Decarbonization Coalition, or a similar organization, to engage with local building industry stakeholders in development of an Electrification Reach Code.
Action BE-1.1.f	Conduct an electrification infrastructure and capacity feasibility study to identify expected increases in electricity demand due to building and vehicle electrification, ensure capacity to meet that demand, and identify any infrastructure improvements.
Action BE-1.1.g	Work with SoCal Gas to identify opportunities for natural gas infrastructure pruning to reduce the chance of stranded assets, provide potential funding, and establish an efficient transition to carbon neutral buildings.
<b>Measure BE-1.2 Leverage BWPs marketing programs to convert 3,000 residential and 170 commercial natural gas-fueled HVAC and water heating units in existing private buildings to electric heat pumps by 2030, and 10,000 residential and 560 commercial units by 2045.</b>	
Action BE-1.2.a	Build upon the success of BWP's retrofit package and rebate and incentive programs with an All-Electric Building Initiative, or tariffed on-bill financing program that expands rebates and incentives to electric heat-pump water heating, HVAC units, and electrical panel upgrades and expands the business retrofit packages to include electric heat-pump water heaters and HVAC units.

ID #	Measures and Respective Supportive Actions
Action BE-1.2.b	<p>Partner with BWP to develop an education campaign to promote the All-Electric Building Initiative that builds upon the success of other BWP programs. The program would include:</p> <ul style="list-style-type: none"> <li>▪ Utility bill inserts to advertise the incentive programs and the cost and health benefits of electric appliances</li> <li>▪ Targeted outreach to builders and property managers with an informational brochure describing the financial benefits of replacing natural gas appliances with all electric appliance when they apply for permits</li> <li>▪ Targeted outreach to local property managers to address appliance energy use and benefits of all electric appliances in multi-family units</li> <li>▪ Provide informational webinars and an updated website to advertise and promote All-Electric Building Initiative rebates and incentives</li> </ul>
Action BE-1.2.c	<p>Review incentives and rebates for procedural equity and ensure that existing and updated incentive programs are being equitably distributed to the community. Hurdles to equitable implementation could include credit checks, excessive procedural hurdles and lack of targeted outreach.</p>
Action BE-1.2.d	<p>Initiate separate application process for electric conversions in the building permit system to track the number of permitted natural gas fueled water heaters and HVAC equipment replaced with electric fueled equipment, as well as if this has resulted in a building becoming all-electric, with indication of whether or not BWP's incentive and rebate programs are being utilized to pay for new equipment.</p>
Action BE-1.2.e	<p>Partner with Building and Safety to perform an electrification feasibility study to identify costs, benefits, potential hurdles, and policy strategies for electrifying existing buildings in Burbank. Strategies could include time of replacement, time of sale, and building performance policies.</p>
Action BE-1.2.f	<p>Work with a non-profit organization, such as Building Decarbonization Coalition or Rocky Mountain Institute, to develop a best practices model based on the progress electrifying existing buildings to significantly increase electrification post-2030.</p>
<b>Measure BE-1.3</b>	<b>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.</b>
Action BE-1.3.a	<p>Implement a retrofit package tracking system for BWP's energy efficiency retrofit incentive program, which includes tracking of the number of pre-defined packages installed.</p>
Action BE-1.3.b	<p>Continue to perform outreach for smart grid integration and promotion of smart grid-compatible technologies.</p>
Action BE-1.3.c	<p>Maintain BWP's current rebate and incentive programs, ENERGY STAR appliance program, and Energy Conservation Programs, with continued public outreach and promotion.</p>
Action BE-1.3.d	<p>Continue collaboration between BWP and Burbank Unified School District to provide 6<sup>th</sup> graders with a "Resource Action Kit," which contains energy and water saving devices for the student to install in their home, and information to complete a home audit report. Use this opportunity to teach students about the energy-water nexus as well.</p>
Action BE-1.3.e	<p>Provide information to Community Development staff regarding annual energy savings from energy conservation programs for GGRP implementation tracking.</p>
Action BE-1.3.f	<p>Update the BWP Home Upgrade Program to include electrification with a focus on heat pump hot water heaters and HVAC systems which can be up to 400% efficient.</p>
<b>Measure EG-1.1</b>	<b>Goal to achieve 100% GHG-neutral electricity generation by 2040.</b>
Action BE-1.1.a	<p>Implement programs, similar to BWP's Residential Green Rate Premium Program, to facilitate access for customers to adopt more renewable energy.</p>
Action BE-1.1.b	<p>Conduct a feasibility study to understand potential for installation of renewable energy generation at BWP water facilities.</p>
Action BE-1.1.c	<p>Conduct analysis on risks and benefits associated with relying on battery storage to achieve carbon neutral electricity and grid resiliency goals and set a MW capacity goal for installed battery storage by 2030 and 2040 consistent with BWP rules and regulations.</p>

<b>ID #</b>	<b>Measures and Respective Supportive Actions</b>
Action BE-1.1.d	Conduct a feasibility study to identify locations in the City for installation of local renewable energy generation and energy storage projects.
Action BE-1.1.e	Direct BWP to continue to work with businesses (especially the studios) on partnerships designed to maximize the use of renewable energy including solar/ storage, appropriate tariff changes and microgrid opportunities
Action BE-1.1.f	Develop a battery storage program in which BWP provides battery storage incentives in return for a commitment to operate (CTO) distributed battery storage projects for a set amount of time (i.e., 5-10 years), consistent with BWP rules and regulations.
Action EG-1.1.g	Identify grant funding opportunities to increase landfill gas capture rate at Burbank Landfill Site No. 3 to the maximum extent practicable.
Action EG-1.1.h	Install 5 MW of local solar capacity, utilizing parking structure roofs and buildings around City as means to increase load capacity, including in areas where high loads from electric vehicle charging is likely.
Action EG-1.1.i	Expand renewable energy generation at BWP facilities, with a goal of installing renewable energy generation at all feasible locations by 2040.

**Strategy T-1 Reduce Passenger Car Vehicle Miles Traveled**

**Measure T-1.1 Implement the Complete Our Streets Plan, increasing active transportation mode share 2% by 2030 and 3% by 2045.**

Action T-1.1.a	Implement all policy recommendations included in the Complete Our Streets Plan to improve pedestrian and bicycle networks and increase transit ridership based on the established timeframes.
Action T-1.1.b	Integrate the Complete Our Streets “Checklist for New Projects” into the City’s Development Review process and Capital Improvement Program to ensure new projects include Complete Our Streets measures.
Action T-1.1.c	Continually work to identify grant funding opportunities to implement Complete Our Streets projects included in the Complete Our Streets Plan.
Action T-1.1.d	Complete and implement the Citywide Safe Routes to School Plan consistent with the Complete Our Streets Plan upon identification of funding.
Action T-1.1.e	Develop and implement a bicycle safety program as part of the Citywide Safe Routes to School Plan focused on educating bicycle riders of all ages and skill levels to encourage ridership by offering bicycle safety resources and classes.
Action T-1.1.f	Evaluate and update the City’s existing Zoning Code, Transportation Demand Management Ordinance, and California Green Building Code to ensure the City requires installation of bicycle parking areas in instances where off-street parking is required. Also, providing technical assistance to developers seeking to comply with the ordinance
Action T-1.1.g	Utilize performance measures included in Complete Our Streets Plan to monitor and track realized mode shift from plan implementation.

**Measure T-1.2 Provide clean, abundant, affordable, and accessible public transit, with a zero-emissions bus fleet by 2040.**

Action T-1.2.a	Work with Metro to expand use of Metro’s LIFE low-income EZ Pass transit subsidy by Burbank low-income households who ride BurbankBus and expand Burbank Pass program transit subsidy program to BurbankBus fixed-route service to cover gaps in the Metro LIFE program.
Action T-1.2.b	Adopt an ordinance to allow and manage shared-use mobility devices, including but not limited to e-scooters and bikes.
Action T-1.2.c	Apply for California Transit and Intercity Rail Capital Program (TIRCP), Low Carbon Transit Operations Program, or other Greenhouse Gas Reduction Fund grants, to facilitate electrification of bus fleet.
Action T-1.2.d	Use electric bus fleet to generate revenue through programs, such as the California’s Low Carbon Fuel Standards, to pay for increased bus service frequencies and/or other supportive infrastructure.
Action T-1.2.e	Electrify the Burbank Bus fleet in accordance with California Air Resources Board mandates and the City’s Transit Fleet Electrification Study.

ID #	Measures and Respective Supportive Actions
<b>Strategy T-2 Transportation Demand Management</b>	
<b>Measure T-2-1</b>	<b>Continue Transportation Management Organization (TMO) Expansion, reaching 60% of employers by 2030 and 90% by 2045.</b>
Action T-2.1.a	Work with the Burbank TMO to update the TMO website annually to provide program information to current and potential members.
Action T-2.1.b	Work with the Burbank TMO to continue to implement TMO outreach strategy to increase membership and active participation in TMO programs
Action T-2.1.c	Update the Burbank Center Plan and the Media District Specific Plan, adopt the Golden State Specific Plan, and update the Plan Transportation Management Organization requirements to reflect TDM best practices. Collectively, these updates should evaluate which businesses are subject to TMO requirements, membership requirements and fees, TDM strategies offered by the TMO, reporting requirements and performance measures, and funding requirements. Utilize lessons learned from COVID-19 on transportation habits, impacts on transit, and potential hurdles and opportunities connected to these changes.
Action T-2.1.d	Expand geographic boundary of TMO to Golden State /Airport areas by 2025 as part of the Golden State Specific Plan, and citywide by 2035.
<b>Measure T-2.2</b>	<b>Strengthen 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. Ensure that 30% of TMO businesses achieve the 1.61 AVR target by 2030, and 60% by 2045.</b>
Action T-2.2.a	To enhance the Burbank community's ability to telecommute, partner with telecom companies to perform a Broadband Access Study to identify areas of the City have limited access to broadband service due to infrastructure and financial limitations.
Action T-2.2.b	Identify grant funding opportunities to help bridge the broadband access gap in the City by helping to fund installation of infrastructure or subsidize broadband service for low-income households.
Action T-2.2.c	Update the Burbank Municipal Code to require businesses to pay TMO fees directly to the City rather than by the TMO. Impose a tiered fee that decreases fees for businesses who achieve 1.61 AVR and increases fees for businesses who do not achieve 1.61 AVR. Raise and lower TMO fees based on the number of employers who achieve 1.61 AVR.
Action T-2.2.d	Direct TMO fees towards expanded BurbankBus transit services, employee rideshare subsidies, and active transportation infrastructure.
<b>Strategy T-3 Zero-Emission Vehicles</b>	
<b>Measure T-3.1</b>	<b>Increase zero-emission vehicle adoption to 23% of all passenger vehicles by 2030 and 100% by 2045.</b>
Action T-3.1.a	Adopt an EV Charging Retrofits in Existing Commercial and Multifamily Buildings Reach Code requiring major retrofits, with either a building permit with square footage larger than 10,000 square feet or including modification of electric service panels, to meet CalGreen requirements for "EV Ready" charging spaces and infrastructure.
Action T-3.1.b	Coordinate with BWP to enhance promotion of public and private conversion to zero-emission vehicles; including use of City events, social media, and the City website to educate on benefits of zero-emission vehicles and available incentives.
Action T-3.1.c	Conduct a City Municipal Fleet Optimization Study to understand the potential to replace fossil-fuel powered vehicles with zero-emission vehicles as they are replaced, with a goal of replacing 25% of light-duty fleet vehicles by 2030.
Action T-3.1.d	Evaluate alternative options to gas powered landscape and forestry maintenance equipment when replacing city-owned equipment.
Action T-3.1.e	Implement the BWP Transportation Electrification Plan to facilitate installation of EV chargers through customer rebates and direct installation of charging stations.

ID #	Measures and Respective Supportive Actions
Action T-3.1.f	Investigate opportunities to help fund additional EV charging infrastructure by leveraging public/private partnerships and ensuring the City is charging for EV infrastructure use at City owned facilities.
Action T-3.1.g	Adopt an electric and alternative fueled vehicles and equipment purchasing policy for light-duty vehicles for all City departments, including BWP, allowing for exceptions for heavy-duty and emergency response vehicles.
Action T-3.1.h	Adopt an EV Reach Code requiring new commercial and multifamily construction to install the minimum number of EV chargers based on Tier 2 CalGreen requirements (20% of total).
Action T-3.1.i	Update the BWP Transportation Electrification plan by 2026 to reflect changes in state goals, consumer behavior, technology and lessons learned.
<b>Strategy T-4 Parking</b>	
<b>Measure T-4.1</b>	<b>Implement Parking Management as identified in the Burbank2035 General Plan Mobility Element and the City Council’s Six Parking Management Principles.</b>
Action T-4.1.a	Implement managed parking at the Downtown Burbank Metrolink Station, the Burbank Airport North Metrolink Station, and the Burbank Airport South Metrolink Station through parking pricing so that at least 20 percent of station parking supply is available for transit users at any time of the day.
Action T-4.1.b	By 2025, implement the City’s 6 Parking Management Principles in the Burbank Center Plan area. This would include: <ol style="list-style-type: none"> <li>1) Pricing all public parking (streets and structures) so that at least 20 percent of parking supply (one or two spaces per block) is available at any time of day</li> <li>2) Updating BMC Zoning rules to improve flexibility of off-street parking requirements for new development</li> </ol>
Action T-4.1.c	By 2030, implement the City’s 6 Parking Management Principles in the Golden State Specific Plan area and Media District Specific Plan area. This would include: <ol style="list-style-type: none"> <li>1) Pricing all public parking (streets and structures) so that at least 20 percent of parking supply (one or two spaces per block) is available at any time of day</li> <li>2) Updating BMC Zoning rules to improve flexibility of off-street parking requirements for new development</li> </ol>
Action T-4.1.d	By 2040, implement the City’s 6 Parking Management Principles citywide. This would include: <ol style="list-style-type: none"> <li>1) Pricing all public parking (streets and structures) so that at least 20 percent of parking supply (one or two spaces per block) is available at any time of day</li> <li>2) Updating BMC Zoning rules to improve flexibility of off-street parking requirements for new development</li> </ol>
<b>Strategy W-1 Water Energy Nexus</b>	
<b>Measure W-1.1</b>	<b>Reduce per capita water consumption from current levels of 132 gpcd to 124 gpcd by 2030 (6.8 percent reduction) and to 120.5 gpcd by 2045 (9.4 percent reduction).</b>
Action W-1.1.a	Continue to implement UWMP water conservation programs.
Action W-1.1.b	Continue to enforce MWELO requirements.
Action W-1.1.c	Continue enforcement of large irrigation customers required to use recycled water.
Action W-1.1.d	Coordinate with BWP to implement a public education campaign that highlights water conservation practices and promotes and provides demonstrations of graywater and rainwater systems, with focus on low-income households with high utility bill burdens.
Action W-1.1.e	Install a new Advanced Metering Infrastructure (AMI) system in the next four years that will include easy-to-use web-based tools that allow customers to track and monitor water use. Promote the availability of Home Water Reports and provide materials on how to utilize the available information.

ID #	Measures and Respective Supportive Actions
Action W-1.1.f	Update BWP's 2010 Recycled Water Master Plan to identify success since 2010 and feasible opportunities for expanding recycled water use. Work with developers to expand recycled water system and develop a recycled water expansion program.
Action W-1.1.g	Modernize at least three irrigation controllers city-wide each year, as needed, to reduce water usage and maximize watering efficiencies, upgrading systems throughout the entire City by 2030.
<b>Strategy SW-1 Organic Waste Diversion</b>	
<b>Measure SW.1-1</b>	<b>Meet SB 1383 organics and recycling requirements, reducing organic waste disposal 75% by 2025</b>
Action SW-1.1.a	Engage with all waste haulers operating within the City to discuss SB 1383 requirements for waste haulers (i.e., organics receptacles and labeling requirements).
Action SW-1.1.b	Adopt procurement policies to comply with SB 1383 requirements for jurisdictions to purchase recovered organic waste products.
Action SW-1.1.c	Adopt an Edible Food Recovery Ordinance for edible food generators, food recovery services, or organization that are required to comply with SB 1383.
Action SW-1.1.d	Partner with all City waste haulers, to provide organic waste collection and recycling services to all commercial and residential generators of organic waste.
Action SW-1.1.e	Adopt an ordinance requiring all residential and commercial customers to subscribe to an organic waste collection program and/or report self-hauling or backhauling of organics.
Action SW-1.1.f	Conduct a Feasibility Study and prepare an action plan to provide for edible food reuse infrastructure is sufficient to accept capacity needed to recover 20% of edible food disposed or identify proposed new or expanded food recovery capacity.
Action SW-1.1.g	Establish an education and outreach program for school children and adults around food waste prevention, nutrition education, and the importance of edible food recovery.
Action SW-1.1.h	Establish an edible food recovery program to minimize food waste.
Action SW-1.1.i	Adopt an ordinance or enforceable mechanism to regulate haulers collecting organic waste, including collection program requirements and identification of organic waste receiving facilities.
Action SW-1.1.j	Partner with all waste haulers within the City to: <ul style="list-style-type: none"> <li>▪ Provide organic waste collection from mixed waste containers are transported to a high diversion organic waste processing facility</li> <li>▪ Provide quarterly route reviews to identify prohibited contaminants potentially found in containers that are collected along route.</li> <li>▪ Clearly label all new containers indicating which materials are accepted in each container, and by January 1, 2025, place or replace labels on all containers.</li> </ul>
<b>Strategy CS-1 Carbon Sequestration</b>	
<b>Measure CS-1.1</b>	<b>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.</b>
Action CS-1.1.a	Implement a tree removal in-lieu fee which provides funding for the City to plant a new tree equivalent to every tree removed from private property.
Action CS-1.1.b	Identify funding to expand BWP's Free Shade Tree Program to include targeted outreach to multi-family and low-income housing.
Action CS-1.1.c	Adopt a Greenscaping Ordinance that has a street tree requirement for all zoning districts; has a shade tree requirement for new development; requires greening of parking lots; and increases permeable surfaces in new development.
Action CS-1.1.d	Develop an Urban Forest Plan to identify City's potential capacity for new tree planting, identify a timeframe for implementation and provide a management plan for existing trees.



