

# City of Burbank

## Rancho Providencia Neighborhood Protection Plan 2023 Update

### Initial Study

Prepared For:

City of Burbank

Community Development Department

Transportation Division

150 North Third Street

Burbank, CA 91502

Prepared By:

Willdan Engineering

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Suite 405

City of Industry, CA 91746

**DRAFT**

**OCTOBER 2023**

**Executive Summary**  
**Mitigated Negative Declaration (MND)**  
Pursuant to the California Environmental Quality Act (CEQA)  
Division 13, Public Resources Code

City of Burbank  
150 N Third Street  
Burbank, CA 91502  
818-238-5290

**Project Description**

The Rancho Providencia Neighborhood is bounded by Buena Vista Street, Olive Avenue, Victory Boulevard, Main Street and Alameda Avenue. This area includes approximately 800 homes, Dolores Huerta Middle School, Saint Finbar Parish School, and numerous other businesses. There are 15 north-south streets generally bisected by Oak Street.

In August 1998, City Council adopted The Rancho Providencia Neighborhood Protection Plan to manage traffic flow through the neighborhood. The 1998 Neighborhood Protection Plan implemented improvements in various areas including the installation of gateway median islands, intersection reconfigurations, new street trees, crosswalk treatments, and preferential parking zones. An update in October 2001 included an evaluation of the effectiveness of initial measures implemented in May 2000 (median and crosswalk treatments on Alameda Avenue), and the second phase of measures (completion of treatments at the remaining Alameda Avenue intersections and treatments along Olive Avenue) completed in October 2000. Overall, the traffic count data collected in the Rancho Providencia Neighborhood identified a decrease in traffic volumes between August 1998 and October 2001 on a majority of streets.

The Rancho Providencia NPP 2023 Update addresses changes to the area’s traffic patterns since October 2001 in part resulting from new commercial development along Olive Avenue and media studio development to the south of the neighborhood. The Rancho Providencia NPP 2023 Update outlines the findings from multiple rounds of data collection, analyzes traffic patterns, and recommends improvements to address the issues identified.

The Neighborhood Protection Plan update process occurred in two phases. Phase 1 gathered initial data for the full neighborhood, and two streets were identified for temporary pilot projects. Phase 2 deployed follow-up data collection to assess the effectiveness of the temporary projects and to determine traffic pattern shifts for the whole neighborhood over the course of one year. The analysis of Phase 2 data resulted in a set of recommendations for permanent neighborhood-wide traffic improvements.

Additional detail on description, data analysis, and recommendations can be found in the Initial Study.

**Determination**

A Mitigated Negative Declaration (MND) is proposed by the City of Burbank for the project. The Initial Study and supporting documents have been prepared to determine if the project would result in potentially significant or significant impacts to the environment. The mitigation measures that have been identified are listed in Table 1 below. The public review period occurred from October 4, 2023, to November 3, 2023. [Placeholder for number of comments] comment letters were received during the public review period. On the basis of the Initial Study and the whole of the record, it has been determined that the proposed action, with the incorporation of the mitigation measures described below, would not have a significant effect on the environment. The Rancho

Providencia Neighborhood Protection Plan 2023 Update and its supporting technical information that constitute the record of proceedings upon which this determination is made are available for public review on the City of Burbank Community Development Department Website at [www.burbankca.gov/ranchoprovidencia](http://www.burbankca.gov/ranchoprovidencia).