**City of Burbank GGRP Update and CEQA GHG Emissions Threshold**

ID #	Measures and Respective Supportive Actions
Action CS-1.1.e	Adopt a standard policy and set of practices for expanding the urban tree canopy and placing vegetative barriers between busy roadways and developments to reduce exposure to air pollutants from traffic.
Action CS-1.1.f	Conduct an urban canopy study and identify low income and/or disadvantaged communities with lower-than-average tree canopy coverage in order to prioritize planting in these areas to provide equitable access to the health and resiliency benefits of trees.
<b>Strategy CG-1 City Government Actions</b>	
<b>CG-1.1 Complete a triennial GGRP review and update.</b>	
Action CG-1.1.a	Update community wide GHG emissions inventory annually in the monitoring tool.
Action CG-1.1.b	Obtain annual progress updates from BWP on energy efficiency program implementation and city-wide energy consumption.
Action CG-1.1.c	Establish reporting of annual volumes of landfill gas captured and methane fraction of landfill gas at Burbank Landfill Site No. 3 for better understanding of future landfill emissions.
Action CG-1.1.d	Update progress on GHG Reduction Measures annually in reporting tool.
Action CG-1.1.e	Regularly update the GGRP webpage to include updates on ordinances, programs, and policies implemented as part of the GGRP.
Action CG-1.1.f	Earmark funding for triennial GGRP updates.
<b>CG-1.2 Retrofit all City Streetlights and Outdoor Lighting at City facilities to Light-Emitting Diode (LED) by 2030.</b>	
Action CG-1.2.a	Continue to implement the 2019 Streetlighting Master Plan for conversion of existing High-Pressure Sodium streetlights to Light-emitting Diode (LED).
Action CG-1.2.b	Continue with annual reporting of BWP’s streetlight replacements, with the number of replacements and estimated annual energy savings associated with replacements.
Action CG-1.2.c	Establish a plan for converting outdoor lighting at City facilities, City parking areas, and parks to LED.
Action CG-1.2.d	Implement plan for converting all outdoor lighting at City facilities, City parking areas, and parks to LED by 2030.
<b>CG-1.3 Electrify 25% of existing City facilities by 2030 and 100% of existing City facilities by 2045, as well as all newly constructed City buildings.</b>	
Action CG-1.3.a	Partner with Building and Safety to conduct an electrification opportunity assessment for all City buildings and facilities and establish a replacement plan for replacing natural gas fueled equipment with electric where practical and technologically feasible.
Action CG-1.3.b	Establish a City owned building equipment policy to replace natural gas fueled equipment at the end of useful life with electric or other alternative equipment when practical and technology is feasible and the same consideration for all newly constructed City facilities and buildings.
Action CG-1.3.c	In partnership with BWP, install photovoltaic at all City buildings where feasible to offset at least 80% of energy consumption and use excess generation to contribute to City-wide renewable energy sources.
Action CG-1.3.d	Identify and install battery energy storage systems at appropriate City facilities, and leverage projects to further promote benefits of distributed energy storage, which are directly connected to a renewable resource.
<b>CG-1.4 Implement a flexible employee commute program, with a target of having 25% of City employee staff time utilizing telecommuting by 2030.</b>	
Action CG-1.4.a	Establish a subsidized transit commute program and expand the employee carpool program to reduce employee commute miles in single occupancy vehicles.

ID #	Measures and Respective Supportive Actions
Action CG-1.4.b	Expand employee use of carbon-free and low carbon transportation by providing education programs on the benefits of commute options including public transportation, EV/ZEV options, and vanpools.
Action CG-1.4.c	Allow 25% of employees located at the City of Burbank to telecommute or utilize flexible schedules through 2030 to reduce travel time, vehicle miles traveled (VMT), and GHG emissions.
<b>Strategy A-1.1 Adaptation</b>	
<b>A-1.1 Partner with Ready LA County to educate the community about the dangers of heat exposure and identify low-cost mechanisms to reduce impacts of extreme heat on the community.</b>	
Action A-1.1.a	Review and update the City's Emergency Preparedness website to reflect ways to prepare for events that may be likely to increase due to climate change.
Action A-1.1.b	Work with Ready LA County to continue public education regarding the symptoms of extreme heat exposure in English, Spanish, and Armenian.
Action A-1.1.c	Identify low-cost mechanisms to reduce the impact of extreme heat on the community, especially on the most vulnerable members of society (i.e., children, the elderly, economically disadvantaged groups, and those with chronic health conditions made worse by heat exposure), and review grant opportunities to fund and implement.
Action A-1.1.d	Identify three new community locations that are either owned by the City or a trusted private entity that can serve as shelter, evacuation, and/or clean air centers for future climate emergency events in centralized areas throughout the City.
Action A-1.1.e	Investigate opportunities to integrate Internet of Things (IoT) monitoring of real time environmental data such as utility information, air composition, direct emissions or temperature tracking.
<b>A-1.2 Complete and implement a robust city-wide Vulnerability Assessment and Adaptation Plan.</b>	
Action A-1.2.a	Work with the Burbank Fire Department to review and update the Local Hazard Mitigation Plan to confirm that it aligns with the Federal requirements, including identification of hazards and a climate risk assessment.
Action A-1.2.b	Identify grant funding opportunities and/or earmark additional funding opportunities to complete and implement a robust city-wide Vulnerability Assessment and Adaptation Plan.
Action A-1.2.c	Provide information on the City's website about updated climate vulnerability information and information on how the community can increase the City's adaptive capacity.
Action A-1.2.d	Upon acquisition of funding, complete a Vulnerability Assessment and Adaptation Plan that focuses on the City's most vulnerable communities and establishes specific goals to reduce the vulnerability of those most susceptible to the impacts of climate change.
<b>A-1.3 Develop a mechanism to evaluate biodiversity in the City as well as policies/programs to maintain or increase native species.</b>	
Action A-1.3.a	Consider investigating a partnership with researchers and/or students at the University of California, Los Angeles (UCLA) to utilize the Biodiversity Atlas of Los Angeles to understand best practices on how to track, interpret, update, and maintain data associated with biodiversity throughout the City.
Action A-1.3.b	Provide a direct link on the City's website to the Biodiversity Atlas of Los Angeles in addition to any updated biodiversity inventories, which should be completed regularly. In addition, provide an avenue for citizen scientists to participate in reporting and tracking of species, when possible.
Action A-1.3.c	Work with Trails LA County and/or the Stough Canyon Nature Center to design and implement a program that invites all residents to visit the local natural ecosystems and utilize the local hiking trails, that also provides a multi-lingual educational component, with an emphasis on low-income and disadvantaged community members.
Action A-1.3.d	Review and identify funding opportunities to update and maintain a tracking mechanism to regularly evaluate biodiversity in the City.

Source: Burbank, City of. 2021. GGRP Update.

The measures included in the GGRP Update combined with statewide legislation and initiatives and regional transportation programs will enable the City to meet its emissions reduction target of 40

percent below 1990 levels by 2030. Table 4 shows the contribution of the statewide initiatives along with the measures included in the GGRP Update. The City needs to achieve a reduction of 382,451 MT CO<sub>2</sub>e by 2030 to meet its goal. The estimated GHG reductions accounted for in the GGRP Update total 386,243 MT CO<sub>2</sub>e by 2030.

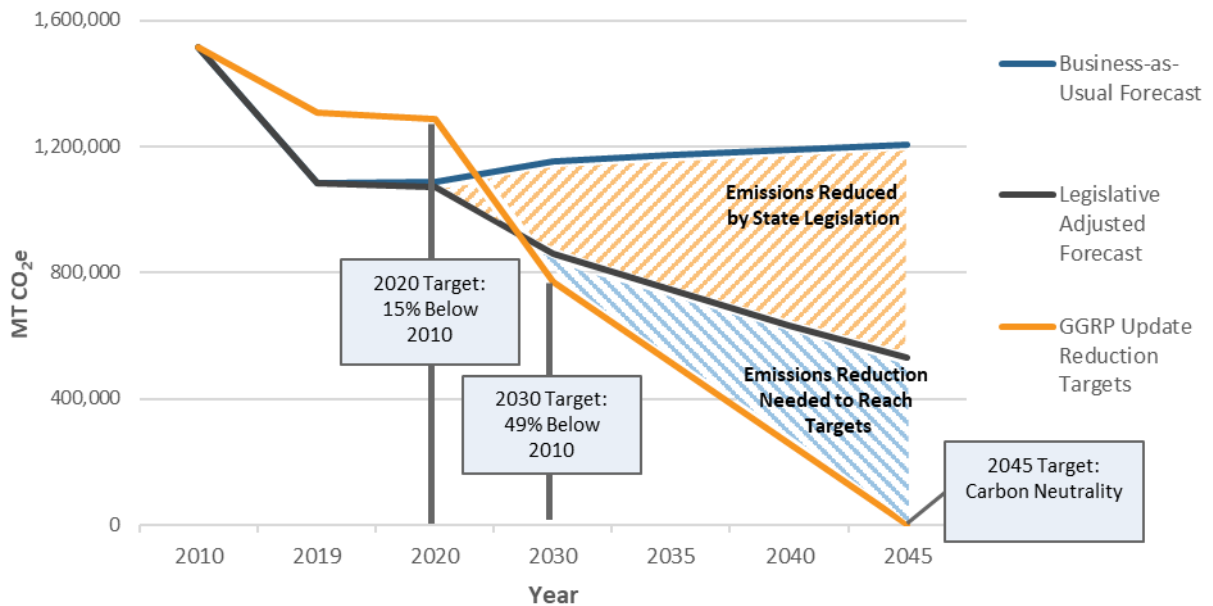
**Table 4 Burbank 2030 GHG Reduction Target by Sector**

State Initiative	Sector	2030 Reduction in City Emissions (MTCO <sub>2</sub> e)
Advanced Clean Cars Program, Pavley Standards, Zero Emissions Vehicles Program, Clean Transit)	On-road Transportation	126,187
SB 100 and Renewable Portfolio Standard	Electricity	150,731
Title 24	Residential/Non-residential Electricity and Natural Gas	16,183
<b>A. Total State Initiative Emissions Reductions</b>		<b>295,896</b>
<b>B. Total City GGRP Update Emissions Reductions</b>		<b>90,347</b>
<b>C. Total Expected Emissions Reductions (A+B)</b>		<b>386,243</b>
<b>D Burbank Emissions Reduction Requirement</b>		<b>382,451</b>
<b>E. Meets/exceeds State Goals? (C &gt; D)</b>		<b>Yes</b>

Source: Burbank, City of. 2021. GGRP Update.

Table 4 and Figure 3 illustrate how the BAU emissions are estimated to increase, thus widening the emissions reductions needed by 2030. Figure 3 also shows emissions reductions expected from State level actions as well as the reductions needed to reach the Burbank emissions target.

**Figure 3 Burbank Future GHG Emissions Projection and Reduction Target**



Source: Burbank, City of. 2021. Burbank GGRP.

**Table 5 Burbank Future GHG Emissions Projection and Reduction Target**

Description	Emissions (MTCO <sub>2e</sub> )
2010 Baseline Year Emissions	1,512,713
2019 Emissions	1,084,854
2030 BAU Emissions	1,153,935
2030 Adjusted Forecast	858,039
2030 Target Emissions (49% below 1990 levels)	771,484
<b>2030 Required Reduction from Measures</b>	<b>86,555</b>

Source: Burbank, City of. 2020. Draft GGRP Update

Implementation of the measures (listed in Table 3) could result in physical changes to the environment that could potentially have a significant impact on the environment. While individual projects resulting from these measures have not been identified for the purposes of this document, the types of actions that could result from realization of the measures are taken into account in considering potential environmental impacts that could occur through implementation of the GGRP Update. For example, projects or actions requiring ministerial approval, such as installation of electric vehicle charging stations and supporting infrastructure, new bicycle or pedestrian facilities, and solar photovoltaic (PV), may introduce physical changes related to the temporary presence and operation of construction vehicles and equipment during installation of required facilities and the long-term presence of new facilities such as bike and pedestrian facilities, solar arrays, and electric vehicle charging stations, which could alter pedestrian and vehicular traffic patterns.

Additionally, electrification retrofits may change the physical environment through the need for upgraded service and electrical panels, branch circuit upgrades, and installation of condensate drains to facilitate the installation of electric heat pumps for water and space heating. The associated construction impacts and the physical changes these upgrades and additions would entail are dependent on the year of building construction and location of electrical and service panels and plumbing for connection of condensate drains, which in some cases may include modifications to the interior and/or exterior of buildings for wiring and panel replacement, and minor excavation for connection of drainage to sewer systems. Projects implemented in support of the GGRP Update would be reviewed for consistency with the General Plan, other applicable regulatory land use actions, and would be subject to any required environmental assessment that would be completed prior to approval of any project. Future plans or projects would be subject to environmental review under CEQA, and individual impact analyses will identify required plan- or project-specific mitigation measures where applicable. Cumulative Projects Scenario

### **CEQA GHG Emissions Thresholds**

In 2007, SB 97 acknowledged that climate change is an environmental issue that requires analysis in CEQA documents, and in 2010 the California Natural Resources Agency adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines gave lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. Specifically, Section 15183.5(b)(1)A-G of Title 14 of the California Code of Regulations was amended to state that a qualified GHG Reduction Plan may be used for tiering and streamlining the analysis of GHG emissions in subsequent CEQA project evaluation, provided that the GHG Reduction Plan does the following:

**City of Burbank GGRP Update and CEQA GHG Emissions Threshold**

- Quantifies GHG emissions both existing and projected over a specific period of time, resulting from activities within a defined geographical area
- Establishes a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable
- Identifies and analyzes the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area
- Specifies measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level
- Establishes a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels
- Be adopted in a public process following environmental review.

Therefore, the City proposes to also adopt a quantitative efficiency threshold for use in evaluating whether a plan or project's GHG emissions would result in a potentially significant environmental impact under CEQA for plans or projects with pre-2030 buildout or initial operation years. The CEQA GHG emissions threshold would be applied to plans or projects that cannot tier from the environmental analysis for the City's GGRP Update (as contained in this IS/ND) because the plan or project would not be consistent with the General Plan land use and zoning designations for the project site and would result in greater GHG emissions than existing on-site development, or the plan or project would not be consistent with the CEQA GHG Emissions Analysis Compliance Checklist.

The threshold is set at the level of GHG emissions that new development would need to achieve to be consistent with the GGRP Update's communitywide emissions reduction target of 49 percent below 1990 emissions levels by 2030. The efficiency threshold, listed below, is expressed in terms of MT CO<sub>2</sub>e per service person<sup>19</sup> and is applicable to plans or projects with pre-2030 buildout or initial operational years:

- 3.12 per service person<sup>20</sup>

Efficiency thresholds for beyond 2030 would be established later in conjunction with subsequent GGRP Updates. Plans or projects that do not tier from the City GGRP Update IS/ND that would generate GHG emissions in excess of these thresholds would result in a potentially significant impact on the environment related to GHG emissions and climate change. Mitigation measures would be required to be identified to reduce potentially significant impacts resulting from such plans or projects. Plans or projects that are unable to reduce GHG emissions below these thresholds through implementation of identified mitigation measures would result in a significant and unavoidable environmental impact. The GHG Emissions Threshold provide guidance during CEQA review and do not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Threshold would not have direct construction or operational impacts.

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<sup>19</sup> The service population is equal to the residential population plus the number of jobs.

<sup>20</sup> Burbank, City of. 2021. GGRP Update.

## 7. Cumulative Projects Scenario

For purposes of CEQA cumulative impacts analysis of the Burbank GGRP Update and GHG Emissions Threshold, the cumulative projects scenario is the total projected population growth, and the anticipated cumulative development to accommodate that growth, for Burbank in 2030. Population and employment-based growth factors use the most recent SCAG *Connect SoCal 2020 - Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)* demographic forecasts.<sup>21</sup> Household based growth factors similarly use SCAG 2020 RTP/SCS forecast; however, these are adjusted to account for the 6<sup>th</sup> Cycle Regional Housing Needs Assessment (RHNA) allocation of housing needs for the City of Burbank between 2021 and 2030. As such, the number of households in Burbank is expected to grow by 8,752 units between 2020 and 2030, with steady growth after 2030 at a rate of 151 households per year, consistent with SCAG 2020 RTP/SCS projected growth rates for Burbank.<sup>22</sup> As outlined in the GGRP, the population included in the GGRP is different from the population included in the Housing Element Environmental Impact Report (EIR) because the Department of Housing and Community Development (HCD)<sup>23</sup> recommends that each jurisdiction create a buffer in the housing element inventory of at least 15 to 30 percent more capacity than required to ensure that sufficient capacity exists in the housing element to accommodate the Regional Housing Need Allocation throughout the planning period. Including a buffer in the GGRP could result in an overly conservative emissions reduction forecast and target because these scenarios are in part, calculated based on future population scenarios.

## 8. Required Approvals

### City of Burbank

Required approvals include:

- Adoption of the GGRP Update and CEQA GHG Emissions Threshold Initial Study-Negative Declaration
- Adoption of the GGRP Update
- Adoption of the GHG Emissions Threshold

Although individual plans or projects may be implemented later under the umbrella of the GGRP Update, each individual plan or project would be subject to separate environmental review under CEQA.

### Other Public Agencies

The City of Burbank has sole approval authority over the GGRP Update. There are no other public agencies whose approval is required.

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21 Southern California Association of Governments. May 2020. Connect SoCal. Demographics and Growth Forecast. [https://www.connectsocial.org/Documents/Draft/dConnectSoCal\\_Demographics-And-Growth-Forecast.pdf](https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf). Accessed September 22, 2020.

22 SCAG. 2020. SCAG 6<sup>th</sup> Cycle Draft RHNA Allocation Based on Final RHNA Methodology & Final Connect SoCal. <https://scag.ca.gov/sites/main/files/file-attachments/rhna-draft-allocations-090320-updated.pdf?1602188695>.

23 HCD. June 10, 2020. Housing Element Site Inventory Guidebook Government Code Section 65583.2. [https://www.hcd.ca.gov/community-development/housing-element/docs/sites\\_inventory\\_memo\\_final06102020.pdf](https://www.hcd.ca.gov/community-development/housing-element/docs/sites_inventory_memo_final06102020.pdf)



## Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

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

## Determination

Based on this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “less than significant with mitigation incorporated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

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Signature

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Date

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Printed Name

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Title

# Environmental Checklist

## 1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Except as provided in Public Resources Code Section 21099, would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Have a substantial adverse effect on a scenic vista?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a. *Would the project have a substantial adverse effect on a scenic vista?*

*or*

b. *Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

According to the City of Burbank 2035 General Plan and California Scenic Highway System,<sup>24</sup> there are no scenic roadways or highways in the City of Burbank. However, the General Plan notes that the City has several important scenic vistas and scenic resources.<sup>25</sup> As stated in the General Plan Open Space and Conservation Element, scenic vistas within Burbank include views of the Verdugo Mountains to the northeast and views of the eastern Santa Monica Mountains to the south.

<sup>24</sup> California Department of Transportation (CalTrans). <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways> Accessed February 1, 2021

<sup>25</sup> Burbank, City of. 2013. Burbank 2035: General Plan.: <https://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431> Accessed: February 1, 2021

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 Open Space and Conservation Element also defines scenic resources in Burbank as public parks and open space, such as Wildwood Canyon Park, Stough Park, Johnny Carson Park, and Brace Canyon Park. Likewise, the architecture of historic structures, such as Burbank City Hall and the Portal of the Folded Wings Shrine to Aviation in Valhalla Memorial Park, are also considered scenic resources that represent aspects of the City's history.

General Plan Open Space and Conservation Goal 7, Policies 7.1 – 7.4 and Land Use Element Goal 8, Policy 8.10, aim to protect prominent ridgelines and slopes as visual resources and consider and address the preservation of scenic views in the hillside area, respectively. Additionally, General Plan Open Space and Conservation Goal 6, Policy 6.4, promotes the acquisition, conservation, and preservation of land in the Verdugo Mountains. The Burbank Municipal Code Chapter 4 (Trees and Vegetation) as well as General Plan Open Space and Conservation Goals 4, 6, and 7 require preservation and protection of trees and other natural constraints, including ridgelines geologic features, and open space, from unnecessary encroachment or destruction.<sup>26</sup> Furthermore, General Plan Land Use Policy 3 as well as Open Space and Conservation Goals 1 and 6, require the preservation of the natural landscape and historic character of districts, neighborhoods, and landmarks. The GGRP Update would promote infrastructure development and redevelopment that is complimentary to existing development, natural features, and land uses.

The GHG Emissions Threshold provides guidance during environmental review and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Threshold would not have construction or operational impacts related to scenic vistas or scenic highways. As a policy document, the GGRP Update would not result in impacts related to scenic vistas and scenic highways. However, implementation of the following measures may promote infrastructure development and redevelopment through policies and programs. Measure BE-1.1 and BE-1.2 promote electrification of newly constructed and existing buildings, while Measure C-1.1 and EG-1.1 promote installation of solar panels to facilitate the switching of building fuel and aim also to develop a battery storage program. Measure T-1.1 involves the implementation of the Complete Our Streets Plan, that would include the installation of new bicycle and pedestrian facilities/infrastructure and Measure T-3.1 encourages the installation of electric vehicle charging stations and supporting infrastructure. Furthermore, Measure CS-1.1, facilitates the preparation of an Urban Forest Master Plan and seeks to plant and maintain 2,000 net new trees by the year 2030. Planting new street trees and private trees may slightly change the visual character of the City. The physical changes these installations and enhancements would entail are dependent on the location of construction for the solar panels, electric vehicle charging connections, active transportation pathways, and trees/green spaces.

Projects implemented in support of the GGRP Update would be required to adhere to City development regulations and General Plan policies to retain character of the City and minimize environmental impacts. In addition, Projects implemented in support of the GGRP Update would be reviewed for consistency with the General Plan, other applicable regulatory land use actions, and would be subject to any required environmental assessment that would be completed prior to approval of any project. As such, the GGRP Update would not result in adverse impacts related to scenic vistas, viewing corridors, or scenic roadways within the City. Furthermore, due to intervening

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<sup>26</sup> Burbank, City of. 2013. Burbank 2035: General Plan. <https://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431> Accessed: February 1, 2021

development typical of an urban setting, proposed projects included in the GGRP Update would not likely be visible from the scenic vistas or resources. Thus, scenic resources such as trees, rock outcroppings, and historic buildings would not be damaged within a scenic highway. Therefore, the GGRP Update and GHG Thresholds would result in a less than significant impact related to scenic vistas and related to scenic resources within scenic highways.

**LESS THAN SIGNIFICANT IMPACT**

- c. *Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those experienced from a 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?*

The City of Burbank is an urbanized area with visual character/quality goals and policies included in the City General Plan Open Space and Conservation Element to preserve and protect the scenic and visual quality of the community. The GHG Emissions Threshold provides guidance during CEQA review and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Threshold would not have construction or operational impacts related to visual character and scenic quality. Likewise, the GGRP Update would not involve land use or zoning changes but would instead promote infrastructure development and redevelopment through policies and programs. Implementation of the following measures may promote infrastructure development and redevelopment that may impact visual character Measure BE-1.1 and BE-1.2 promote electrification of newly constructed and existing buildings, while Measure C-1.1 and EG-1.1 promote installation of solar panels to facilitate the switching of building fuel and aim also to develop a battery storage program. Measure T-1.1 involves the implementation of the Complete Our Streets Plan that would include the installation of new bicycle and pedestrian/infrastructure facilities and Measure T-3.1 encourages the installation of electric vehicle charging stations and supporting infrastructure. Furthermore, Measure CS-1.1, facilitates the preparation of an Urban Forest Master Plan and requires planting and maintaining 2,000 net new trees by the year 2030.

Installation of solar panels and electric vehicle charging stations, introduction of active transportation infrastructure, and planting trees may slightly change visual character in the City. However, any projects would be located and designed to be complimentary to existing development and land uses in a manner consistent with applicable zoning and other regulations governing visual character and quality within the City of Burbank. In addition, projects implemented in support of the GGRP Update would be reviewed for consistency with the General Plan, and other applicable regulatory land use actions, and would be subject to any required environmental assessment that would be completed prior to approval of any project. Future plans or projects would be subject to environmental review under CEQA, and individual impact analyses will identify required plan- or project-specific mitigation measures where applicable. Therefore, the GGRP Update and GHG Thresholds would result in a less than significant impact related to regulations of visual character and quality.

**LESS THAN SIGNIFICANT IMPACT**

- d. *Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

The GHG Emissions Threshold provides guidance during CEQA review and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions

Threshold would not have construction or operational impacts related to light and glare. Likewise, the GGRP Update would not involve land use or zoning changes. Rather the GGRP Update would promote infrastructure development and redevelopment that is complimentary to existing development and land uses. As a policy document, the GGRP Update would not directly result in impacts related to light and glare. However, implementation of the following measures may promote infrastructure development and redevelopment. Measure EG-1.1 promotes installation of solar panels to facilitate fuel switching. Measure T-1.1 involves the implementation of the Complete Our Streets Plan, which would include installation of new bicycle and pedestrian facilities/infrastructure; Measure T-1.2 intends to provide clean, abundant, affordable, and accessible public transit, with a zero-emissions bus fleet by 2030; Measure T-3.1 facilitates the installation of electric vehicle charging stations and supporting infrastructure. Furthermore, Measure CS-1.1, facilitates the preparation of an Urban Forest Master Plan and seeks to plant and maintain 2,000 net new trees by the year 2030.

Projects implemented in support of the GGRP Update would be reviewed for consistency with the City Municipal Code to minimize environmental impacts related to light and glare through limitations of materials and shielding light structures. Presumably design and location of proposed solar infrastructure would be complimentary to existing development in the City. In addition, projects implemented in support of the GGRP Update would be reviewed for consistency with the General Plan, and other applicable regulatory land use actions, and would be subject to any required environmental assessment that would be completed prior to approval of any project. Future plans or projects would be subject to environmental review under CEQA, and individual impact analyses will identify required plan- or project-specific mitigation measures where applicable. Thus, the GGRP Update and GHG Threshold would result in a less than significant impact related to light and glare.

#### **LESS THAN SIGNIFICANT IMPACT**

### **Cumulative Impacts**

The cumulative projects scenario is total projected population growth for Burbank (109,686 persons) in 2030. Cumulative impacts related to scenic resources, visual character, and increased light and glare would generally be site-specific, and cumulative projects are not anticipated to contribute to cumulative aesthetic impacts with adherence to General Plan policies and the Municipal Code. Because of the developed nature of Burbank, future infrastructure projects under the GGRP Update, in combination with other cumulative projects, would not adversely impact the visual character of the City. In addition, future development in the City would be required to comply with the City's Development Review process and be reviewed against applicable General Plan policies and City's design standards for design quality and compatibility with adjacent land uses. Furthermore, as a guidance document, the GHG Emissions Thresholds would not result in cumulative impacts. Therefore, implementation of the GGRP Update and GHG Thresholds would result in a less than significant cumulative impact related to aesthetics.

#### **LESS THAN SIGNIFICANT IMPACT**

## 2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b. Conflict with existing zoning for agricultural use or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d. Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

*or*

b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract*

The City of Burbank does not contain farmland or lands used for agricultural purposes.<sup>27</sup> Therefore, the GGRP Update and GHG Threshold would result in no impact related to degradation of

<sup>27</sup> Burbank, City of. 2013. Burbank 2035: General Plan. <https://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431>. Accessed January 1, 2021.

agricultural resources or conversion of agricultural land to non-agriculture uses, nor would there be a conflict with existing zoning or general plan land use designations.

**NO IMPACT**

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))?*

*or*

d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

The City does not contain forest or timberland resources. Additionally, Measure CS-1.1, facilitates the preparation of an Urban Forest Master Plan and seeks to plant and maintain 2,000 net new trees by the year 2030. Therefore, the GGRP Update and GHG Threshold would result in no impact related to degradation of forestry resources or conversion of forest land to non-forest uses, nor would there be a conflict with existing zoning or General Plan land use designations.

**NO IMPACT**

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?*

See impact discussions above under Topics 2a through 2d. The GGRP Update and GHG Threshold would not result in other changes to the existing environment which, due to their location or nature, would result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

**NO IMPACT**

### **Cumulative Impacts**

The cumulative projects scenario is total projected population growth for Burbank (109,686 persons) in 2030. The City does not contain farmland or lands used for agricultural purposes. Additionally, the City does not contain forest or timberland resources. Cumulative projects are not anticipated to contribute to cumulative forestry impacts with adherence to General Plan policies. In addition, the GGRP Update and GHG Threshold would not involve land use or zoning changes that could result in cumulative impacts related to conversion or loss of farmland or forest land. Therefore, implementation of the GGRP Update and GHG Threshold would result in no cumulative impact related to agricultural and forestry resources.

**NO IMPACT**



# 3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

Burbank is located within the South Coast Air Basin (the Air Basin), which includes all of Orange County and the non-desert regions of Los Angeles County, Riverside County, and San Bernardino County. The Air Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, 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. Depending on whether or not the standards are met or exceeded, the South Coast Air Basin is classified as being in “attainment” or “nonattainment.” Under State law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-attainment. SCAQMD is in non-attainment for the State and federal ozone standards, the State and federal PM<sub>2.5</sub> (particulate matter up to 2.5 microns in size) standards, and the State PM<sub>10</sub> (particulate matter up to 10 microns in size) standards, and the federal lead standards and is required to prepare a plan for improvement.<sup>28</sup>

The SCAQMD Clean Air Plan (Air Quality Management Plan [AQMP]) provides a plan to improve South Coast Air Basin air quality and protect public health as well as the climate. The most recent (2016) AQMP complies with State air quality planning requirements as codified in the California Health and Safety Code. The 2016 AQMP seeks to achieve multiple goals promoting reductions in criteria pollutant, greenhouse gases, and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The most effective way to reduce air pollution impacts on the

<sup>28</sup> South Coast Quality Management District (SCAQMD). 2018. National and California Ambient Air Quality Standards Attainment Status for South Coast Air Basin. Available: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf?sfvrsn=14>. Accessed February 22, 2021

health of the approximately 17 million residents in the Air Basin, including those in disproportionately impacted communities that are concentrated along our transportation corridors and goods movement facilities, is to reduce emissions from mobile sources, the principal contributor to our air quality challenges. Thus, the SCAQMD works closely with CARB and the United States Environmental Protection Agency (U.S. EPA) who have primary responsibility for these sources. The 2016 AQMP also includes transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS).<sup>29</sup>

The Federal Clean Air Act Amendments (CAAA) mandate that states submit and implement a State Implementation Plan (SIP) for areas not meeting air quality standards. The SIP includes pollution control measures to demonstrate how the standards will be met through those measures. The SIP is established by incorporating measures established during the preparation of AQMP and adopted rules and regulations by each local Air Pollution Control Districts and Air Quality Management Districts, which are submitted for approval to CARB and the U.S. EPA.<sup>30</sup> The goal of an AQMP is to reduce pollutant concentrations below the National Ambient Air Quality Standards (NAAQS) through the implementation of air pollutant emissions controls.

The GHG Emissions Threshold is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Threshold would not result in construction or operational impacts. Additionally, the GGRP Update would not involve land use or zoning changes but would rather promote infrastructure development and redevelopment. Implementation of proposed measures would be beneficial by helping Burbank meet applicable air quality plan goals and generally reducing sensitive receptor exposure to pollutant concentrations. Although the purpose and intended effect of the GGRP Update is to reduce GHG emissions generated in the City to help reduce the effects of climate change, many of its measures and supporting actions would also reduce criteria pollutant (i.e., air quality) emissions.

Measure BE-1.1 and BE-1.2 promote electrification of newly constructed and existing buildings, while Measure BE-1.3 aims to reduce per-service population energy demand. Measure EG-1.1 promotes installation of solar panels to facilitate the switching of building fuel and aims also to develop a battery storage program. Measure T-1.1 involves the implementation of the Complete Our Streets Plan that would include the installation of new bicycle and pedestrian facilities/infrastructure; Measure T-1.2 intends to provide clean, abundant, affordable, and accessible public transit, with a zero-emissions bus fleet by 2030; and T-2.1 and T-2.2 require the continuation of Transportation Management Organization (TMO) Expansion, reaching 60 percent of employees by 2030 and 90 percent by 2045 and the strengthening of the TMO program and ordinance to increase compliance with the City's 1.61 Average Vehicle Ridership (AVR), respectively. The GGRP Update also includes Measure T-3.1 that encourages the installation of electric vehicle charging stations and supporting infrastructure and Measure T-4.1, which aims to implement Parking Management as identified in the Burbank2035 General Plan Mobility Element and the City Council's Six Parking Management Principles. Additionally, the GGRP Update includes Measure W-1.1, which intends to continue to reduce per service population potable water, and therefore, energy, consumption.

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29 SCAQMD. 2016. Final SCAQMC Air Quality Management Plan. <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>

Accessed September 28, 2020.

30 CARB. 2016. State Strategy for the State Implementation Plan for Federal Ozone and PM2.5 Standards. <https://ww3.arb.ca.gov/planning/sip/2016sip/2016sip.htm> Accessed September 28, 2020.

In addition to the measures aimed at the community, the GGRP Update also includes measures that are specific to City government operations, including Measures CG-1.2 through CG-1.4, which require retrofitting all City streetlights and outdoor lighting to LED by 2030; electrification of City facilities; and implementation of a flexible employee commute program. These measures would decrease the use of non-renewable fuel sources for residential and non-residential land use operations. These energy- and transportation-related measures would reduce air quality emissions as well as GHG emissions. Therefore, the GGRP Update and GHG Threshold are consistent with the 2016 AQMP and would have no impact related to a conflict with or obstruction of the applicable air quality plan.

**NO IMPACT**

- b. 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?*

The GHG Emissions Threshold provides guidance during CEQA review and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Threshold would not result in construction or operational impacts related to an increase of criteria pollutants. The GGRP Update would not involve land use or zoning changes but would instead promote infrastructure development and redevelopment. As a policy document, the GGRP Update would not result in impacts related to criteria pollutants. However, implementation of the following measures may promote infrastructure development and redevelopment.

Measure BE-1.1 and BE-1.2 promote electrification of newly constructed and existing buildings, while Measure C-1.1 and EG-1.1 promote installation of solar panels to facilitate the switching of building fuel and aim also to develop a battery storage program. Measure T-1.1 involves the implementation of the Complete Our Streets Plan, which would include the installation of new bicycle and pedestrian facilities and infrastructure, as well as Measure T-3.1, which encourages the installation of electric vehicle charging stations and supporting infrastructure. Furthermore, Measure CS-1.1, facilitates the preparation of an Urban Forest Master Plan and requires planting and maintaining 2,000 net new trees by the year 2030. Construction-related air quality impacts are generally associated with fugitive dust (PM<sub>10</sub> and PM<sub>2.5</sub>) and exhaust emissions from heavy construction vehicles and soil-hauling trucks, in addition to Reactive Organic Gas (ROG) that would be released during architectural coatings drying. However, future projects or plans would be reviewed for consistency with SCAQMD air quality regulations and other applicable local, State, and Federal regulations once project details and locations are known because future plans or projects would be subject to environmental review under CEQA, and individual impact analyses will identify required plan- or project-specific mitigation measures where applicable. Thus, construction associated with implementation of the GGRP Update would result in a less than significant impact related to net increase of criteria pollutants.

With respect to operational emissions, many measures would have the secondary benefit of reducing criteria pollutant emissions. Measures included in the GGRP Update aim to increase citywide renewable energy use, promote electric vehicles, reduce building natural gas use, reduce on-road gasoline fuel use, and reduce vehicle miles traveled. Implementation of such measures would be beneficial by helping Burbank meet applicable air quality plan goals. In addition, projects implemented in support of the GGRP Update would be reviewed for consistency with the General Plan, and other applicable regulatory land use actions, and would be subject to any required environmental assessment that would be completed prior to approval of any project. Therefore, the

GGRP Update and GHG Threshold would result in a less than significant impact related to criteria pollutant emissions.

**LESS THAN SIGNIFICANT IMPACT**

*c. Would the project expose sensitive receptors to substantial pollutant concentrations?*

The GHG Emissions Threshold provides guidance during CEQA review and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Threshold would not result in construction or operational impacts related to exposure of sensitive receptors to substantial pollutant concentrations. Implementation of the following measures may promote infrastructure development and redevelopment.

Measure BE-1.1 and BE-1.2 promote electrification of newly constructed and existing buildings, while Measure C-1.1 and EG-1.1 promote installation of solar panels to facilitate the switching of building fuel and aim also to develop a battery storage program. Measure T-1.1 involves the implementation of the Complete Our Streets Plan, that would include the installation of new bicycle and pedestrian facilities/infrastructure and Measure T-3.1 encourages the installation of electric vehicle charging stations and supporting infrastructure. Furthermore, Measure CS-1.1, facilitates the preparation of an Urban Forest Master Plan and seeks to plant and maintain 2,000 net new trees by the year 2030.

Construction-related air quality impacts are generally associated with fugitive dust (PM<sub>10</sub> and PM<sub>2.5</sub>) and exhaust emissions from heavy construction vehicles and soil hauling trucks, in addition to ROG that would be released during the drying phase upon application of architectural coatings. While the GGRP Update could result in construction-related impacts from toxic air contaminants and exposure to sensitive receptors, projects included in the GGRP Update would be reviewed for consistency to comply with SCAQMD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known because future plans or projects would be subject to environmental review under CEQA, and individual impact analyses will identify required plan- or project-specific mitigation measures where applicable. Thus, the construction associated with implementation of the GGRP Update would not result in substantial emissions of toxic air contaminants and exposure to sensitive receptors. No operational toxic air contaminant emissions are anticipated with implementation of the GGRP Update. Therefore, the GGRP Update and GHG Thresholds would have a less than significant impact related to exposure of sensitive receptors to toxic air contaminants.

**LESS THAN SIGNIFICANT IMPACT**

*d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

The CARB 2005 Air Quality Land Use Handbook: A Community Health Perspective identifies land uses associated with odor complaints, which include: sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, auto body shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations.<sup>31</sup> The GHG Emissions Threshold provides guidance during CEQA review and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Threshold would not have construction or operational impacts related to odors. Measure

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<sup>31</sup> California Air Resources Control Board (CARB). 2005. Air Quality and Land Use Handbook: A Community Health Perspective. <https://ww3.arb.ca.gov/ch/handbook.pdf>. Accessed February 3, 2021

SW-1.1 and promotes participation in recycling and organic waste programs and reducing such waste going to landfills to achieve 75 percent reduction in waste-related GHG emissions by 2025. As such, the GGRP Update could result in minor odors related to compost. However, green waste collection bins and compost application are not identified on the list of “Sources of Odor Complaints” (Table 1-4) as provided in the CARB Air Quality Land Use Handbook and would not be anticipated to result in other emissions, such as those leading to odors, adversely affecting a substantial number of people. Therefore, the GGRP Update and GHG Threshold would not facilitate development that could create adverse odors, and there would be a less than significant impact related to odors exposure.

**LESS THAN SIGNIFICANT IMPACT**

**Cumulative Impacts**

The cumulative projects scenario is total projected population growth for Burbank (109,686 persons) in 2030. The cumulative projects could exceed applicable SCAQMD thresholds or be inconsistent with the Clean Air Plan. However, implementation of the GGRP Update and GHG Threshold would have a less than significant contribution related to potential cumulative air quality impacts within the air basin and on sensitive receptors within the City of Burbank, given that the GGRP Update would result in Citywide reduction of GHG emissions, energy use, single-occupancy vehicle travel, water use, and waste generation. As such, implementation of the GGRP Update and GHG Threshold would not result in adverse impacts related to contribution of criteria pollutants to the air basin, exposure of sensitive receptors to toxic air contaminants, or odors. Therefore, implementation of the GGRP Update and GHG Threshold would result in a less than significant cumulative impact related to air quality.

**LESS THAN SIGNIFICANT IMPACT**

# 4 Biological Resources

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

- 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 Wildlife or U.S. Fish and Wildlife Service?*

Burbank is a primarily urbanized community with parks and recreational and open spaces incorporated throughout the City. The City's Municipal Code Chapter 4 (Trees and Vegetation), as well as the General Plan Open Space and Conservation Element incorporate goals and policies to protect biological resources, such as trees and other plant habitats, as well as wildlife.

The GHG Emissions Threshold provides guidance during CEQA review and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Threshold would not have construction or operational impacts related to habitat modification. The GGRP Update would not involve land use or zoning changes but would instead promote infrastructure development and redevelopment. As a policy document, the GGRP Update would not directly result in impacts related to wildlife species identified as candidate, sensitive, or special status. However, implementation of the following GGRP Update measures may promote infrastructure development and redevelopment and may result in impacts to species through habitat modification for purposes of infrastructure installation.