Summary of Mitigation Measures		
Environmental Factor	Mitigation Measures	Level of Environmental Impact
<b>Biological Resources</b>	<p><b>BIO-1: Migratory Birds/MBTA Compliance</b> – Migratory Birds/MBTA Compliance. All construction activities shall comply with the federal Migratory Bird Treaty Act of 1918 (MBTA) and California Fish and Game Code Sections 3503, 3511 and 3513. The MBTA governs the taking and killing of migratory birds, their eggs, parts, and nests and prohibits the take of any migratory bird, their eggs, parts, and nests. Compliance with the MBTA shall be accomplished by completing the following:</p> <ul style="list-style-type: none"> <li>A. If construction activities near tree canopy will take place inside the peak nesting season (between January 1 and September 15), the City shall engage a qualified biologist to (1) perform a pre-construction survey to identify any active nesting locations within 7 days before construction activities begin and (2) to monitor construction activities if nests are discovered.</li> <li>B. If the biologist does not find any active nests during the pre-construction survey, construction work may proceed, and no monitoring shall be required. The biologist conducting the survey shall document a negative survey (no nests observed) with a report indicating that no impacts to active avian nests will occur.</li> <li>C. If the biologist finds an active nest within the pre-construction survey area, the biologist shall map its location on an aerial photograph and shall determine whether the nest may be impacted. If so, the biologist shall delineate an appropriate buffer zone around the nest on the map and in the field. The size of the buffer shall be determined by the biologist and shall be based on the nesting species, its sensitivity to disturbance, expected types of disturbance, and location in relation to the construction activities. These buffers are typically 300 feet from the nests of non-listed species and 500 feet from the nests of raptors and listed species and are subject to CDFW discretion.</li> </ul>	Less than significant with mitigation measures

	<p>D. Only construction activities that have been approved by the monitoring biologist, if any, shall take place within the buffer zone until the nest is vacated. The monitoring biologist shall supervise construction activities near active nests to ensure that no inadvertent impacts on these nests occur.</p> <p>E. Results of the pre-construction survey and any subsequent monitoring reports shall be provided to the City. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of young birds.</p> <p><b>BIO-2: Bat Nesting Compliance</b> – Bats are considered non-game mammals and are afforded protection by State law from take and/or harassment (Fish &amp; G. Code, § 4150; Cal. Code of Regs, § 251.1). Additionally, several bat species are considered Species of Special Concern and meet the CEQA definition of rare, threatened, or endangered species (CEQA Guidelines, § 15380). Compliance with the preceding laws shall be accomplished by completing the following:</p> <p>A. If construction activities near tree canopy will take place during maternity roost season (March 1 to September 30) the City shall engage a qualified bat specialist to (1) perform a pre-construction survey to identify any potential habitat that could provide daytime and/or nighttime roost sites, and any active nesting locations within 7 days before construction activities begin and (2) monitor construction activities if nests are discovered.</p> <p>B. If the bat specialist does not find any active nests during the pre-construction survey, construction work may proceed, and no monitoring shall be required. The bat specialist conducting the survey shall document a negative survey (no nests observed) with a report indicating that no impacts to active avian nests will occur.</p>	
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	<p>C. If the bat specialist finds an active nest within the pre-construction survey area, the bat specialist shall map its location on an aerial photograph and shall determine whether the nest may be impacted. If so, the bat specialist shall delineate an appropriate buffer zone around the nest on the map and in the field. Work shall not occur within 100 feet of or directly under or adjacent to an active roost and work shall not occur between 30 minutes before sunset and 30 minutes after sunrise until the end of the maternity season.</p> <p>D. Results of the pre-construction survey and any subsequent monitoring reports shall be provided to the City. The monitoring report shall summarize the results of the roost monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing maternity roost activity.</p>	
<p><b>Noise</b></p>	<p><b>NOI-1 Construction Noise Suppression.</b> Construction bids and contracts shall specify that construction equipment shall be outfitted with noise-suppression mechanisms, subject to the approval of the City Building Official. Building inspectors shall periodically and randomly inspect equipment in the field and shall order work to stop if noise suppression equipment is not suitably used or is not functioning properly. Work may resume when noise suppression equipment is demonstrated to be functioning according to the manufacturer's specifications.</p> <p><b>NOI-2 Construction Hours.</b> Construction implementing the RPNPP 2023 shall be limited to daylight hours between 7:00 a.m. and 7:00 p.m., Monday through Friday. No construction shall occur on weekends, federal, state, or local holidays. Construction bids and contracts shall acknowledge these work hours and account for them in project scheduling.</p>	<p>Less than significant with mitigation measures</p>