Measure BE-1.1 and BE-1.2 promote electrification of newly constructed and existing buildings, while Measure C-1.1 and EG-1.1 promote installation of solar panels to facilitate the switching of building fuel and aim also to develop a battery storage program. Measure T-1.1 involves the implementation of the Complete Our Streets Plan, that would include the installation of new bicycle and pedestrian facilities/infrastructure and Measure T-3.1 encourages the installation of electric vehicle charging stations and supporting infrastructure. Furthermore, Measure CS-1.1, facilitates the preparation of an Urban Forest Master Plan and seeks to plant and maintain 2,000 net new trees by the year 2030.

Future related projects would be required to undergo environmental review, including assessment and mitigation incorporation once project details and locations are known. The measures included in the GGRP Update would not conflict with the Municipal Code or goals/policies of the General Plan Open Space and Conservation Element but would rather be consistent with and promote those plans. As such, the GGRP Update and GHG Threshold itself would not have a substantial adverse effect on special-status wildlife species either directly through individual take or indirectly through species habitat modification. Therefore, the GGRP Update and GHG Threshold would result in a less than significant impact related to special-status wildlife species.

**LESS THAN SIGNIFICANT IMPACT**

- 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, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

or

- c. *Would the project 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 GHG Emissions Threshold provides guidance during CEQA review and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Threshold would not have construction or operational impacts related to riparian or other special habitats. The GGRP Update would not involve land use or zoning changes but would instead promote infrastructure development and redevelopment. As a policy document, the GGRP Update could result in impacts related to habitat whether riparian, wetland, or other sensitive natural community. According to the General Plan Open Space and Conservation Element, opportunities for wildlife (e.g., birds and mammals) habitat protection in Burbank include undeveloped or primarily undisturbed opens space areas, including Wildwood Canyon Park and Stough Canyon Park, which are the two largest parks in the City and are located in the Verdugo Mountains.<sup>32</sup>

Measure BE-1.1 and BE-1.2 promote electrification of newly constructed and existing buildings, while Measure C-1.1 and EG-1.1 promote installation of solar panels to facilitate the switching of building fuel and aim also to develop a battery storage program. Measure T-1.1 involves the implementation of the Complete Our Streets Plan, that would include the installation of new bicycle and pedestrian facilities/infrastructure and Measure T-3.1 encourages the installation of electric vehicle charging stations and supporting infrastructure. Furthermore, Measure CS-1.1, facilitates the preparation of an Urban Forest Master Plan and seeks to plant and maintain 2,000 net new trees by the year 2030.

Future related projects would be required to undergo environmental review, including assessment and mitigation incorporation once project details and locations are known. Projects would be reviewed for consistency with applicable local, regional, and State regulations once project details and locations are known. These measures and actions would not conflict with the Municipal Code or objectives and policies of the General Plan but would rather be consistent with and promote those plans. As such, the GGRP Update and GHG Threshold would not have a substantial adverse effect on riparian habitat or sensitive natural community, such as wetlands. Therefore, the GGRP Update and GHG Threshold would have a less than significant impact related to sensitive natural plant communities.

#### **LESS THAN SIGNIFICANT IMPACT**

- 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?*

The GHG Emissions Threshold provides guidance during CEQA review and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Threshold would not have construction or operational impacts related to interference with species

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<sup>32</sup> Burbank, City of. 2013. Burbank 2035: General Plan. Available: <https://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431>. Accessed January 5, 2021



movement. The GGRP Update would not involve land use or zoning changes, but would instead promote infrastructure development and redevelopment. As a policy document, the GGRP Update would not result in impacts related to interference with species movement. However, implementation of the following GGRP Update measures may promote infrastructure development and redevelopment.

Measure BE-1.1 and BE-1.2 promote electrification of newly constructed and existing buildings, while Measure C-1.1 and EG-1.1 promote installation of solar panels to facilitate the switching of building fuel and aim also to develop a battery storage program. Measure T-1.1 involves the implementation of the Complete Our Streets Plan, that would include the installation of new bicycle and pedestrian facilities/infrastructure and Measure T-3.1 encourages the installation of electric vehicle charging stations and supporting infrastructure. Furthermore, Measure CS-1.1, facilitates the preparation of an Urban Forest Master Plan and seeks to plant and maintain 2,000 net new trees by the year 2030.

Future related projects would be required to undergo environmental review, including assessment and mitigation incorporation once project details and locations are known. These GGRP Update measures and supporting actions do not conflict with the Municipal Code or objectives and policies of the General Plan and instead are consistent with and promote those plans. Therefore, the GGRP Update and GHG Emissions Threshold would result in a less than significant impact related to interference with species movement.

#### **LESS THAN SIGNIFICANT IMPACT**

- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Burbank is a primarily urbanized community with neighborhood parks, community parks, and recreational spaces throughout the City.<sup>33</sup> The Burbank General Plan Open Space and Conservation Element incorporate goals and policies related to natural resources protection in the City. However, the City is not located within the jurisdiction of an adopted habitat conservation plan, natural community plan, or other approved local, regional, or State habitat conservation plan.

The GHG Emissions Threshold provides guidance during CEQA review and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Threshold would not have construction or operational impacts related to biological resources. The GGRP Update does not involve land use or zoning changes but would rather promote infrastructure development and redevelopment. The purpose and intended effect of the GGRP Update is to reduce GHG emissions generated within the Burbank community, including related to City municipal operations, to help reduce the effects of climate change. Implementation of proposed measures and actions would be beneficial by helping Burbank meet applicable local policies and ordinances for protecting natural and biological resources. The GGRP Update would not conflict with or obstruct implementation of the applicable policies for preserving biological resources and would not affect the City's ability to attain goals and policies that protect biological resources. Therefore, the GGRP Update and GHG Threshold would result in no impact related to consistency with local biological resources protection policies.

#### **NO IMPACT**

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<sup>33</sup> Burbank, City of. February 19, 2013. Burbank 2035: General Plan. <[vhttps://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431](https://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431)>. Accessed February 5, 2021.

- 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?*

The Burbank General Plan Open Space and Conservation Element includes an inventory of open space resources as well as goals and policies to preserve natural resources, such as plant and wildlife habitats in the City. However, the City is not located within the jurisdiction of an adopted habitat conservation plan, natural community plan, or other approved local, regional, or State habitat conservation plan. As such, the GGRP Update would not facilitate specific development projects, nor would it add or enable new development that would conflict with the adopted Municipal Code, General Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the GGRP Update and GHG Threshold would have no impact related to consistency with an adopted habitat or natural community conservation plan.

**NO IMPACT**

**Cumulative Impacts**

The cumulative projects scenario is total projected population growth for Burbank (109,686 persons) in 2030. Implementation of cumulative projects could result in impacts to biological resources during infrastructure and building construction. The GGRP Update would promote infrastructure development and redevelopment. However, infrastructure development or redevelopment resulting from implementation of the GGRP Update would be required to comply with applicable General Plan policies and State and federal regulatory requirements regarding avoidance of special wildlife species and habitat. Furthermore, as a guidance document, the GHG Emissions Thresholds would not result in cumulative impacts. Therefore, implementation of the GGRP Update and GHG Thresholds would result in a less than significant cumulative impact related to biological resources.

**LESS THAN SIGNIFICANT IMPACT**

# 5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

The City has put forth preservation regulations through the Historic Resources Management Ordinance outlining designation and maintenance of historic properties and duties of the Heritage Commission.<sup>34</sup> Additionally, Burbank has three properties listed under the National Register of Historic Places, including the Burbank City Hall and Burbank Post Office.<sup>35</sup>

The GHG Emissions Threshold provides guidance during CEQA review and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Threshold would not result in construction or operational impacts related to historical resources. The GGRP Update would not involve land use or zoning changes. Rather the GGRP Update would promote infrastructure development and redevelopment.

The GGRP Update would not involve land use or zoning changes but would promote building energy retrofits as well as infrastructure development and redevelopment that would be complimentary to existing development. Projects in Burbank would be required to comply with the Historic Resources Management Ordinance and General Plan Open Space and Conservation Element, which requires the identification acquisition, and management of sites and structures of architectural, historical, archaeological, and cultural significance.<sup>36</sup> This includes sites, structures, and areas that are associated with a historic event, activity, or persons that contribute to the historic character of districts, neighborhoods, landmarks, historic structures, and artifacts.

Implementation of the following measures may promote infrastructure development and redevelopment. Measure BE-1.1 and BE-1.2 promote electrification of newly constructed and

34 Burbank, City of. Historic Preservation in Burbank. <https://www.burbankca.gov/web/community-development/historic-preservation-program> Accessed August 12, 2021.

35 National Parks Service. National Register Database and Research. <https://www.nps.gov/subjects/nationalregister/database-research.htm> Accessed February 5, 2021.

36 Burbank, City of. 2013. General Plan. <<https://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431>> Accessed February 5, 2021.

existing buildings, while Measure C-1.1 and EG-1.1 promote installation of solar panels to facilitate the switching of building fuel and aim also to develop a battery storage program. Measure T-1.1 involves the implementation of the Complete Our Streets Plan that would include the installation of new bicycle and pedestrian facilities/infrastructure and Measure T-3.1 encourages the installation of electric vehicle charging stations and supporting infrastructure. Furthermore, Measure CS-1.1, facilitates the preparation of an Urban Forest Master Plan and seeks to plant and maintain 2,000 net new trees by the year 2030. The physical changes these upgrades and additions would entail are dependent on the year of building construction and location of electrical and service panels and plumbing for connection of condensate drains, which in some cases may include modifications to the interior and/or exterior of buildings for wiring and panel replacement and minor excavation for connection of drainage to sewer systems. However, it is anticipated that retrofit activities would avoid alterations to the historic materials and distinguishing character (e.g., overall shape of the building, its materials, craftsmanship, decorative details, interior spaces and features, and aspects of its site and environment) of identified historic resources and, if warranted, be reviewed by the Heritage Commission. As such, implementation of the GGRP Update would not conflict with or obstruct the City's ability to comply with applicable historical resources preservation policies. Therefore, the GGRP Update and GHG Threshold would result in a less than significant impact related to historical resources.

#### **LESS THAN SIGNIFICANT IMPACT**

- b. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

The City of Burbank has not identified known archeological sites within its City limits.<sup>37,38</sup> However, as-yet to be discovered or unknown sites or resources may exist. The GHG Emissions Threshold provides guidance during CEQA review and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Threshold would not have construction or operational impacts related to archaeological resources.

The GGRP Update would not involve land use or zoning changes but would promote building energy retrofits as well as infrastructure development and redevelopment. For example, Measure BE-1.1 and BE-1.2 promote electrification of newly constructed and existing buildings, while Measure C-1.1 and EG-1.1 promote installation of solar panels to facilitate the switching of building fuel and aim also to develop a battery storage program. Measure T-1.1 involves the implementation of the Complete Our Streets Plan that would include the installation of new bicycle and pedestrian facilities/infrastructure and Measure T-3.1 encourages the installation of electric vehicle charging stations and supporting infrastructure. Furthermore, Measure CS-1.1, facilitates the preparation of an Urban Forest Master Plan and seeks to plant and maintain 2,000 net new trees by the year 2030. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation.

As a policy document, the GGRP Update would not directly result in impacts related to archaeological resources. Implementation of the GGRP Update measures and supporting actions may promote infrastructure development and redevelopment that could result in an impact on these resources during construction. Future related projects would be required to undergo environmental review, including assessment and mitigation incorporation once project details and locations are known. The GGRP Update would not conflict with or obstruct the applicable policies

for preserving archeological resources and would not affect the City's ability to attain goals and policies that protect archeological resources. Therefore, the GGRP Update and GHG Emissions Threshold would result in a less than significant impact related to archaeological resources.

**LESS THAN SIGNIFICANT IMPACT**

- c. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

There are no known burial points or burial sensitivity areas within the City.<sup>39</sup> However, there is the possibility of encountering unknown buried archaeological deposits and human remains throughout Burbank. Impacts to historic and archaeological resources are generally site-specific. The GHG Emissions Threshold provide guidance during CEQA review and do not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Threshold would not have construction or operational impacts related to human remains. The GGRP Update would not involve land use or zoning changes. Rather the GGRP Update would promote infrastructure development and redevelopment

As a policy document, the GGRP Update would not directly result in impacts related to human remains. Implementation of the GGRP Update measures and supporting actions may promote infrastructure development and redevelopment that could have an impact on these resources during construction. However, consistent with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98, if human remains are encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. The remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains. With adherence to these State requirements, impacts related to burial findings if encountered during construction of future related projects would be reduced to a less than significant level. Therefore, the GGRP Update and GHG Emissions Threshold would result in a less than significant impact related to human remains.

**LESS THAN SIGNIFICANT IMPACT**

**Cumulative Impacts**

The cumulative projects scenario is total projected population growth for Burbank (109,686 persons) in 2030. There is the possibility of encountering buried archaeological deposits and human remains throughout Burbank. Implementation of the cumulative projects would include infrastructure and building development that could have an impact on cultural resources during construction. Impacts to historic and archaeological resources are generally site-specific. Accordingly, as required under applicable laws and regulations, potential impacts associated with cumulative developments would be addressed on a case-by-case basis. No known cultural resources would be removed, modified, or otherwise affected by the implementation of the GGRP Update. In addition, future projects in Burbank, including those associated with implementation of the GGRP

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<sup>39</sup> Burbank, City of. February 19, 2021. Burbank 2035: General Plan. <<https://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431>>. Accessed February 4, 2021.

Update, would be required to comply with Historic Resources Management Ordinance, with the main purpose of recognizing, preserving, and protecting historic resources in the interest of the health, prosperity, social and cultural enrichment, and general welfare of the people. Furthermore, as a guidance document, the GHG Emissions Threshold would not result in cumulative impacts. Therefore, implementation of the GGRP Update and GHG Threshold would result in a less than significant cumulative impact related to cultural resources.

**LESS THAN SIGNIFICANT IMPACT**

# 6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *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?*

California is one of the lowest per-capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate.<sup>40</sup> California consumed 285,488 gigawatt-hours (GWh) of electricity and 2,137,920 cubic feet of natural gas in 2018.<sup>41,42,43</sup> The single largest end-use sector for energy consumption in California is transportation (39.1 percent), followed by industry (23.5 percent), commercial (18.3 percent), and residential (18.3 percent).<sup>44</sup> Adopted in 2018, SB 100 accelerates the State’s Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

The City of Burbank has demonstrated its commitment to energy efficiency and renewable energy, as described in the Sustainability and GHG Reduction Efforts Setting section above. Additionally, the City Municipal Code Chapter 1 (Building and Fire) specifies electrical code details by land use type within the City.<sup>45</sup> As part of Measure BE-1.1 and per the California Green Building Standards Code, the City will adopt an Electrification reach code for all new buildings and accessory dwelling units that bans the piping of natural gas to support fuel -switching and ultimate decarbonization

40 United States Energy Information Administration (USEIA). 2018. California Profile Overview. <<https://www.eia.gov/state/?sid=CA>> Accessed February 2, 2021.

41 California Energy Commission (CEC). 2021. 2018 Total System Electric Generation. <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2019-total-system-electric-generation/2018>. Accessed January 5, 2021

42 California Energy Commission (CEC). 2021. Environmental Health and Equity Impacts from Climate Change and Mitigation Policies in California: A Review of the Literature. Accessed February 2, 2021.

43 USEIA. 2018. Natural Gas Consumption by End Use. [https://www.eia.gov/dnav/ng/ng\\_cons\\_sum\\_dcu\\_SCA\\_a.htm](https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm) . Accessed February 2, 2021.

44 USEIA. 2018. California Profile Overview. <https://www.eia.gov/state/?sid=CA> . Accessed January 5, 2021.

45 Burbank, City of. 2020. Municipal Code Chapter 1 (Building and Fire). Available: <https://www.codepublishing.com/CA/Burbank/>. Accessed February 2, 2021

purposes.<sup>46</sup> The City has also completed a total (i.e., community and municipal) GHG emissions inventory for 2019, which is summarized in Table 1. The largest sectors of GHG emissions are related to energy and transportation, followed by solid waste and water. According to the California Energy Commission (CEC), Los Angeles County consumed approximately 66,118.67 GWh in 2019.<sup>47</sup>

The GHG Emissions Threshold provides guidance during CEQA review and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Threshold would not result in construction or operational impacts related to wasteful consumption of energy resources. The GGRP Update is a policy document containing climate action measures and supporting actions to reduce Burbank GHG emissions. The GGRP Update would not involve land use or zoning changes, but would promote infrastructure development and redevelopment.

Furthermore, the purpose and intended effect of the GGRP Update is to reduce GHG emissions generated in the City to help reduce the effects of climate change, including those emissions generated by energy demand and supply. The GGRP Update encourages electrification, use of renewable energy, and energy efficiency in existing residential and commercial building stock as well as proposed new residential and commercial buildings.

Measure BE-1.1 through E-1.3 and EG-1.1 propose revisions to and new City ordinances requiring electrification of 100 percent new buildings and incremental portion of existing buildings as well as maximum usage of renewable energy and installation of solar systems, battery storage, and potential microgrids within the City to help meet community energy demand. In addition, Measure C-1.1 focuses on overcoming the equity constraints of existing building electrification by leveraging BWP's operations and efficiency programs to develop an Affordable Housing Electrification Program to lead Burbank's electrification targets through retrofitting low-income and affordable housing units in Burbank to all electric. As such, the GGRP Update would not result in the use of non-renewable resources in a wasteful or inefficient manner. Therefore, the GGRP Update would result in a less than significant impact related to the wasteful, inefficient, or unnecessary consumption of energy. Rather, the GGRP Update and GHG Threshold would assist in reducing use of non-renewable energy resources.

#### **LESS THAN SIGNIFICANT IMPACT**

*b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

The City of Burbank has adopted the California Green Building Standards Code per Municipal Code Chapter 9-1-10. Therefore, construction and operation associated with infrastructure projects stemming from the GGRP Update would be designed to comply with the energy source standards of the California Green Building Standard Code. Likewise, development projects would be reviewed for consistency with the energy efficiency standards in the 2019 California Energy Code, Part 6 of the California Building Standards Code (Title 24). Thus, the GGRP Update would not conflict with adopted renewable energy or energy conservation plans. The GHG Emissions Threshold is a CEQA guidance document that does not propose development or changes to land use and zoning. As such, the GHG Emissions Threshold would not result in construction or operational impacts related to consistency with a State or local renewable energy plan. Therefore, the GGRP Update and GHG Emissions Threshold would result in a less than significant impact related to consistency with State

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<sup>46</sup> A reach code is a local building energy code that "reaches" beyond State minimum requirements for energy use in building design and construction, creating opportunities for local governments to lead the way on clean air, climate solutions, and the renewable energy economy.

<sup>47</sup> California Energy Commission. 2016. Electricity Consumption by County. <<http://ecdms.energy.ca.gov/elecbycounty.aspx>>. Accessed February 8, 2021



and local renewable energy and energy efficiency plans. Rather, the GGRP Update would be consistent with State and local plans for renewable energy and energy efficiency.

Thus, the GGRP Update would revise but would not conflict with adopted renewable energy or energy conservation plans. Therefore, the GGRP Update would result in a less than significant impact related to consistency with State and local renewable energy and energy efficiency plans. Rather, the GGRP Update and GHG Threshold would be consistent with State and local plans for renewable energy and energy efficiency.

**LESS THAN SIGNIFICANT IMPACT**

**Cumulative Impacts**

The cumulative projects scenario is total projected population growth for Burbank (109,686 persons) in 2030. Implementation of the GGRP Update would result in reducing use of non-renewable energy resources across the community and in particular with remodels and new construction. And implementation of solar infrastructure and implementation of active transportation infrastructure would require construction. As such, construction of the cumulative projects within the City could result in temporary energy consumption impacts. However, the energy used would not be wasteful and would comply with all applicable requirements. Furthermore, as a guidance document, the GHG Emissions Thresholds would not result in cumulative impacts. Therefore, implementation of the GGRP Update and GHG Thresholds and GHG Emission Thresholds would result a less than significant cumulative impact related to energy.

**LESS THAN SIGNIFICANT IMPACT**

# 7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *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;*
  - *strong seismic ground shaking;*
  - *seismic-related ground failure, including liquefaction; or*
  - *landslides?*

Burbank is located in a seismically active region in an area of potential fault rupture, strong ground shaking, and slope instability. These geologic and seismic hazards can affect the structural integrity of structures and utilities, and in turn can cause severe property damage and potential loss of life. Burbank contains one active fault, the Verdugo Fault, located just south of the Verdugo Mountains. As stated in the General Plan Safety Element, in addition to the Verdugo Fault, several other active faults have the potential to cause ground shaking that would affect Burbank, including the San Fernando Fault (northwest of Burbank), Sierra Madre Fault (at the base of the San Gabriel Mountains east of Burbank), Hollywood Fault (south of Burbank), Newport-Inglewood Fault (12.5 miles southwest of Burbank), and the Raymond Fault (six miles southeast of Burbank).<sup>48</sup> Additionally, the San Andreas Fault, a large fault that runs nearly the entire length of California, is located approximately 27 miles to the northwest. An earthquake anywhere along these faults could trigger secondary seismic hazard impacts within Burbank.

Much of Burbank is located atop soils susceptible to liquefaction, particularly in areas west of I 5; however, as long as groundwater continues to be extracted in the upper Los Angeles River area and annual rainfall remains at normal levels, groundwater levels in Burbank can be expected to remain deeper than 50 feet, resulting in a low risk of liquefaction for most of the City.<sup>49</sup> As stated in the General Plan Safety Element, hazards from landslides and mudslides in the City are limited to properties at the base of undeveloped or unimproved slopes in the Verdugo Mountains, north of Sunset Canyon Drive. The City General Plan Safety establishes goals and policies (see Goal 5) related to minimizing personal and property damage resulting from seismic hazards, including earthquakes and landslides.<sup>50</sup> Projects are required to conform to applicable provisions of the current California Building Code.

The GHG Emissions Threshold is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Threshold would not result in construction or operational impacts related to risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides. The GGRP Update is a policy document containing climate measures and supporting actions to reduce GHG emissions and is consistent with the Burbank General Plan and other regional regulations. The GGRP Update does not propose habitable development that could result in exposure of people or structures to potential substantial adverse effects, including the risk

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48 Burbank, City of. January 29, 2013. Burbank 2035: General Plan. Available: <https://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431> Accessed January 5, 2021

49 Burbank, City of. January 29, 2013. Burbank 2035: General Plan. Available: <https://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431> Accessed January 5, 2021

50 Burbank, City of. January 29, 2013. Burbank 2035: General Plan. Available: <https://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431> Accessed January 5, 2021

of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides. Therefore, the GGRP Update and GHG Threshold would result in no impact related to seismic- and landslide-related hazards.

**NO IMPACT**

*b. Would the project result in substantial soil erosion or the loss of topsoil?*

The GHG Emissions Threshold is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Threshold would not result in construction or operational impacts related to substantial loss of topsoil. The GGRP Update would not involve land use or zoning changes, but it would promote infrastructure development and redevelopment. As a policy document, the GGRP Update would not directly require ground-disturbing activities. However, implementation of the following measures may promote infrastructure development and redevelopment. Measure BE-1.1 and BE-1.2 promote electrification of newly constructed and existing buildings, while Measure C-1.1 and EG-1.1 promote installation of solar panels to facilitate the switching of building fuel and aim also to develop a battery storage program. Measure T-1.1 involves the implementation of the Complete Our Streets Plan, which would include the installation of new bicycle and pedestrian facilities/infrastructure and Measure T-3.1 encourages the installation of electric vehicle charging stations and supporting infrastructure. Furthermore, Measure CS-1.1, facilitates the preparation of an Urban Forest Master Plan and seeks to plant and maintain 2,000 net new trees by the year 2030.

The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces, which in some cases may include minor temporary excavation. As such, the GGRP Update could result in construction-related soil erosion and topsoil loss impacts associated with such installations and plantings. However, projects would be reviewed for consistency with Burbank General Plan policies and other local and State geology and soils regulations prior to final siting and construction. Further, compliance with existing regulations, including California Building Code requirements, City-issued permit requirements, and construction general permit requirements, would minimize potential cumulative seismic and geologic impacts. Therefore, the GGRP Update and GHG Threshold would result in a less than significant impact related to soil erosion, loss of topsoil, and the presence of unstable soils.

**LESS THAN SIGNIFICANT IMPACT**

*c. 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?*

*or*

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

The GHG Emissions Threshold is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Threshold would not result in construction or operational impacts related to project location on expansive soil. Additionally, the GGRP Update is a policy document containing measures that are consistent with the General Plan. Some of the proposed measures of GGRP Update would support construction

projects, such as electric vehicle charging station construction. However, the City's Building and Safety Division would determine which projects would be required to conduct geotechnical studies based on the scope of the development and adhere to related recommendations prior to final siting and construction that would reduce impacts. Therefore, the GGRP Update and GHG Emissions Threshold would result in a less than significant impact related to risks associated with location 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 as well as expansive soils.

**LESS THAN SIGNIFICANT IMPACT**

- e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The GGRP Update and GHG Emissions Threshold would not involve the development of habitable structures and, thus, no use of septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur related to soil capability support of alternative wastewater disposal systems.

**NO IMPACT**

- f. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The GHG Emissions Threshold is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Threshold would not result in construction or operational impacts related to paleontological resources. The GGRP Update would not involve land use or zoning changes. Rather the GGRP Update would promote infrastructure development and redevelopment. As a policy document, the GGRP Update would not directly result in impacts related to paleontological resources or unique geologic features. However, implementation of the following GGRP Update measures and supporting actions may promote infrastructure development and redevelopment.

Measure BE-1.1 and BE-1.2 promote electrification of newly constructed and existing buildings, while Measure C-1.1 and EG-1.1 promote installation of solar panels to facilitate the switching of building fuel and aim also to develop a battery storage program. Measure T-1.1 involves the implementation of the Complete Our Streets Plan, which would include the installation of new bicycle and pedestrian facilities/infrastructure and Measure T-3.1 encourages the installation of electric vehicle charging stations and supporting infrastructure. Furthermore, Measure CS-1.1, facilitates the preparation of an Urban Forest Master Plan and seeks to plant and maintain 2,000 net new trees by the year 2030. However, geotechnical and design guideline studies would be required for future projects, in addition to adherence with related recommendations prior to final siting and construction. Therefore, the GGRP Update and GHG Emissions Threshold would result in a less than significant impact related to paleontological resources or unique geologic features.

**LESS THAN SIGNIFICANT IMPACT**

**Cumulative Impacts**

The cumulative projects scenario is total projected population growth for Burbank (109,686 persons) in 2030. Cumulative projects could expose additional people and property to seismic and geologic hazards that are present in the region. The magnitude of geologic hazards for individual

projects, including those associated with implementation of the GGRP Update, would depend upon the location, type, and size of development and the specific hazards associated with individual sites. Specific geologic hazards associated with individual project sites would be limited to those sites without affecting other areas. Similarly, potential impacts to paleontological resources associated with each individual site would be limited to that site without affecting other areas, and impacts related to these resources would be minimized on a case-by-case basis. Compliance with existing regulations, including California Building Code requirements, City-issued permit requirements, and construction general permit requirements, would minimize potential cumulative seismic and geologic impacts. Seismic and geologic hazards would be addressed on a case-by-case basis and would not result in cumulative impacts. Furthermore, as a guidance document, the GHG Emissions Threshold would not result in cumulative impacts. Therefore, implementation of the GGRP Update and GHG Emission Threshold would result in a less than significant cumulative impact related to geology and soils.

**LESS THAN SIGNIFICANT IMPACT**

# 8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?       | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- a. *Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*

The greenhouse effect is a natural occurrence that helps regulate the temperature of the Earth. The majority of radiation from the Sun hits Earth’s surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions. This process is essential to support life on Earth, because it warms the planet by approximately 60°F. Emissions from human activities since the beginning of the industrial revolution (approximately 270 years ago) have been adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat and contribute to an average increase in Earth’s temperature. Global warming is the observed increase in the average temperature of the Earth’s surface, and climate change is the resultant change in wind patterns, precipitation, and storms over an extended period.

GHGs produced by human activities include CO<sub>2</sub>, methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydroflourocarcons (HFCs), perfluorinated compound (PFC), and sulfur hexafluoride (SF<sub>6</sub>) (see Appendix B for more details related to these GHG gases).<sup>51</sup> Combustion of fossil fuels (gasoline, natural gas, and coal), deforestation, and decomposition of waste release carbon into the atmosphere that had been locked underground and stored in oil, gas, and other hydrocarbon deposits or in the biomass of surface vegetation. Since 1750, estimated concentrations of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O in the atmosphere have increased by over 36 percent, 148 percent, and 18 percent respectively, primarily due to human activity. Emissions of GHGs affect the atmosphere directly by changing its chemical composition.

Changes to the land surface also indirectly affect the atmosphere by changing the way in which Earth absorbs gases from the atmosphere. Potential impacts in California due to climate change

<sup>51</sup> The proposed GGRP only considers emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O because these are the GHGs most relevant to local government policymaking. These gases comprise a large majority of GHG emissions at the community level. The remaining gases (HFCs, PFC, and SF<sub>6</sub>) are emitted primarily in private sector manufacturing and electricity transmission and are the subject of regulation at the state level. Therefore, these gases were omitted from the GGRP Update.

include sea level rise, more extreme-heat days and high-ozone days, larger and more frequent forest fires, and more drought years.<sup>52</sup> Although GHG emissions do not typically cause direct health impacts at a local level, GHG emissions can result in indirect health impacts by contributing to climate change, which can have public health implications. The primary public health impacts of climate change include the following:<sup>53</sup>

- Increased incidences of hospitalization and deaths due to increased incidences of extreme heat events
- Increased incidences of health impacts related to ground-level ozone pollution due to increased average temperatures that facilitate ozone formation
- Increased incidences of respiratory illnesses from wildfire smoke due to increased incidences of wildfires
- Increased vector-borne diseases due to the growing extent of warm climates
- Increased stress and mental trauma due to extreme events and disasters, economic disruptions, and residential displacement

The City of Burbank has completed a total Burbank (i.e., community and municipal) GHG emissions inventory for the year 2019, which is summarized in Table 1. The largest sectors of GHG emissions are related to energy and transportation, followed by solid waste and water. The measures and actions address municipal and communitywide GHG emissions. As part of the GGRP Update, Burbank is committed to an emissions reduction target of 49 percent below 2010 levels by 2030 (SB 32 target year), 66 percent below 2010 levels by 2035 (General Plan horizon year) and reaching carbon neutrality by 2045 (EO B-55-18 target year). This 2030 GHG emissions goal is selected to be consistent with SB 32 State emissions targets and CEQA Guidelines § 15183.5 for a qualified GHG emissions reduction strategy as well as to be achievable by City-supported measures identified in the GGRP Update. The GGRP Update includes a BAU and adjusted forecast of GHG emissions that will enable the City to estimate the amount of emissions reductions needed to meet its goal.

The GGRP Update includes measures to increase use of zero-emission vehicles; increase use of public, active, and shared transportation; reduce water consumption and waste generation; increase recycling and composting; and increase tree planting. It also includes Measures CG-1.1 through CG-1.4 related to completing an annual progress report, retrofitting all City streetlights and outdoor lighting to LEDs, electrification of existing City facilities, and implementation of a flexible employee commute program that will continue to allow the City to lead by example. Table 3 includes a complete list of measures and descriptions of respective supporting actions included in this GGRP Update. The measures included in the GGRP Update combined with Statewide legislation and initiatives and regional transportation programs will enable the City to meet its emissions reduction target of 49 percent below 2010 levels by 2030 (SB 32 target year). Table 5 shows the contribution of the Statewide initiatives along with the measures and actions. The City needs to achieve 86,555 MT CO<sub>2</sub>e of GHG emissions reductions by 2030 to meet its goal. The total estimated GHG reductions accounted for in the GGRP Update total 90,347 MT CO<sub>2</sub>e by 2030.

Figure 3 and Table 5 illustrate how the BAU emissions are estimated to increase, thus widening the emissions reductions needed by 2030. Figure 3 **Error! Reference source not found.** also shows emissions reductions expected from State level actions as well as the reductions needed to reach the Burbank emissions target. The measures and supporting action combined with Statewide

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52 California Energy Commission (CEC). 2009. Environmental Health and Equity Impacts from Climate Change and Mitigation Policies in California: A Review of the Literature. Accessed January 2, 2021.

53 California Natural Resources Energy. 2018. California's Fourth Climate Change Assessment Statewide Summary Report. <<http://www.climateassessment.ca.gov/state/>>. Accessed January 2, 2021.



legislation and initiatives and Countywide transportation programs will enable the City of Burbank to meet its 2030 emissions reduction target.

The GGRP Update includes a list of 19 measures intended to reduce Burbank GHG emissions. Implementation of the GGRP Update would result in the reduction of community and municipal operational GHG emissions, while only generating temporary GHG emissions during construction of infrastructure development and redevelopment such as electric vehicle charging stations, bicycle paths, et cetera. Additionally, the GGRP Update would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption and vehicle miles traveled (and thus air pollution), water consumption, and solid waste generation. The GHG Emissions Threshold is a guidance document and does not propose development or changes to land use and zoning and, thus, would not result in construction or operational impacts related to GHG emissions. The GHG Emissions Threshold would establish GHG emissions targets and analysis methodologies that are enforced during CEQA review with the intention of reducing GHG emissions associated with construction and operation of future projects and plans in the City. Therefore, the GGRP Update and GHG Emissions Threshold would result in a less than significant impact related to generation of GHG emissions.

**LESS THAN SIGNIFICANT IMPACT**

- b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

The GGRP Update and GHG Emissions Threshold are policy-level documents that set strategies to reduce GHG emissions within the City in an effort to also comply with State regulations. As discussed under Topic 8a above, the GGRP Update includes measures and actions to reduce City GHG emissions from forecasted levels by approximately 90,347 MT CO<sub>2</sub>e by 2030. The purpose of the GGRP Update is to meet Burbank’s proportionate fair share of the Statewide GHG emissions reduction target set by AB 32 and SB 32 and work toward the State’s longer-term target of carbon neutrality identified in Executive Order B-55-18. The GGRP Update would not conflict with any applicable GHG reduction plans, including the California Climate Change Scoping Plan and the California Climate Change Scoping Plan Updates. For example, the GGRP Update and GHG Emissions Threshold specifically include policies and a locally appropriate quantitative threshold consistent with Statewide per-capita goals, as recommended by the 2017 Scoping Plan. The GGRP Update identifies how the City would achieve consistency with the Statewide GHG emissions limit.

The GHG Emissions Threshold would establish GHG emissions targets and analysis methodologies that are enforced during CEQA review with the intention of reducing GHG emissions associated with construction and operation of future projects and plans in the City. The GGRP Update would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption and vehicle miles traveled (and thus air pollution), water consumption, and solid waste generation. Therefore, the GGRP Update and GHG Emission Threshold would result in a less than significant impact related to consistency with applicable GHG emissions reduction plans, policies, and regulations.

**LESS THAN SIGNIFICANT IMPACT**

**Cumulative Impacts**

The cumulative projects scenario is total projected population growth for Burbank (109,686 persons) in 2030. Analyses of GHG emissions and climate change are cumulative in nature, as they

affect the accumulation of GHG emissions in the atmosphere. Cumulative projects that exceed the thresholds discussed above would have a significant impact related to GHG emissions and climate change, both individually and cumulatively. The GGRP Update creates a GHG emissions reduction strategy (consistent with Section 15183.5 of the CEQA Guidelines) for the City of Burbank. The GGRP Update includes a series of strategies, measures, and actions that are intended to reduce communitywide GHG emissions by approximately 49 percent below 2010 levels by 2030, which provides substantial progress toward meeting the City carbon neutrality goal by 2045, while meeting State goals. The GGRP Update acknowledges that additional actions beyond those identified in the plan will be necessary to achieve carbon neutrality and, therefore, provides a mechanism for updating and adopting a new plan triennially in order to incorporate new measures and technologies that will further the City toward meeting its goal of carbon neutrality. As such, the GGRP Update would result in the reduction of GHG emissions rather than generating GHG emissions. Furthermore, as a guidance document, the GHG Emissions Threshold would not result in cumulative impacts. Rather, the GHG Emissions Threshold would establish GHG emissions targets and analysis methodologies that are enforced during CEQA review with the intention of reducing GHG emissions associated with construction and operation of cumulative buildout.

**LESS THAN SIGNIFICANT IMPACT**

# 9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located in 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b. *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?*

The GHG Emissions Threshold is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Threshold would not result in construction or operational impacts related to creating a significant hazard. The GGRP Update is a policy document containing actions and supporting measures to reduce GHG emissions. The proposed GGRP Update does not involve identified site-specific development, nor would it facilitate new development. Implementation of the GGRP Update measures and supporting actions would not involve the routine transport, use, or disposal of hazardous materials and would not create reasonably foreseeable upset and/or accidental conditions involving the release of hazardous materials into the environment.

Implementation of some of the GGRP Update measures and actions, such as the installation of bicycle facilities, energy retrofits, and electric vehicle charging stations, may involve the use and transport of fuels, lubricating fluids, and solvents, among other activities. These types of materials are not considered acutely hazardous, and all storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances Control (CDTSC), United States Environmental Protection Agency (USEPA), Occupational Safety & Health Administration (OSHA), and Los Angeles County Department of Public Health - Environmental Health Division. Additionally, future development would be subject to review by the City for compliance with the General Plan and Municipal Code and would also be required to comply with applicable local, State, and Federal regulations. Therefore, the GGRP Update and GHG Emissions Threshold would result in a less than significant impact related to creating a significant hazard.

**LESS THAN SIGNIFICANT IMPACT**

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

The GHG Emissions Threshold is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Threshold would not result in construction or operational impacts related to handling hazardous materials. The GGRP Update is a policy document containing measures and actions to reduce GHG emissions. The proposed GGRP Update does not include site-specific proposals and development, nor would it emit or handle hazardous materials. Implementing some measures and actions may require future development or improvements, such as bike paths, solar panels, electric vehicle charging stations, battery storage, or building improvements related to electrification. However, projects would be reviewed for consistency with the General Plan and Municipal Code and applicable local, State, and federal regulations. Therefore, the GGRP Update and GHG Emissions Threshold would result in a less than significant impact related to handling of hazardous materials in proximity to an existing or proposed school.

**LESS THAN SIGNIFICANT IMPACT**

- d. *Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The GHG Emissions Threshold is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Threshold would not result in construction or operational impacts related to project site location on a site listed on a hazardous material site. The GGRP Update is a policy document containing measures and supporting actions to reduce GHG emissions. The GGRP Update does not include site-specific proposals and development, but implementation of the measures and actions could result in projects that may be located on listed hazardous materials site. However, future projects would be reviewed for consistency with the General Plan and Municipal Code and would be required to comply with applicable local, State, and federal regulations. Therefore, the GGRP Update and GHG Emissions Threshold would result in a less than significant impact related to location on a listed hazardous materials site.