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# CITY OF BURBANK

## ENVIRONMENTAL CHECKLIST FORM AND INITIAL STUDY FOR A MITIGATED NEGATIVE DECLARATION

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### PROJECT INFORMATION

**1. Project Title:**

Rancho Providencia Neighborhood Protection Plan – 2023 Update

**2. State Clearinghouse Number:**

TBD

**3. Lead Agency Name and Address:**

City of Burbank  
150 N. Third St., 2<sup>nd</sup> Floor  
Burbank, CA 91502

<https://www.burbankca.gov/web/community-development/transportation>

Contact:

Chris Buonomo  
Senior Transportation Planner  
(818) 238-5290  
[cbuonomo@burbankca.gov](mailto:cbuonomo@burbankca.gov)

**4. Project Location:**

Rancho Providencia neighborhood – see project location map, Fig. PD-2 below.

**5. Property Owner:**

Name: City of Burbank  
Physical Address: 150 N. Third St., 2<sup>nd</sup> Floor  
Mailing Address: 150 N. Third St., 2<sup>nd</sup> Floor  
Email: [transportation@burbankca.gov](mailto:transportation@burbankca.gov)  
URL: <https://www.burbankca.gov>

**6. Project Sponsor's Name and Address:**

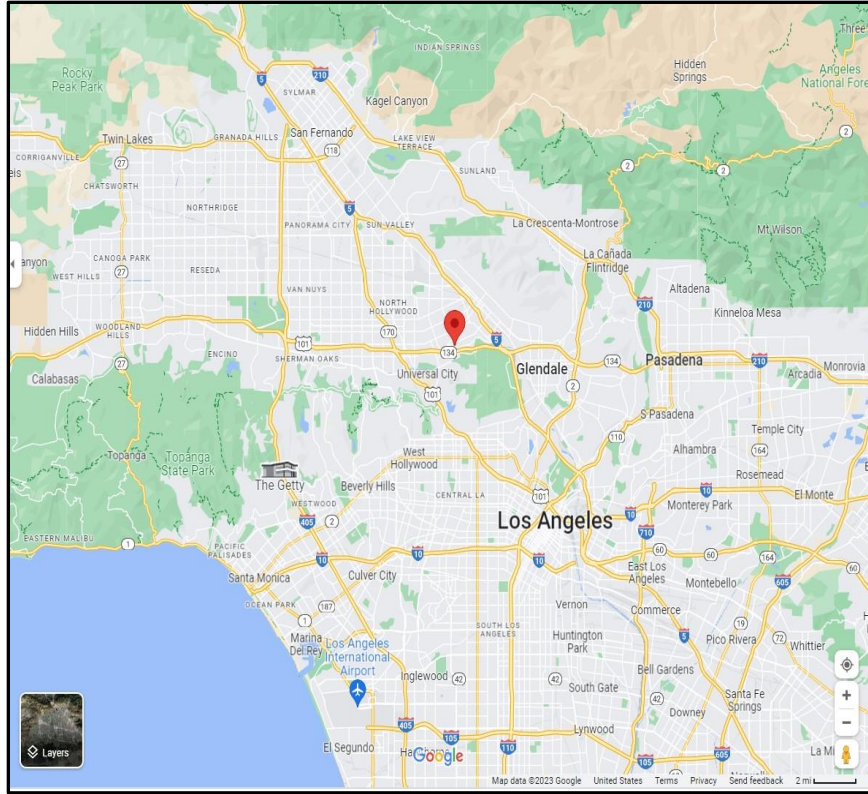
Name: Same as Property Owner  
Physical Address:  
Mailing Address:  
Email:  
URL:

**7. General Plan Designation:**

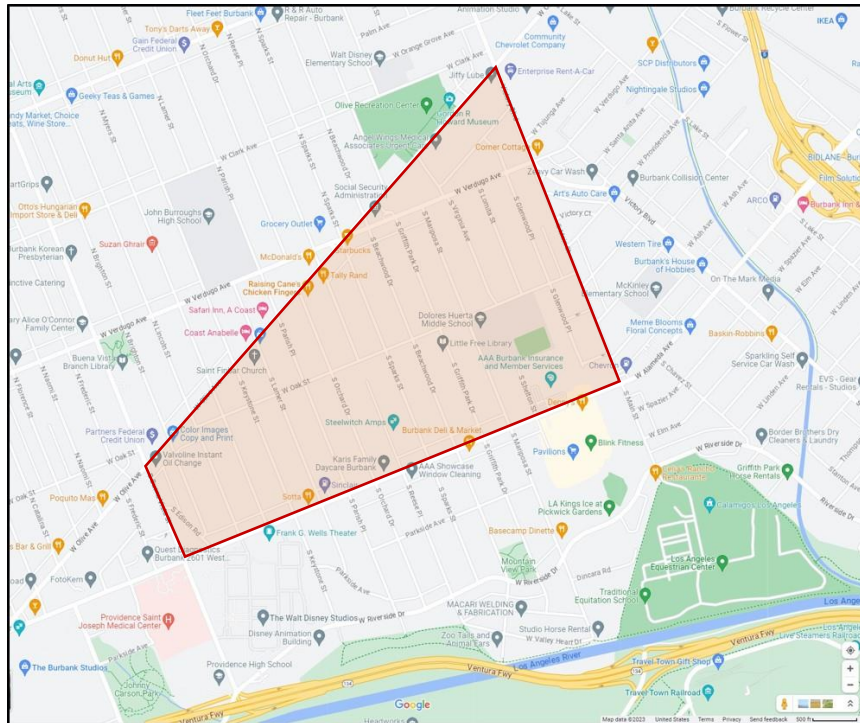
Multiple designations

**8. Zoning:**

Multiple designations



**Figure PD - 1 Regional Vicinity Map**



**Figure PD - 2 Project Location**

## 9. Project Description:

The proposed Rancho Providencia Neighborhood Protection Plan 2023 Update (RPNPP 2023), attached as Exhibit A, is an update to the October 2001 Rancho Providencia Neighborhood Protection Plan (RPNPP 2001) that will address changes to the area's traffic patterns in part resulting from new commercial development along Olive Avenue and media studio development to the south of the neighborhood. The Rancho Providencia Neighborhood is bounded by Buena Vista Street, Olive Avenue, Victory Boulevard, Main Street and Alameda Avenue. This area includes approximately 800 homes, Dolores Huerta Middle School, Saint Finbar Parish School, and numerous other businesses. The neighborhood encompasses 15 northwest-southeast-oriented streets generally bisected by Oak Street. The Burbank2035 General Plan classifies all the streets within the neighborhood as local streets except for Keystone Street, Oak Street, and Verdugo Avenue which are classified as collector streets (Burbank2035 General Plan Mobility Element Exhibit M-2).

The Burbank2035 General Plan recommends adopting Neighborhood Protection Plans to protect neighborhoods and preserve quality of life by managing traffic patterns in a specific geographic area (Noise Element Policy 3.5, Mobility Element Policy 6.3). The purpose of an NPP is to protect residential neighborhoods from impacts caused by cut-through vehicle traffic, i.e., traffic that uses local streets to travel through a neighborhood as a shortcut from one business district to another.

They are often established in response to several factors, including:

- Existing or anticipated regional traffic caused by land uses near a neighborhood;
- Traffic bypassing congestion on an arterial roadway; and
- Characteristics of a neighborhood street (traffic volumes and speeds) that do not match the designation and purpose of that street.