**LESS THAN SIGNIFICANT IMPACT**

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

The Hollywood Burbank Airport is located in the City. The airport is located in the northwestern portion of the City, at 2627 N Hollywood Way. The GGRP Update and GHG Emissions Threshold are policy documents and implementation of which would not increase airport activity or otherwise increase potential exposure to aircraft-related hazards. Additionally, projects associated with the GGRP Update would undergo project-level CEQA review. Therefore, the GGRP Update and GHG Emissions Threshold would result in no impact related to risks associated with location proximate to a public airport.

**NO IMPACT**

- f. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The GGRP Update and GHG Emissions Threshold are policy documents intended to reduce GHG emissions. The proposed GGRP Update and GHG Emissions Threshold do not involve site-specific development, nor would it facilitate new development that would interfere with adopted emergency plans. Therefore, the GGRP Update and GHG Emissions Threshold would result in no impact related to impairment or interference with implementation of an emergency response or evacuation plan.

**NO IMPACT**

- g. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

Two Mountain Fire Zones are designated by the Burbank Fire Department.<sup>54</sup> One zone is located along the foothills of the Verdugo Mountains in northeast Burbank, and the other is located in

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<sup>54</sup> Burbank, City of. February 19, 2013. Burbank 2035: General Plan. <  
<https://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431>> Accessed December 26, 2020.

southwestern portion of the City adjacent to the Warner Bros. Studios. According to California Department of Forestry and Fire Protection (CalFIRE), Burbank is located in a designated California Very High Fire Hazard Severity Zone.<sup>55</sup> Per the Burbank General Plan Safety Element, the City is susceptible to loss from fire in the urban-wildland interface due to its proximity to the Verdugo Mountains and the Hollywood Hills.<sup>56</sup> Furthermore, City Municipal Code Chapter 1 (Building and Fire) provides regulations related to the safety of life and property from fire within the City.<sup>57</sup> The GGRP Update is a policy-level document that does not propose specific or other physical changes such as habitable development that could be put at risk in the case of a wildfire, nor does it grant entitlements for development that would have the potential to directly cause wildfire. Rather, the GGRP Update would aim to reduce natural gas infrastructure that poses wildfire risk if damaged during seismic events and to underground new or restructured electric power lines that pose wildfire risk if damaged during high-wind events. Thus, the GGRP Update and Emissions Threshold would result in no impact related to wildfire.

#### **NO IMPACT**

### **Cumulative Impacts**

The cumulative projects scenario is total projected population growth for Burbank (109,686 persons) in 2030. Hazards and hazardous materials impacts are typically site specific in nature. Cumulative projects, including the GGRP Update, are not anticipated to contribute to cumulative hazards and hazardous materials impacts with adherence to applicable General Plan policies, applicable regional and County regulations (e.g., Los Angeles County Hazardous Waste Management Plan), and applicable State and Federal regulatory requirements. Furthermore, as a guidance document, the GHG Emissions Thresholds would not result in cumulative impacts. Therefore, implementation of the GGRP Update and GHG Emissions Threshold would result in a less than significant cumulative impact related to hazards and hazardous materials.

#### **LESS THAN SIGNIFICANT IMPACT**

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55 California Department of Forestry and Fire Protection (CalFIRE). 2020. Fire Hazard Severity Zone Viewer. <https://egis.fire.ca.gov/FHSZ/>. Accessed March 3, 2021.

56 Burbank, City of. February 19, 2013. Burbank 2035: General Plan. < <https://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431>> Accessed December 26, 2020.

57 Burbank, City of. 2021. Municipal Code Chapter 1 (Building and Fire). < <https://www.codepublishing.com/CA/Burbank/>>. Accessed March 3, 2021.

# 10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunamis, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

The GHG Emissions Thresholds is a guidance document as does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Thresholds would not result in construction or operational impacts related to water quality standards. The GGRP Update is a policy document containing measures and actions intended to reduce GHG emissions in the City. Future projects would be reviewed for consistency with local and State regulations, including the implementation of stormwater pollution prevention plans (SWPPPs). As such, the GGRP Update's related infrastructure changes would not utilize or alter water supply or result in new or different wastewater discharge. Additionally, projects would be small in scale and not result in substantial, adverse impacts related to surface or groundwater quality. Therefore, the GGRP Update and GHG Emissions Threshold would result in no impact related to surface or groundwater water quality in Burbank.

**NO IMPACT**

- 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?*

The GHG Emissions Thresholds is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Thresholds would not result in construction or operational impacts related to groundwater supplies. The GGRP Update is a policy document containing measures and supporting actions that are consistent with the City's General Plan. In addition, implementation of the GGRP Update actions related to infrastructure development and redevelopment would not substantially degrade groundwater quality or groundwater recharge. As a result, no adverse impacts related to groundwater supplies or resources would occur.

Measure CS-1.1 facilitates the preparation of an Urban Forest Master Plan and seeks to plant and maintain 2,000 net new trees by the year 2030. Encouragement of tree planting and thus provision of pervious areas in the City would increase groundwater recharge. As such, implementing the GGRP Update would have a beneficial effect related to local groundwater recharge as well as support groundwater management in Burbank. Therefore, the GGRP Update and GHG Emissions Threshold would result in no impact related to impedance of sustainable groundwater management in the San Fernando Groundwater Basin.

**NO IMPACT**

- c. *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 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 off-site;*
  - 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?*



The GHG Emissions Thresholds is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Thresholds would not result in construction or operational impacts related to alterations in polluted runoff. Implementation of the following GGRP Update measures and supporting actions may promote infrastructure development and redevelopment. Measure BE-1.1 and BE-1.2 promote electrification of newly constructed and existing buildings, while Measure C-1.1 and EG-1.1 promote installation of solar panels to facilitate the switching of building fuel and aim also to develop a battery storage program. Measure T-1.1 involves the implementation of the Complete Our Streets Plan, which would include the installation of new bicycle and pedestrian facilities/infrastructure and Measure T-3.1 encourages the installation of electric vehicle charging stations and supporting infrastructure. Furthermore, Measure CS-1.1, facilitates the preparation of an Urban Forest Master Plan and seeks to plant and maintain 2,000 net new trees by the year 2030.

Projects would be required to undergo environmental review, including assessment and mitigation incorporation, including the implementation of a SWPPP and compliance with applicable local, State, and Federal regulations once project details and locations are known. Further, GGRP Update-related infrastructure changes would be designed to not result in substantial additional erosion or runoff. Therefore, the GGRP Update and GHG Emissions Thresholds would result in a less than significant impact related to drainage flows and polluted runoff.

#### LESS THAN SIGNIFICANT IMPACT

*d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

The City is not located within designated seiche or tsunami zones.<sup>58</sup> Portions of the City are within the 100- and 500-year flood zones defined by Federal Emergency Management Agency (FEMA).<sup>59</sup> Additionally, three reservoirs upstream from Burbank, Reservoirs #1, #4, and #5, are classified as dams by the California Department of Water Resources. Though small, these reservoirs impound more than 50 acre-feet of water. However, these reservoirs are not large enough to result in considerable risk of inundation in Burbank that would result from failure of any of the facilities.

In Burbank, new construction, including infrastructure projects associated with implementation of the GGRP Update, in flood-prone areas must comply with Chapter 1 (Building and Fire) of the Burbank Municipal Code. In Burbank, construction, including infrastructure projects associated with implementation of the GGRP Update, must comply with City General Plan Safety Element goals/policies related to hazards, including flooding hazards. In addition, Burbank works with the Los Angeles County Flood Control District to maintain, to identify, and fund flood control improvements regularly, and to update the Burbank All- Hazard Mitigation Plan on a regular basis.<sup>60</sup> Therefore, the GGRP Update and GHG Emissions Thresholds would result in a less than significant impact related to flooding and inundation resulting in release of pollutants.

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58 Burbank, City of. February 19, 2013. Burbank 2035: General Plan. <<https://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431>> Accessed December 26, 2020.

59 Burbank, City of. February 19, 2013. Burbank 2035: General Plan. <<https://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431>> Accessed December 26, 2020.

60 Burbank, City of. February 19, 2013. Burbank 2035: General Plan. <<https://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431>> Accessed December 26, 2020.

**LESS THAN SIGNIFICANT IMPACT**

- e. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The GHG Emissions Thresholds is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Thresholds would not result in construction or operational impacts related to obstruction of a water quality control plan. The GGRP Update measures would not include direct extraction of groundwater and rather encourages water savings through conservation. The GGRP Update would not interfere with or obstruct implementation of water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, the GGRP Update and GHG Emissions Thresholds would result in no impact related to consistency with a water quality control plan or sustainable groundwater management plan.

**NO IMPACT**

**Cumulative Impacts**

The cumulative projects scenario is total projected population growth for Burbank (109,686 persons) in 2030. Cumulative projects, including the GGRP Update, are not anticipated to contribute to cumulative hydrology and water quality impacts with adherence to applicable General Plan policies and other applicable City policies, as well as applicable State and federal regulatory requirements. Implementation of the GGRP Update would not contribute to an increase in growth and development in Burbank but could result in infrastructure development or redevelopment projects, including renewable energy facilities and alternative transportation thoroughfares. As such, implementation of the GGRP Update and other cumulative projects could have incremental impacts related to hydrology and water quality, with potential minor alterations to existing drainage patterns in the City. However, cumulative projects would comply with applicable local, State, and Federal regulations related to hydrology and water quality. Therefore, implementation of the GGRP Update would result in a less than significant cumulative impact related to hydrology and water quality.

**LESS THAN SIGNIFICANT IMPACT**

# 11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a. Would the project physically divide an established community?*

The GHG Emissions Thresholds is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Thresholds would not result in construction or operational impacts related to division of an established community. The GGRP Update is a policy document containing measures and actions that are consistent with the Burbank General Plan and does not include specific development projects that would divide an established community. Measure T-1.1 involves the installation of new bicycle and pedestrian facilities, Measure T-1.2 includes providing clean, abundant, affordable, and accessible public transit, and Measure T-3.1 encourages the installation of electric vehicle charging stations and supporting infrastructure. These measures are aimed at decreasing vehicle miles traveled and increasing active transportation within the City. Such measures and supporting actions would help to increase connectivity within the Burbank community. Therefore, the GGRP Update would result in no impact related to division of an established community.

**NO IMPACT**

*b. 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?*

The GHG Emissions Thresholds is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Thresholds would not result in impacts related to conflict with a land use plan. The GGRP Update is a policy document containing measures and actions that are consistent with the Burbank General Plan and that are designed to reduce adverse environmental impacts associated with climate change. Nonetheless, implementing the GGRP Update would require some modification of existing policies, including developing and implementing new programs, and projects, or modifying existing ones. For example, Measures BE-1.1, BE-1.2, T-1.1, T-1.2, T-2.1, T-2.2, T-3.1, T-4.1 SW-1.1, and CS-1.1 call for the adoption of new codes/ordinances related to building electrification, solar and electric vehicle charging infrastructure installation, natural gas ban, organic waste collection and recovery, and

shade trees. In addition, Measure T-1.1 calls for the amendment of the zoning code to require installation of bike parking in instances where off-street parking is required.

Implementation of the following measures may promote infrastructure development and redevelopment. Measure BE-1.1 and BE-1.2 promote electrification of newly constructed and existing buildings, while Measure C-1.1 and EG-1.1 promote installation of solar panels to facilitate the switching of building fuel and aim also to develop a battery storage program. The physical changes these upgrades and additions would entail are dependent on the year of building construction and location of electrical and service panels and plumbing for connection of condensate drains, which in some cases may include modifications to the interior and/or exterior of buildings for wiring and panel replacement and minor excavation for connection of drainage to sewer systems.

Measure T-1.1 involves the implementation of the Complete Our Streets Plan, which would include the installation of new bicycle and pedestrian facilities/infrastructure and Measure T-3.1 encourages the installation of electric vehicle charging stations and supporting infrastructure. Furthermore, Measure CS-1.1, facilitates the preparation of an Urban Forest Master Plan and seeks to plant and maintain 2,000 net new trees by the year 2030. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces, which in some cases may include minor temporary excavation. In order to implement these measures and the supporting actions, the City Municipal Code, General Plan, and other applicable documents may need to be amended to reflect new or modified requirements.

However, where modifications of existing policies are needed, such as updates to policies related to energy and active transportation, the measures would result in greater avoidance or reduction of environmental effects. Therefore, the GGRP Update and GHG Emission Thresholds would result in no impact related to consistency with current land use plans or policies.

#### **NO IMPACT**

### **Cumulative Impacts**

The cumulative projects scenario is total projected population growth for Burbank (109,686 persons) in 2030. The GGRP Update is a policy document containing measures and actions that are consistent with the City's General Plan. Nonetheless, implementing the GGRP Update would require some modification of existing policies and ordinances, including developing and implementing new programs, and projects, or modifying existing ones. The proposed policy changes are consistent with the intent of the goals and policies established within the City General Plan and Zoning Regulations and would not cumulatively contribute to population growth or the loss of housing. Cumulative projects, including the GGRP Update, would be required to adhere to City development regulations and General Plan policies to retain land use character and minimize environmental impacts. And GGRP Update projects would be reviewed for consistency with the General Plan and other applicable regulatory land use actions prior to approval. Furthermore, as a guidance document, the GHG Emissions Thresholds would not result in cumulative impacts. Therefore, implementation of the GGRP Update would result in a less than significant cumulative impact related to land use.

#### **LESS THAN SIGNIFICANT IMPACT**

# 12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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?*

The City of Burbank General Plan states approximately half of the City is located on an area that is classified by the State Mining and Geology Board as MRZ-2, which is a mineral classification that indicates that mineral resources may be present. The remainder of the City is located on an area that is classified as MRZ-3, which indicates that the significance of mineral resources could not be evaluated based on available data. Likewise, because the City is urbanized, further classification of the MRZ-2 area cannot be done to determine if there really are significant mineral resources in the area. Because future mining activities could not occur without impacting large areas of the City, the General Plan notes that mining is infeasible and the City therefore is not considered to be a potential future source of mineral resources. The GGRP Update and GHG Emissions Thresholds would not facilitate infrastructure development projects within the City that could result in the loss of availability of known mineral resources. Therefore, the GGRP Update would result in no impact related to mineral resource.

**NO IMPACT**

**Cumulative Impacts**

The cumulative projects scenario is total projected population growth for Burbank (109,686 persons) in 2030. While the City of Burbank General Plan states approximately half of the City is located on an area that is classified by the State Mining and Geology Board as MRZ-2, the General Plan also notes that mining is infeasible and the City therefore is not considered to be a potential future source of mineral resources. As such, no cumulative impact related to mineral resources could occur.

Therefore, implementation of the GGRP Update and GHG Emissions Threshold would result in no cumulative impact related to mineral resources.

**NO IMPACT**

# 13 Noise

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

a. *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?*

Noise is unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). Because of the way the human ear works, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources (such as construction equipment). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance; while noise from a point source typically attenuates at about 6 dBA per doubling of distance. Noise levels may also be reduced by the introduction of intervening structures. For example, a single row of buildings between the receptor

and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm that breaks the line-of-sight reduces noise levels by 5 to 10 dBA.

The Noise Element of the Burbank General Plan aims to ensure appropriate noise levels considered compatible for community noise environments. Noise in Burbank is primarily generated by vehicular traffic on major arterials and the freeway network, with noise from railroads and aircraft operations representing a major secondary source of noise in certain parts of the City. Land uses adjacent to these roadways, railroads, and the airport, are affected by machinery, industrial activity, and vehicle generated noise. Secondary sources of noise in the City are generated by construction and maintenance activities associated with both public and private works and development projects as well as noise generated by movie and television studios, including explosions, vehicle operations, loudspeakers, and mechanical equipment.<sup>61</sup> The “ambient environment” includes noise emanating from the Burbank Airport, Traffic on Route 5 and Route 134, and the local roadway network. Existing ambient noise levels range from 76 dBA to 100 dBA. Noise levels exceed 65 dBA, a typical standard for “sensitive locations,” in some locations throughout the City. The City’s normally acceptable exterior noise exposure standard is 65 dBA community noise equivalent level (CNEL) or less for residential and other sensitive land uses.

The GHG Emissions Thresholds is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Thresholds would not result in construction or operational impacts related to excessive noise levels. The GGRP Update is a policy document containing programs that are consistent with the General Plan. Some of the measures and actions included in the GGRP Update would support construction projects, such as electric vehicle charging station construction that may result in a temporary increase in noise levels. However, future projects identified as measures/actions in the GGRP Update would be reviewed for consistency with the General Plan Noise Element and Municipal Code Chapter 3 Article 2 (Noise Control) and would be required to comply with applicable local, State, and Federal regulations.<sup>62</sup>

The Burbank General Plan identifies noise-sensitive land uses and noise sources and policies to provide for the protection of the community from the adverse effects of excessive noise. The GGRP Update encompasses a suite of GHG-reduction opportunities that affect the transportation sector. For example, Measures T-1.1 and T-1.2 aim to implement the Complete Our Streets Plan and increase transit use. These measures would not only reduce vehicle miles traveled but also reduce traffic-related noise in Burbank. Therefore, the GGRP Update and GHG Emissions Threshold would not generate excessive noise levels and, therefore, would result in a less than significant impact related to noise exposure.

### **LESS THAN SIGNIFICANT IMPACT**

*b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as

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61 Burbank, City of. February 19, 2013. Burbank 2035: General Plan. <<https://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431>> Accessed December 26, 2020.

62 Burbank, City of. 2020. Municipal Code Chapter 3 Article 2 (Noise Control). <https://www.codepublishing.com/CA/Burbank/>. Accessed February 2, 2021



groundborne noise.<sup>63</sup> Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or Root Mean Square (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings.<sup>64</sup> Vibration significance ranges from approximately 50 vibration decibels (VdB), which is the typical background vibration-velocity level, to 100 VdB, the general threshold where minor damage can occur in fragile buildings.<sup>65</sup> The general human response to different levels of groundborne vibration velocity levels is described in Table 6.

**Table 6 Human Response to Different Levels of Groundborne Vibration**

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day

VdB = vibration decibels  
 Source: Federal Transit Administration. Transit Noise and Vibration Impact Assessment Manual. 2018.<sup>66</sup>

The GHG Emissions Thresholds is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Thresholds would not result in construction or operational impacts related to groundborne vibration. The GGRP Update is a policy document containing measures that are consistent with the General Plan. Some of the measures and actions would support construction projects, such as electric vehicle charging station construction that may result in a temporary increase in groundborne vibration. However, future projects would be subject to review by the City for compliance with the General Plan and Municipal Code and would be required to comply with applicable local, State, and Federal regulations. Therefore, the GGRP would result in a less than significant impact related to groundborne vibration.

**LESS THAN SIGNIFICANT IMPACT**

- c. *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use*

63 California Department of Transportation (Caltrans). 2013. Transportation and Construction Vibration Guidance Manual (CT-HWANP-RT-13-069.25.3). <[http://www.dot.ca.gov/hq/env/noise/pub/TCVGM\\_Sep13\\_FINAL.pdf](http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf)>. Accessed February 16, 2021.  
 64 Federal Highway Administration (FHWA). 2006. Highway Construction Noise Handbook. (FHWAHEP-06-015; DOT-VNTSC-FHWA-06-02). <[http://www.fhwa.dot.gov/environment/construction\\_noise/handbook](http://www.fhwa.dot.gov/environment/construction_noise/handbook)>. Accessed February 16, 2021.  
 65 Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. <[https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf)>. Accessed February 16, 2021.  
 66 Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment Manual. <[https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf)>. Accessed February 16, 2021.