The RPNPP was first adopted in August 1998 as a response to traffic, speeding, and parking impacts from neighboring studios and commercial development, and it was implemented by October 2001. The 1998 RPNPP introduced improvements in various areas including the installation of gateway median islands, intersection reconfigurations, new street trees, crosswalk treatments, and preferential parking zones. The October 2001 report to City Council included an evaluation of the effectiveness of initial measures (medians and crosswalks treatments on Alameda Avenue) implemented in May 2000 and the second phase of measures (completion of treatments at the remaining Alameda Avenue intersections and treatments along Olive Avenue) completed in October 2000. Overall, the traffic count data collected in the Rancho Providencia Neighborhood identified a decrease in traffic volumes over the 18-month period on a majority of the streets.

Over the next 20 years, the Rancho Providencia neighborhood continued to experience cut-through vehicle traffic, excessive vehicle speeds, and parked vehicles associated with businesses along Olive Avenue. As a result, on June 22, 2021, City Council directed staff to update the 1998 RPNPP. The update to the RPNPP also coincided with new development on Olive Avenue, particularly a Raising Cane's restaurant, which opened on June 7, 2022.

Ahead of the drive-through restaurant's opening date, City staff worked with Raising Cane's management to develop multiple traffic operational controls to reduce neighborhood impacts during the restaurant's early operations, including:

- Positioning Burbank Police Department (BPD) Officers at the intersections on Olive Avenue to keep them clear, control traffic, maintain safety, and maintain the order of the drive-through line. The cost of traffic enforcement was paid for by Raising Cane's;
- Installing parking restrictions along the Olive Avenue eastbound parking lane to ensure an orderly drive-through queue;

- Implementing turn restrictions and signage to ensure the safe and orderly movement of traffic and reduce impacts to the local streets;
- Performing consistent monitoring and communication by Staff and Raising Cane’s personnel; and
- Placing a periodic short-term closure on Orchard Drive during the opening weeks.

The restaurant management implemented additional operational measures:

- Deploying private security officers to manage on-site restaurant traffic circulation and discourage vehicle queuing in public streets outside of the designated Olive Avenue queuing area;
- Providing signage at adjacent driveways and intersections encouraging vehicles to keep space clear for vehicle entry and exit;
- Working with local businesses and Burbank Unified School District to secure offsite parking spaces for Raising Cane’s employees in lots with excess off-street parking;
- Providing financial assistance, property improvements, and security presence for adjacent businesses;
- Agreeing to close at 10:00 p.m.; and
- Eliminating the use of the drive-through speaker and outdoor amplified music.

City staff monitored the measures’ effectiveness for two months and discontinued certain measures that were no longer needed, including the permit restricting parking along the south side of Olive Avenue from South Orchard Drive to South Parish Place and active Burbank Police Department traffic management. At City Council’s direction, Staff also implemented Phase 1 measures, which included:

- Permit-only preferential parking on Orchard Drive and on Reese Place between Olive Avenue and Oak Street (Staff distributed parking permits to residents by September 26, 2022, and enforcement began on October 17, 2022)
- Speed humps on Reese Place between Olive Avenue and Oak Street (Completed September 21, 2022)
- Temporary closure on Orchard Drive south of Olive Avenue to prohibit the Raising Cane’s drive-through queue from extending into the residential neighborhood (Completed September 23, 2022)

Traffic data were collected for the entire neighborhood in January 2022 and in January 2023 after the initial Phase 1 measures were implemented (RPNPP 2023, pp. 4-15, 43-52. Interim data were collected on streets directly affected by Phase 1 measures (pp. 32-38). The data showed that Phase 1 measures contributed to notably fewer vehicle trips on Orchard Drive and Reese Place (RPNPP 2023, p. 32), and that overall vehicle speed on Reese Place decreased slightly from 32 mph to 24 mph (RPNPP 2023, p. 36). Temporarily closing Orchard Drive greatly reduced traffic on neighboring streets; however, overall vehicle speed slightly increased on Orchard after the temporary closure (RPNPP 2023, p. 58), likely due to less congestion on that street. Speed data also showed that vehicle speeds on Myers Street, Sparks Street, Beachwood Drive, Mariposa Street, and Glenwood place typically exceeded the posted 25-mph speed limit by approximately six mph.