*airport, would the project expose people residing or working in the project area to excessive noise levels?*

The Hollywood Burbank Airport is the only public airport or airstrip located in the City. The airport is located in the northwestern portion of the City, at 2627 N Hollywood Way. The GHG Emissions Thresholds is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Thresholds would not result in noise exposure impacts related to airports, airstrips, or helicopters. The GGRP Update does not propose land use or zoning changes related to airports, airstrips, or heliports, nor does it include development that would increase exposure to excessive noise levels associated with operation of airports, airstrips, or heliports. Therefore, the GGRP Update and GHG Emissions Thresholds would result in no impact related to aviation-related noise exposure.

**NO IMPACT**

**Cumulative Impacts**

The cumulative projects scenario is total projected population growth Burbank (109,686 persons) in 2030. The GGRP Update is a policy document containing measures and actions that are consistent with the City of Burbank General Plan. Some of the measures would support construction projects, such as electric vehicle charging station construction, which may result in a temporary increase in groundborne vibration or noise levels. However, cumulative projects, including the GGRP Update, would be subject to review by the City for compliance with the General Plan and Municipal Code and would be required to comply with applicable State and federal regulations. Additionally, the GGRP Update encompasses a suite of GHG-reduction opportunities that would decrease traffic and traffic-related noise. As such, implementation of the GGRP Update would not generate excessive groundborne vibration or noise levels. Therefore, the GGRP Update would result in a less than significant cumulative impact related to noise.

**LESS THAN SIGNIFICANT IMPACT**

# 14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Induce substantial unplanned 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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)?*
- or
- b. *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The GHG Emissions Thresholds is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Thresholds would not result in construction or operational impacts related to substantial unplanned population growth. Likewise, the GGRP Update does not include measures or actions that would increase the population or induce additional population growth that would displace people or housing. Therefore, the GGRP Update and GHG Emissions Threshold would result in no impact related to population and housing.

**NO IMPACT**

## Cumulative Impacts

The cumulative projects scenario is total projected population growth for Burbank (109,686 persons) in 2030. Cumulative projects, including the GGRP Update, are not anticipated to displace people or housing nor induce substantial unplanned population growth in the City. Specifically, the GGRP Update would not contribute to person or housing displacement in the City of Burbank nor result in population growth beyond that already assumed and planned for in the General Plan. Therefore, the GGRP Update and GHG Emissions Threshold would result in no cumulative impact related to population and housing.

**NO IMPACT**

# 15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered facilities, or the need for new or physically altered 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;*
- *Police protection;*
- *Schools;*
- *Parks; or*
- *Other public facilities?*

The GHG Emissions Thresholds is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Thresholds would not result in construction or operational impacts related to public services. The GGRP Update is a policy document containing measures and actions that are consistent with the Burbank General Plan. Implementation of the GGRP Update would not result in increases in population or induce additional population growth. As such, the GGRP Update would not require the construction of new or physically altered governmental facilities to serve additional population, the construction of which could cause significant environmental impacts. Furthermore, future projects identified as

measures/actions in the GGRP Update would be reviewed for consistency with the Burbank General Plan and other applicable local and State regulations.

Nonetheless, implementing the GGRP Update would require some modification of existing policies, including developing and implementing new programs and projects, or modifying existing ones. The GGRP Update is designed to reduce adverse environmental impacts associated with climate change. While modifications of existing policies are needed, the measures and actions included in the GGRP Update would not result in increases in population or induce additional population growth that would result in the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities. Therefore, the GGRP Update and GHG Emissions Threshold would result in no impact related to public services in terms of need for the construction of new or altered governmental facilities.

**NO IMPACT**

**Cumulative Impacts**

The cumulative projects scenario is total projected population growth for Burbank (109,686 persons) in 2030. Implementation of cumulative projects, including the GGRP Update, would not result in increases in population or induce additional population growth beyond that assumed under the Burbank General Plan. Therefore, implementation of the GGRP Update would not result in substantial cumulative need to expand public services facilities. Therefore, the GGRP Update would result in a less-than significant cumulative impact related to public services.

**LESS THAN SIGNIFICANT IMPACT**

# 16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?*

or

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

Burbank is a primarily urbanized community with approximately 2,700 total acres of designated open space throughout the City, including approximately 700 acres of improved parkland.<sup>67</sup> The General Plan Open Space and Conservation Element incorporate goals and policies to protect open space and recreational resources in the City.<sup>68</sup> Additionally, the City Municipal Code Chapter 1 Zoning outlines regulation of park accessibility, services, and maintenance within the City.

The GHG Emissions Thresholds is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Thresholds would not result in construction or operational impacts related to neighborhood or regional parks. The GGRP Update is a policy document containing programs that are consistent with the Burbank General Plan. Additionally, the GGRP Update would not result in substantial population growth or direct land use changes. As such, implementation of the GGRP Update would not result in a substantial physical deterioration of parks or other recreational facilities or result in the need to expand recreational facilities. Therefore, the GGRP Update and GHG Emissions Threshold would result in no impact related to the need for construction of new or altered recreational facilities.

## NO IMPACT

67 Burbank, City of. 2013. General Plan. <<https://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431>> Accessed February 5, 2021.

68 Burbank, City of. 2013. General Plan. <<https://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431>> Accessed February 5, 2021.

## **Cumulative Impacts**

The cumulative projects scenario is total projected population growth for Burbank (109,686 persons) in 2030. Implementation of cumulative projects, including the GGRP Update, would not result in increases in population or induce additional population growth beyond that assumed under the General Plan. In addition, the GGRP Update would not result in population growth or direct land use change. Therefore, implementation of the GGRP Update would not result in substantial cumulative physical deterioration of parks or other recreational facilities or result in the cumulative need to expand recreational facilities. Therefore, implementation of the GGRP Update and GHG Emissions Threshold would result in no cumulative impact related to recreation.

**NO IMPACT**

# 17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- or*
- b. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

The City embraces a policy direction to make Burbank a place where bicycling and walking are encouraged and fostered, and where safety, education and facilities are provided as an ongoing part of transportation and recreational planning and programs. While allowing people to circulate without cars is an emphasis of the Mobility Element, another emphasis is getting people to share rides and reduce the number of vehicular trips. In order to accomplish this, the City aims to take specific actions that will assist people in finding ways to share a ride, give priority to vehicles with more than a single occupant, or even eliminate the need for the trip totally.<sup>69</sup>

The City of Burbank General Plan Mobility Element includes the following applicable active transportation and transit with goal of reducing vehicle miles traveled policies:

- Policy 1.1 Consider economic growth, transportation demands, and neighborhood character in developing a comprehensive transportation system that meets Burbank’s needs.
- Policy 2.1 Improve Burbank’s alternative transportation access to local and regional destinations through land use decisions that support multimodal transportation.
- Policy 2.3 Prioritize investments in transportation projects and programs that support viable

<sup>69</sup> Burbank, City of. 2013. General Plan. <<https://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431>> Accessed February 5, 2021.



alternatives to automobile use.

- 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.
- Policy 2.5 Consult with local, regional, and state agencies to improve air quality and limit greenhouse gas emissions from transportation and goods movement.
- 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 3.5 Design street improvements so they preserve opportunities to maintain or expand bicycle, pedestrian, and transit systems.
- Policy 4.1 Ensure that local transit service is reliable, safe, and provides high-quality service to major employment centers, shopping districts, regional transit centers, and residential areas.
- Policy 4.2 Use best-available transit technology to better link local destinations and improve rider convenience and safety, including specialized services for youth and the elderly.
- Policy 4.3 Improve and expand transit centers; create a new transit center in the Media District.
- Policy 4.4 Advocate for improved regional bus transit, bus rapid transit, light rail, or heavy rail services linking Burbank’s employment and residential centers to the rest of the region.
- Policy 4.5 Improve transit connections with nearby communities and connections to Downtown Los Angeles, West San Fernando Valley, Hollywood, and the Westside.
- Policy 4.6 Proactively plan for transit deficiencies should Los Angeles County Metropolitan Transportation Authority (MTA) make cutbacks to local service.
- 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.
- Policy 4.8 Promote multimodal transit centers and stops to encourage seamless connections between local and regional transit systems, pedestrian and bicycle networks, and commercial and employment centers.
- Policy 4.9 Support efforts to create a seamless fare-transfer system among different transportation modes and operators.
- Policy 4.10 Actively promote public-private partnerships for transit-oriented development opportunities.
- 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.
- Policy 7.2 Design commercial and residential parking standards to limit new vehicle trips, incentivize transit use, and promote non-motorized transportation.

- Policy 7.3 Reconfigure or remove underutilized street parking when needed to accommodate safer bicycle travel, increase walkability, improve transit operation, or improve vehicle safety.
- Policy 8.1 Update and expand the citywide transportation demand management requirements to improve individual economic incentives and change traveler choice.
- Policy 8.2 Strengthen partnerships with transit management organizations to develop citywide demand management programs and incentives to encourage alternative transportation options.
- Policy 8.3 Require multi-family and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.
- 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 9.2 Address the needs of people with disabilities and comply with the requirements of the Americans with Disabilities Act during the planning and implementation of transportation improvement projects.
- Policy 9.3 Provide access to transportation alternatives for all users, including senior, disabled, youth, and other transit-dependent residents.
- Policy 9.4 Preserve and promote safe riding for equestrians to access public riding trails.

In addition, the City's Complete Our Streets Plan regulates the development and implementation of a bicycle and pedestrian network in order to provide a viable transportation alternative to the automobile, improves safety for bicyclists and pedestrians, maintenance of bicycle network, facility design, community involvement, safety, and education<sup>70</sup> Furthermore, the SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) identifies how the southern California region would meet its GHG emission reduction targets.<sup>71</sup> The SCAG 2016 RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve State GHG emission reduction goals and Federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support the vital goods movement industry, and utilize resources more efficiently.

The GHG Emissions Thresholds is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Thresholds would not result in construction or operational impacts related to conflict with a program, plan, ordinance, or policy addressing the transportation circulation system. The GGRP Update is a policy document containing measures and actions that are consistent with the City General Plan Mobility Element, Complete Our Streets Plan, and the SCAG 2016 RTP/SCS with many that are aimed at facilitating the implementation of the local transportation programs and improvements. For example, Measure T-1.1 aims to implement the Complete Our Streets Plan, increasing active transportation mode share; Measure T-1.2 intends to provide clean, abundant, affordable and accessible public transit; and Measure T-1.3 will continue TMO expansion.

The measures and supporting actions would be consistent with and promote the General Plan Mobility Element and the Complete Our Streets Plan. Implementation of some of the measures and actions included in the GGRP Update may require future infrastructure development or improvements, such as bike paths and lockers. However, projects would be subject to review by the City for compliance with the General Plan and be required to comply with applicable local, State,

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<sup>70</sup> Burbank, City of. June 16, 2020. Complete Our Streets Plan. <https://www.burbankca.gov/home/showpublisheddocument?id=54111> Accessed February 2, 2021.

<sup>71</sup> Southern California Association of Governments (SCAG). 2016. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. Available: <<http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx#toc>>. Accessed February 16, 2021.

and Federal regulations. Therefore, the GGRP Update and GHG Emissions Threshold would result in no impact related to consistency with plans addressing the transportation circulation system.

**NO IMPACT**

- c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*

*or*

- d. *Would the project result in inadequate emergency access?*

The GHG Emissions Thresholds is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Thresholds would not result in construction or operational impacts related to risk associated with transportation design or features. The GGRP Update is a policy document containing measures and supporting actions that are consistent with the City General Plan and would not facilitate development beyond that allowed under the General Plan. As such, it would not create transportation hazards or result in inadequate emergency access. For example, Measure T-1.1 aims to implement the Complete Our Streets Plan to increase active transportation and decrease vehicle miles traveled within the City. Additionally, Measure T-1.2 intends to provide clean, abundant, affordable and accessible public transit and Measure T-1.3 will continue TMO expansion. These GGRP measures and supporting actions would promote active transportation, ridership, and sustainable transportation practices within the community to enhance bicycle, pedestrian, and transit connectivity, which in turn would reduce potential transportation hazards and would provide adequate emergency access.

The GGRP Update does not include measures and actions that would substantially increase transportation hazards due to a design feature or incompatible land uses. Furthermore, projects would be reviewed for consistency with the Burbank General Plan and other applicable local and State regulations. Therefore, the GGRP Update and GHG Emissions Threshold would result in a less-than significant impact related to transportation hazards and emergency access.

**LESS THAN SIGNIFICANT IMPACT**

**Cumulative Impacts**

The cumulative projects scenario is total projected population growth for Burbank (109,686 persons) in 2030. The GGRP Update is a policy document containing measures and actions that are consistent with the City’s General Plan, and, similar to the other cumulative projects, the GGRP Update does not propose development beyond that anticipated under the General Plan that would require transportation facilities. The measures and actions included in the GGRP Update promote alternative modes of transportation and reduction of the amount of vehicle miles traveled throughout the City. In addition, the GGRP Update measures and actions would not conflict with the objectives and policies of the General Plan or Complete Our Streets Plan but would rather be consistent with and promote those plans. Therefore, the GGRP Update and GHG Emissions Thresholds would result in a less than significant cumulative impact related to transportation.

**LESS THAN SIGNIFICANT IMPACT**

# 18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or 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:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or</p>   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*

*or*

b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?*

On September 15, 2021, the eight following Native American Heritage Commission (NAHC)-identified local Native American tribal groups were formally notified that the City initiated environmental review of the GGRP Update and GHG Emissions Threshold and were invited to provide consultation:

- Gabrieleño Band of Mission Indians – Kizh Nation
- Gabrieleño/Tongva Nation
- Fernandeno Tataviam Band of Mission Indians

- Gabrieleño Tongva Indians of California Tribal Council
- San Gabriel Band of Mission Indians
- Gabrieleño-Tongva Tribe
- Soboba Band of Luiseño Indians
- Santa Rosa Band of Cahuilla Indians

On September 15, 2021, the NAHC was also notified that the City initiated environmental review of the GGRP Update/GHG Emissions Thresholds and were invited to provide comments. During the consultation period, one response was received from Jairo Avila of the Fernandeño Tataviam Band of Mission Indians. The City met with Mr. Avila on January 26, 2022. During the meeting, the proposed project was discussed. Additionally, the specific conditions, measures, or protocols that are being considered to address concerns of local tribes as part of the proposed project were discussed. No mitigation measures were requested, and no tribal cultural resources were identified that could be impacted by the plan. Therefore AB 52 compliance requirements have been met.

The GHG Emissions Thresholds is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Thresholds would not result in construction or operational impacts related to tribal cultural resources. The GGRP Update would not involve land use or zoning changes but would instead promote infrastructure development and redevelopment. As a policy document, the GGRP Update would also not directly entail ground disturbing activities. Implementation of the following measures may promote infrastructure development and redevelopment. Measure BE-1.1 and BE-1.2 promote electrification of newly constructed and existing buildings, while Measure C-1.1 and EG-1.1 promote installation of solar panels to facilitate the switching of building fuel and aim also to develop a battery storage program. Measure T-1.1 involves the implementation of the Complete Our Streets Plan, which would include the installation of new bicycle and pedestrian facilities/infrastructure and Measure T-3.1 encourages the installation of electric vehicle charging stations and supporting infrastructure. Furthermore, Measure CS-1.1, facilitates the preparation of an Urban Forest Master Plan and seeks to plant and maintain 2,000 net new trees by the year 2030. The physical changes these upgrades and additions would entail are dependent on the year of building construction and location of electrical and service panels and plumbing connection of condensate drains, which sometimes may include modifications to the interior and/or exterior of buildings for wiring and panel replacement and minor excavation for connection of drainage to sewer systems.

Implementation of these measures could impact unknown tribal cultural resources during construction that involves below-grade activities. However, projects would be required to comply with Historic Resources Management Ordinance and General Plan Open Space and Conservation Element purpose that require the identification and preservation of sites and structures of architectural, historical, archaeological, and cultural significance. This includes sites, structures, and areas that are associated with tribal cultural activities or persons that contribute to the cultural character of artifacts. As such, tribal cultural resources would be protected upon discovery and, thus, impacts would be reduced to a minimal level. Additionally, future related projects would be required to undergo environmental review, including assessment and mitigation incorporation once project details and locations are known. Further, the City proposes to implement PDF CUL-1, which establishes specific requirements for development projects that are implemented as part of the GGRP Update that require ground disturbance (grading, trenching, foundation work, and other excavations) beyond five feet bgs where it was not previously excavated beyond five feet bgs. Therefore, the GGRP Update and GHG Emissions Threshold would result in a less than significant impact related to tribal cultural resources.

**LESS THAN SIGNIFICANT IMPACT**

**Cumulative Impacts**

The cumulative projects scenario is total projected population growth for Burbank (109,686 persons) in 2030. Cumulative projects could increase the potential for adverse effects to unknown tribal cultural resources in the City. Impacts to tribal cultural resources are site-specific; accordingly, as required under applicable laws and regulations, potential impacts associated with cumulative developments would be addressed on a case-by-case basis as cumulative project details and locations become known. Therefore, the GGRP Update and GHG Emissions Threshold would result in a less than significant cumulative impact related to tribal cultural resources.

**LESS THAN SIGNIFICANT IMPACT**

# 19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The GHG Emissions Thresholds is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Thresholds would not have direct construction or operational impacts related to utilities and service systems. The GGRP Update is a policy document aimed at reducing water and energy consumption and related GHG emissions throughout the City of Burbank and does not include site-specific infrastructure designs or project proposals. Implementing the GGRP Update would not result in an increase in population and

housing nor would it facilitate growth beyond that anticipated by the General Plan. As such, implementing the GGRP Update would not create new demand related to water, wastewater, stormwater drainage, electric power, natural gas power, or telecommunications utilities.

However, projects resulting from implementation of the GGRP Update could include redevelopment and/or restructuring of electricity and natural gas power facilities and infrastructure. Measure BE-1.1 and BE-1.2 promote electrification of newly constructed and existing buildings, while Measure C-1.1 and EG-1.1 promote installation of solar panels to facilitate the switching of building fuel and aim also to develop a battery storage program. Measure T-1.1 involves the implementation of the Complete Our Streets Plan that would include the installation of new bicycle and pedestrian facilities/infrastructure and Measure T-3.1 encourages the installation of electric vehicle charging stations and supporting infrastructure. Furthermore, Measure CS-1.1, facilitates the preparation of an Urban Forest Master Plan and seeks to plant and maintain 2,000 net new trees by the year 2030.

### **Water Supply Facilities/Infrastructure**

Burbank does not have ownership rights to naturally occurring water underneath the City and is dependent on imported water purchased from the Metropolitan Water District. However, Burbank receives groundwater credits based on the amount of water BWP imports to Burbank that eventually makes it way down to underground aquifers. Burbank's water supply is made up of 47 percent stored groundwater, 33 percent State Water Project water, and 20 percent water from groundwater credits. Groundwater credits are received based on the extent of water imported by BWP to Burbank and arrives to underground aquifers, total recycled water, and untreated water stored as groundwater. Burbank utilizes these credits to pump from wells located in Burbank and distributes as drinking water after being treated. BWP supplies a greater part of its drinking water through purchased water from MWD with the State Water Project.<sup>72</sup>

The City of Burbank addresses issues of water supply in its Urban Water Management Plan (UWMP).<sup>73</sup> The 2020 UWMP is a long-range planning document used to assess current and projected water usage, water supply planning and conservation and recycling efforts. Burbank minimizes the need for importing water by utilizing recycling water, spreading and storing imported water, and promoting water conservation. MWD water supply reliability is dependent on their ability to meet 100 percent of retail demands and they are working on a "diverse water portfolio" to do that. BWP's groundwater supply reliability is dependent on drought years which could limit Burbank from accessing enough groundwater and gaining enough groundwater credits but has the option of purchasing water through LADWP. BWP's two treatment plants allows for a steady flow of potable water. Recycled water supply is derived from the Burbank Water Reclamation Plant and is highly reliable; it is connected to the LA-Glendale Water Reclamation Plant as backup or supplemental water supply. It is expected by normal and dry-year estimates that future demands through 2040 will have 100 percent reliability. In addition, the 2020 UWMP includes a Water Shortage Contingency Plan.