Additionally, cut-through traffic increased marginally on Keystone Street, likely due to an increase in vehicles seeking a signalized crossing to Burroughs High School and the media studios to the south of the neighborhood as in-person attendance continued to normalize following the Covid-19 Pandemic (RPNPP 2023, pp.55-60).

RPNPP 2023 would maintain the following measures installed as interim measures during the Phase 1 development of RPNPP 2023 in September 2022: permit-parking on Orchard Drive and Reese Place, and speed humps on Reese Place. The temporary street closure installed on Orchard Drive would keep the existing closure in place for an additional 12 months to further analyze its effectiveness. Should it still be

deemed necessary at that time, staff recommend installing a permanent closure in its place with curb, gutter, and landscaping work. In addition, RPNPP 2023 would deem that 15 street segments have fulfilled the initial engineering field study and are eligible for resident petition requests regarding speed humps, using a design as designated for the neighborhood. Table PD-1 below shows the street segments that would be eligible to proceed with the speed hump petition process. Figures PD-3 and PD-4 show images of existing speed humps in the Rancho Providencia neighborhood. All of these physical elements will be referred to as “Recommendations.”

**Table PD - 1 Proposed Street Segments Eligible for Speed Hump Petitions**

<b>Segment No.</b> (see RPNPP 2023, Table S-11)	<b>Street</b>	<b>Segment</b>
3	Lincoln	South of Alley
4	Myers	South of Oak*
6	Lamer	Between Olive and Oak
7	Lamer	Between Oak and Alameda
9	Parish	Between Olive and Oak
14	Sparks	Between Olive and Oak
15	Sparks	Between Oak and Alameda
16	Beachwood	Between Oak and Alameda
19	Griffith Park	Between Verdugo and Oak
20	Mariposa	Between Verdugo and Oak
21	Mariposa	Between Oak and Alameda
22	Virginia	Between Verdugo and Oak
23	Lomita	Between Verdugo and Oak
24	Glenwood	Between Verdugo and Oak
29	Angeleno	Between Glenwood and Victory



**Figure PD - 3** Speed Hump Example, South Brighton Street

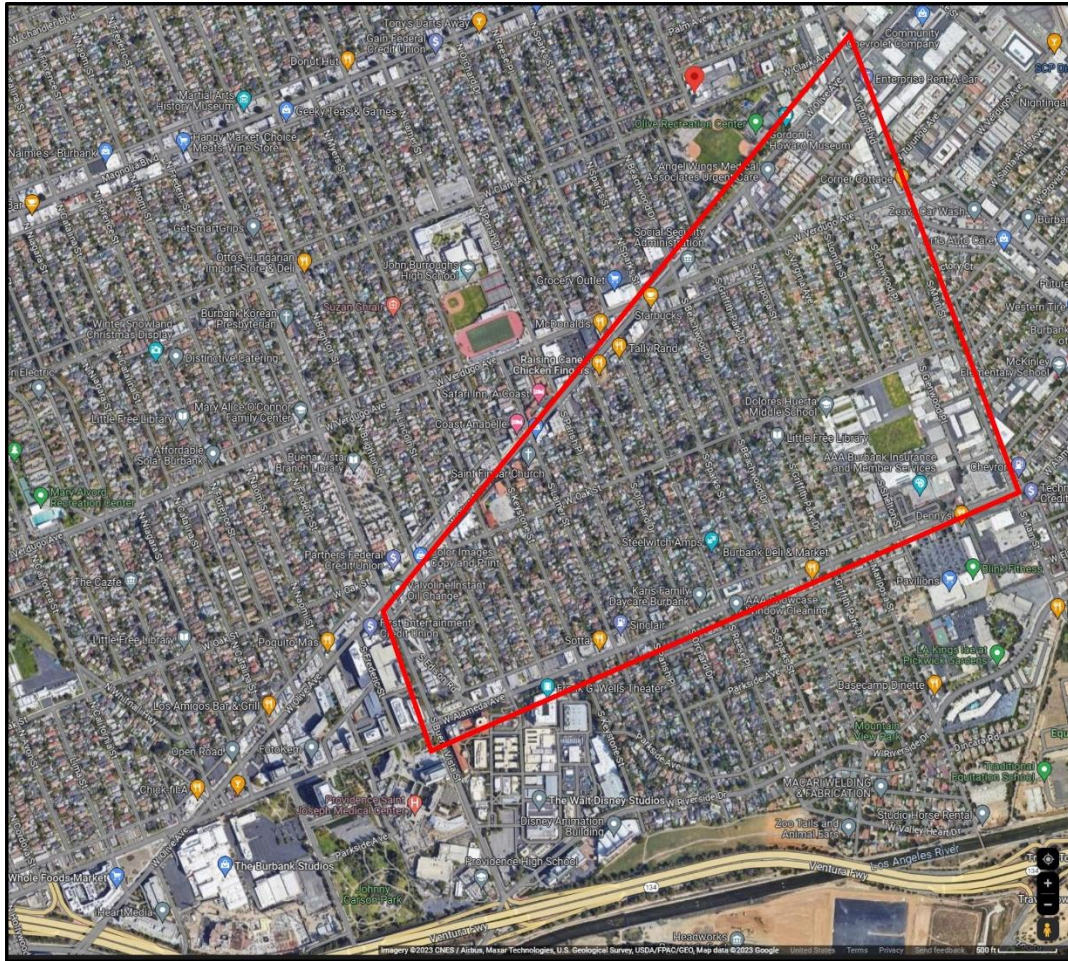


**Figure PD - 4** Google StreetView™ Image of Speed Hump, South Brighton Street

## **10. Surrounding Land Uses and Setting:**

The Rancho Providencia neighborhood is characterized primarily by single-family residential uses that are arranged on a grid pattern of local streets, bounded by the commercial corridors of S. Buena Vista Street on the west, W. Olive Avenue on the northwest, Victory Boulevard, and S. Main Street on the northeast, and W. Alameda Avenue on the south. The Disney Studios, the Providence St. Joseph Medical Center, and the Burbank Studios are located adjacent to the southwest corner of the neighborhood on Alameda Avenue; various service, medical providers, and institutional uses lie along W. Alameda Avenue and S. Main Street. W. Olive Avenue is populated by a mix of multi-family/senior apartment uses, chain restaurants, services, and other office uses. S. Buena Vista Street supports medical offices, a parking structure, and multi-family residences. The Dolores Huerta Middle School lies in the southeast corner of the neighborhood, bounded by W. Oak Street on the north and S. Mariposa Street on the west. Figure PD-5 below shows an aerial view.

As noted above, local streets within the Rancho Providencia neighborhood are arranged in a northwest/southwest-oriented grid pattern, with lateral streets running along east-northeast lines. Streets internal to the neighborhood, from west to east, include S. Edison Road, S. Brighton Street, S. Lincoln Street, S. Myers Street, Keystone Street, S. Lamer Street, S. Parish Place, S. Orchard Drive, S. Reese Place, S. Sparks St., S. Beachwood Drive, S. Griffith Park Drive, S. Mariposa Street, S. Shelton Street, S. Virginia Avenue, S. Lomita Street, and S. Glenwood Place. Oak Street bisects the neighborhood in an east-northeast/west-southwest direction, connecting W. Olive Avenue and Main Street.