Measure W-1.1 promotes water consumption reduction through continued implementation of the 2020 UWMP water conservation programs, enforce MWELo requirements, enforce large irrigation customers required use of recycled water, work with BWP to implement public education on water

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<sup>72</sup> Burbank Water and Power. Water Supply. <https://www.burbankwaterandpower.com/water/water-supply/water-sources>> Accessed February 2021.

<sup>73</sup> Burbank Water and Power>. 2015. Urban Water Management Plan. <[https://www.burbankwaterandpower.com/images/administrative/downloads/2015\\_UWMP\\_Final\\_06-24-2016.pdf](https://www.burbankwaterandpower.com/images/administrative/downloads/2015_UWMP_Final_06-24-2016.pdf)>. Accessed February 4, 2021.



conservation efforts, update BWP's 2010 Recycled Water Master Plan, and modernize irrigation controllers of at least three parks per year, upgrading systems at all parks by 2025 in Burbank.

The GGRP Update and GHG Emissions Thresholds would not result in new land uses that would contribute to an increase in water use compared to existing conditions or require relocation or construction of new water infrastructure. Therefore, no impact related to need for construction or expansion of water supply facilities and infrastructure would occur.

### **Wastewater Treatment Facilities/Infrastructure**

The City of Burbank operates the Burbank Water Reclamation Plant (BWRP). It is a tertiary treatment plant built in 1966 to meeting the communities residential and commercial wastewater and sewer demands. It treats 9 million gallons (MG) of sewage per day. The BWRP performs a multi-step treatment process where it eventually ends up the reclaimed water pump station that delivers reclaimed water to the City.<sup>74</sup> The GGRP Update and GHG Emissions Thresholds would not result in new land uses that would generate sanitary wastewater or otherwise contribute to an increase in wastewater treatment requirements. The amount or characteristics of wastewater treated at the BWRP would not change compared to existing conditions with implementation of the proposed plan. The GGRP Update and GHG Emissions Thresholds would not require relocation or construction of new wastewater collection or treatment infrastructure. Therefore, no impact related to need for construction or expansion of wastewater treatment facilities and infrastructure would occur.

### **Stormwater Drainage Facilities/Infrastructure**

As discussed in Section 10, *Hydrology and Water Quality*, the GHG Emissions Thresholds provide guidance during CEQA review, and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Thresholds would not have direct construction or operational impacts related to alterations in polluted runoff. However, implementation of the following GGRP Update measures and supporting actions may promote infrastructure development and redevelopment. Measure BE-1.1 and BE-1.2 promote electrification of newly constructed and existing buildings, while Measure C-1.1 and EG-1.1 promote installation of solar panels to facilitate the switching of building fuel and aim also to develop a battery storage program. Measure T-1.1 involves the implementation of the Complete Our Streets Plan, which would include the installation of new bicycle and pedestrian facilities/infrastructure and Measure T-3.1 encourages the installation of electric vehicle charging stations and supporting infrastructure. Furthermore, Measure CS-1.1, facilitates the preparation of an Urban Forest Master Plan and seeks to plant and maintain 2,000 net new trees by the year 2030.

Construction of infrastructure development and redevelopment could result in erosion and potential redirect of flood flows or drainage patterns. However, implementation of proposed actions would not include infrastructure changes that would result in additional sources of polluted runoff. Additionally, future related projects would be required to undergo environmental review, including assessment and mitigation incorporation once project details and locations are known. As a result, no negative impacts related to polluted runoff would occur. Therefore, implementing the GGRP Update would have no effect on polluted runoff. As such, implementation of the GGRP Update would not require a Stormwater Pollution Prevention Plan (SWPPP). Therefore, no impact

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<sup>74</sup> Burbank, City of. Burbank Water Reclamation Plan. <https://www.burbankca.gov/web/public-works/burbank-water-reclamation-plant> Accessed February 4, 2021.

related to need for construction or expansion of stormwater drainage facilities and infrastructure would occur.

### **Electric Power Facilities/Infrastructure**

Measures BE-1.1 and BE-1.2 propose revisions to existing ordinances and adoption of new ordinances to incorporate electrification of all new buildings and 10 percent of existing buildings within the City by 2030. In addition, new electric vehicle charging station installation would involve the construction of new electric power facilities and infrastructure and could also involve the relocation of existing electric power infrastructure and transmission lines. The GGRP Update and GHG Emissions Thresholds would serve as a pathway to reduce GHG emissions and other beneficial environmental and sustainability effects. These benefits include reduction in energy consumption. Therefore, the GGRP Update and GHG Emissions Threshold would result in a less than significant impact related to construction, expansion, or relocation of electric power facilities and infrastructure.

### **Natural Gas Power Facilities/Infrastructure**

The GGRP Update would not involve new land uses that require new or additional natural gas service. However, implementation of the GGRP Update could involve the relocation or removal of existing natural gas facilities and infrastructure. The GGRP Update and GHG Emissions Threshold would serve as a pathway to reduce GHG emissions and other beneficial environmental and sustainability effects. These benefits include reduction in energy consumption. Therefore, the GGRP Update and GHG Emissions Threshold would result in a less than significant impact related to removal of natural gas power facilities and infrastructure.

### **Telecommunications Facilities/Infrastructure**

The proposal plan would not involve new land uses that would require telecommunications infrastructure and is not anticipated to involve the relocation of existing telecommunications facilities. Therefore, the GGRP Update and GHG Emissions Threshold would result in no impact related to need for construction or expansion of telecommunication facilities and infrastructure.

### **NO IMPACT**

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

*or*

c. *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?*

The GHG Emissions Thresholds is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Thresholds would not result in construction or operational impacts related to water supplies. The GGRP Update is a policy-level document that does not include site-specific infrastructure designs or project proposals, nor does it grant entitlements for development that would have the potential to increase demand for water supply or other utility services. Implementing the GGRP Update would include no new residential construction and would have no effect on water demand and wastewater treatment

demand. Thus, the GGRP Update and GHG Emissions Thresholds would result in no impact related to water supply and wastewater treatment.

**NO IMPACT**

d. *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?*

*or*

e. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

The City of Burbank has a multiple licensed waste haulers that collect solid waste, green waste, recyclables, and bulky items. Burbank's solid waste is transferred to a variety of landfills, including: Chiquita Canyon Sanitary Landfill, Antelope Valley Public Landfill, Azusa Land Reclamation Co. Landfill, Burbank Landfill, Clean Harbors Landfill, Covanta Stanislaus, El Sobrante Landfill, Frank R. Bowerman Sanitary LF, Kirby Canyon Recycle and Disposal Facility, Lancaster Landfill and Recycling Center, McKittrick Waste Treatment Site, Mid Valley Sanitary Landfill, Monterey Peninsula Landfill, Newby Island, Olinda Alpha Landfill, San Timoteo Sanitary Landfill, Simi Valley Landfill & Recycling Center, Southeast Resource Recovery Facility, Sunshine Canyon City/County Landfill. Although the City waste haulers could use multiple landfills, the majority of the waste is transferred to Burbank Landfill and Chiquita Canyon Sanitary Landfill. CalRecycle reports that in 2019 a total of 90,932 tons of solid waste from Burbank was disposed at 19 different landfills. Additionally, the City of Burbank has a landfill within City jurisdictional boundaries, the Burbank Landfill is operational and has a remaining capacity of 5,174,362 cubic yards.

The GHG Emissions Thresholds is a guidance document and does not propose development or changes to land use and zoning. Thus, implementation of the GHG Emissions Thresholds would not result in construction or operational impacts related to solid waste. The GGRP Update would not involve new land uses that require new or additional solid waste collection service. Rather Measure SW-1.1 promotes waste reduction via participation in recycling and organic waste programs and reducing such waste going to landfills to achieve 75 percent reduction in waste-related GHG emissions by 2025. The GGRP Update would not facilitate development and, thus, would not affect solid waste collection and disposal demand. Additionally, because the GGRP is a policy document that would not facilitate growth beyond that anticipated by the General Plan, it would not generate solid waste in excess of State or local standards. Therefore, the GGRP Update and GHG Emissions Threshold would result in no impact related to solid waste.

**NO IMPACT**

**Cumulative Impacts**

The cumulative projects scenario is total projected population growth Burbank (109,686 persons) in 2030. Cumulative projects within the City could result in increases in population and additional use of or need for utilities and service systems. While implementation of the GGRP Update and related infrastructure projects would not result in increases in population or induce additional population growth that would require additional use of existing City utilities or service systems, implementation of new or replacement energy or transportation infrastructure under the GGRP Update could result in less than significant cumulative utility construction impacts. Therefore, implementation of the

GGRP Update and GHG Emissions Threshold would result in a less than significant cumulative impact related to utilities and service systems.

**LESS THAN SIGNIFICANT IMPACT**

## 20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

*or*

b. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, 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?*

*or*

c. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?*

or

- d. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

Two Mountain Fire Zones are designated by the Burbank Fire Department.<sup>75</sup> One zone is located along the foothills of the Verdugo Mountains in northeast Burbank, and the other is located in southwestern portion of the City adjacent to the Warner Bros. Studios. According to CalFIRE, Burbank is located in a designated California Very High Fire Hazard Severity Zone.<sup>76</sup> Per the Burbank General Plan Safety Element, the City is susceptible to loss from fire in the urban-wildland interface due to its proximity to the Verdugo Mountains and the Hollywood Hills.<sup>77</sup> Furthermore, City Municipal Code Chapter 1 (Building and Fire) provides regulations related to the safety of life and property from fire within the City.<sup>78</sup> The GGRP Update is a policy-level document that does not propose specific or other physical changes such as habitable development that could be put at risk in the case of a wildfire, nor does it grant entitlements for development that would have the potential to directly cause wildfire. Rather, the GGRP aims to reduce natural gas infrastructure that poses wildfire risk if damaged during seismic events and to underground new or restructured electric power lines that pose wildfire risk if damaged during high-wind events. Thus, the GGRP Update and Emissions Threshold would result in no impact related to wildfire.

**NO IMPACT**

### **Cumulative Impacts**

The cumulative projects scenario is total projected population growth for Burbank (109,686 persons) in 2030. The GGRP Update and GHG Emissions Threshold do not include new habitable development that could be at risk from wildfire, nor does it grant entitlements for development that would have the potential to cause wildfire. Furthermore, as a guidance document, the GHG Emissions Thresholds would not result in cumulative impacts. Thus, the GGRP Update and the GHG Emissions Threshold would result in no cumulative impact related to wildfire.

**NO IMPACT**

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75 Burbank, City of. 2013. General Plan. <<https://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431>> Accessed February 5, 2021.

76 California Department of Forestry and Fire Protection (CalFIRE). 2020. Fire Hazard Severity Zone Viewer. <https://egis.fire.ca.gov/FHSZ/>. Accessed March 3, 2021.

77 Burbank, City of. 1998. General Plan Safety and Noise Element. <<https://new.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431>>. Accessed March 3, 2021.

78 Burbank, City of. 2021. Municipal Code Chapter 1 (Building and Fire). <<https://www.codepublishing.com/CA/Burbank/>>. Accessed March 3, 2021.

# 21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Does the project:

a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The intent of the GGRP Update is to reduce GHG emissions from Burbank community and municipal operations through implementation of measures and corresponding actions. The measures and supporting actions are consistent with the Burbank 2035 General Plan and encourage residents, businesses, and the City to reduce energy, fuel use, water use, VMT, and solid waste generation and the associated GHG emissions. The GGRP Update would not facilitate development that would eliminate or threaten wildlife habitats or eliminate important examples of the major periods of California history or prehistory. Furthermore, as a guidance document, the GHG Emissions

Thresholds would not result in significant biological and cultural resources impacts. Therefore, as discussed in more detail in Sections 4, *Biological Resources*, and 5, *Cultural Resources*, the GGRP Update and GHG Emissions Thresholds would result in a less than significant impact related to biological and cultural resources.

**LESS THAN SIGNIFICANT IMPACT**

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

Implementation of the GGRP Update would result in a cumulatively beneficial reduction of GHG emissions across the City. In addition, as discussed throughout the respective cumulative impacts discussions within this document, the GGRP Update would not result in significant cumulative impacts. Rather, implementation of the GGRP Update would be consistent with General Plan policies aimed at reducing emissions of GHGs and air pollutants, reducing VMT, reducing energy and water supply demands on utilities, and decreasing solid waste generation. Furthermore, as a guidance document, the GHG Emissions Thresholds would not result in cumulative impacts. Therefore, the GGRP Update and GHG Emissions Thresholds would result in an overall less than significant cumulative impact related to all CEQA topics addressed within this document.

**LESS THAN SIGNIFICANT IMPACT**

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

The GGRP Update would not result in adverse effects on human beings. Rather, as discussed throughout this document, the GGRP Update would serve as a pathway to reduce GHG emissions and other positive environmental and sustainability effects. These benefits include reduction in non-renewable building energy consumption and VMT (and thus air pollution), in transportation-related GHG emissions, energy and water consumption, and solid waste generation. However, as discussed in more detail in Sections 3, *Air Quality*, 13, *Noise*, and 17, *Transportation*, the GGRP Update could cause temporary construction impacts related to transportation, air quality, and noise that could, in turn, affect human beings but would not result in a substantial adverse environmental effect. Furthermore, as a guidance document, the GHG Emissions Thresholds would not result in cumulative impacts. Therefore, the GGRP Update would result in a less than significant impact related to potential for adverse effects on human beings.

**LESS THAN SIGNIFICANT IMPACT**



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# Appendix A

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Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

## Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

Pollutant	Sources	Health Effects	Typical Controls
Ozone (O <sub>3</sub> )	Formed when reactive organic gases (ROG) and nitrogen oxides react in the presence of sunlight. ROG sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage.	Breathing difficulties, lung tissue damage, vegetation damage, damage to rubber and some plastics.	Reduce motor vehicle reactive organic gas (ROG) and nitrogen oxide (NO <sub>x</sub> ) emissions through emission standards, reformulated fuels, inspections programs, and reduced vehicle use. Limit ROG emissions from commercial operations, gasoline refueling facilities, and consumer products. Limit ROG and NO <sub>x</sub> emissions from industrial sources such as power plants and manufacturing facilities.
Carbon monoxide (CO)	Any source that burns fuel such as automobiles, trucks, heavy construction and farming equipment, residential heating.	Chest pain in heart patients, headaches, reduced mental alertness.	Control motor vehicle and industrial emissions. Use oxygenated gasoline during winter months. Conserve energy.
Nitrogen dioxide (NO <sub>2</sub> )	See Carbon Monoxide.	Lung irritation and damage. Reacts in the atmosphere to form ozone and acid rain.	Control motor vehicle and industrial combustion emissions. Conserve energy.
Sulfur dioxide (SO <sub>2</sub> )	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Respirable particulate matter (PM <sub>10</sub> )	Road dust, windblown dust, agriculture and construction, fireplaces. Also formed from other pollutants (NO <sub>x</sub> , SO <sub>x</sub> , organics).	Increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling.	Control dust sources, industrial particulate emissions, woodburning stoves and fireplaces. Reduce secondary pollutants which react to form PM <sub>10</sub> . Conserve energy.
Fine particulate matter (PM <sub>2.5</sub> )	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning. Also formed from reaction of other pollutants (NO <sub>x</sub> , SO <sub>x</sub> , organics, and NH <sub>3</sub> ).	Increases respiratory disease, lung damage, cancer, and premature death, reduced visibility, surface soiling. Particles can aggravate heart diseases such as congestive heart failure and coronary artery disease.	Reduce combustion emissions from motor vehicles, equipment, industries, and agricultural and residential burning. Precursor controls, like those for ozone, reduce fine particle formation in the atmosphere.
Lead	Metal smelters, resource recovery, leaded gasoline, deterioration of lead paint.	Learning disabilities, brain and kidney damage. Control metal smelters.	No lead in gasoline or paint.
Sulfur Dioxide (SO <sub>2</sub> )	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Sulfates	Produced by reaction in the air of SO <sub>2</sub> , (see SO <sub>2</sub> sources), a component of acid rain.	Breathing difficulties, aggravates asthma, reduced visibility.	See SO <sub>2</sub>

<b>Pollutant</b>	<b>Sources</b>	<b>Health Effects</b>	<b>Typical Controls</b>
Hydrogen Sulfide	Geothermal power plants, petroleum production and refining, sewer gas.	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations).	Control emissions from geothermal power plants, petroleum production and refining, sewers, and sewage treatment plants.
Visibility Reducing Particulates	See PM <sub>2.5</sub>	Reduced visibility (e.g., obscures mountains and other scenery), reduced airport safety.	See PM <sub>2.5</sub>
Vinyl Chloride	Exhaust gases from factories that manufacture or process vinyl chloride (construction, packaging, and transportation industries).	Central nervous system effects (e.g., dizziness, drowsiness, headaches), kidney irritation, liver damage, liver cancer.	Control emissions from plants that manufacture or process vinyl chloride, installation of monitoring systems.
Toxic Air Contaminant (TAC)	Combustion engines (stationary and mobile), diesel combustion, storage and use of TAC-containing substances (i.e., gasoline, lead smelting, etc.)	Depends on TAC, but may include cancer, mutagenic and/or teratogenic effects, other acute or chronic health effects.	Toxic Best Available Control Technologies (T-BACT), limit emissions from known sources.

Source: Compiled by Rincon Consultants, Inc. in September 2020

# Appendix B

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Description of Greenhouse Gases of California Concern



## Description of Greenhouse Gases of California Concern

Greenhouse Gas	Physical Description and Properties	Global Warming Potential (100 years)	Atmospheric Residence Lifetime (years)	Sources
Carbon dioxide (CO <sub>2</sub> )	Odorless, colorless, natural gas.	1	50–200	Burning coal, oil, natural gas, and wood; decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; oceanic evaporation; volcanic outgassing; cement production; land use changes
Methane (CH <sub>4</sub> )	Flammable gas and is the main component of natural gas.	28 <sup>79</sup>	12	Geological deposits (natural gas fields) extraction; landfills; fermentation of manure; and decay of organic matter
Nitrous oxide (N <sub>2</sub> O)	Nitrous oxide (laughing gas) is a colorless GHG.	298	114	Microbial processes in soil and water; fuel combustion; industrial processes
Chloro-fluoro-carbons (CFCs)	Nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (level of air at the Earth's surface); formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms.	3,800–8,100	45–640	Refrigerants aerosol propellants; cleaning solvents
Hydro-fluoro-carbons (HFCs)	Synthetic human-made chemicals used as a substitute for CFCs and contain carbon, chlorine, and at least one hydrogen atom.	140 to 11,700	1–50,000	Automobile air conditioners; refrigerants
Per-fluoro-carbons (PFCs)	Stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface.	6,500 to 9,200	10,000–50,000	Primary aluminum production; semiconductor manufacturing
Sulfur hexafluoride (SF <sub>6</sub> )	Human-made, inorganic, odorless, colorless, and nontoxic, nonflammable gas.	22,800	3,200	Electrical power transmission equipment insulation; magnesium industry, semiconductor manufacturing; a tracer gas

<sup>79</sup> The City of Burbank used a 20-year Global Warming Potential for methane.

Greenhouse Gas	Physical Description and Properties	Global Warming Potential (100 years)	Atmospheric Residence Lifetime (years)	Sources
Nitrogen trifluoride (NF <sub>3</sub> )	Inorganic, is used as a replacement for PFCs, and is a powerful oxidizing agent.	17,200	740	Electronics manufacture for semiconductors and liquid crystal displays

Source: Compiled by Rincon Consultants, Inc. in September 2020