**Figure PD - 5 Aerial View of Rancho Providencia Neighborhood**

## 11. Purpose and Authority

The California Environmental Quality Act (CEQA) requires that all State and local agencies consider the environmental consequences of projects over which they have discretionary authority. The Initial Study (IS) is the first step in determining whether a lead agency must prepare an Environmental Impact Report (EIR) or may prepare a Negative Declaration (or Mitigated Negative Declaration) for the project. The IS provides decision-makers and the public with information concerning the environmental effects of a proposed project, possible ways to reduce or avoid the possible environmental damage, and in the case of an EIR, identify alternatives to the project.

CEQA Guidelines §15063(a-d) describes the Initial Study's scope as follows:

(a) Following preliminary review, the Lead Agency shall conduct an Initial Study to determine if the project may have a significant effect on the environment. If the Lead Agency can determine that an EIR will clearly be required for the project, an Initial Study is not required but may still be desirable.

1. All phases of project planning, implementation, and operation must be considered in the Initial Study of the project.
2. To meet the requirements of this section, the lead agency may use an environmental assessment, or a similar analysis prepared pursuant to the National Environmental Policy Act.



3. An initial study may rely upon expert opinion supported by facts, technical studies, or other substantial evidence to document its findings. However, an initial study is neither intended nor required to include the level of detail included in an EIR.
4. The lead agency may use any of the arrangements or combination of arrangements described in Section 15084(d) to prepare an initial study. The initial study sent out for public review must reflect the independent judgment of the Lead Agency.

(b) *Results.*

1. If the agency determines that there is substantial evidence that any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the Lead Agency shall do one of the following:
  - A. Prepare an EIR, or
  - B. Use a previously prepared EIR which the Lead Agency determines would adequately analyze the project at hand, or
  - C. Determine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration. Another appropriate process may include, for example, a master EIR, a master environmental assessment, approval of housing and neighborhood commercial facilities in urban areas, approval of residential projects pursuant to a specific plan described in section 15182, approval of residential projects consistent with a community plan, general plan or zoning as described in section 15183, or an environmental document prepared under a State certified regulatory program. The lead agency shall then ascertain which effects, if any, should be analyzed in a later EIR or negative declaration.
2. The Lead Agency shall prepare a Negative Declaration if there is no substantial evidence that the project or any of its aspects may cause a significant effect on the environment.

(c) *Purposes.* The purposes of an Initial Study are to:

1. Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or a Negative Declaration.
2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration.
3. Assist in the preparation of an EIR, if one is required, by:
  - A. Focusing the EIR on the effects determined to be significant,
  - B. Identifying the effects determined not to be significant,
  - C. Explaining the reasons for determining that potentially significant effects would not be significant, and
  - D. Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.
4. Facilitate environmental assessment early in the design of a project;
5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;
6. Eliminate unnecessary EIRs;

7. Determine whether a previously prepared EIR could be used with the project.

(d) *Contents*. An Initial Study shall contain in brief form:

1. A description of the project including the location of the project;
2. An identification of the environmental setting;
3. An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries. The brief explanation may be either through a narrative or a reference to another information source such as an attached map, photographs, or an earlier EIR or negative declaration. A reference to another document should include, where appropriate, a citation to the page or pages where the information is found.
4. A discussion of the ways to mitigate the significant effects identified, if any;
5. An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls;
6. The name of the person or persons who prepared or participated in the Initial Study.

The City of Burbank has accordingly prepared this Initial Study and based on the analysis contained herein, anticipates adopting a Mitigated Negative Declaration. The following Initial Study/Environmental Checklist Form evaluates the project's environmental impacts and applies mitigation measures as required.

## **12. Incorporation by Reference**

This analysis incorporates by reference the Burbank 2035 General Plan Final Environmental Impact Report (GPFEIR) (SCH #2010021004) and Appendices, the Burbank 2035 General Plan, the 2035 General Plan Update Findings of Fact and Statement of Overriding Considerations (Resolution No. 28,592, February 19, 2013), the Noise Analysis Technical Report/Alameda North Neighborhood Protection Plan – Phase 2 (Meridian Consultants, July 2016), and all technical studies prepared for the analysis of the proposed project as listed below. The GPFEIR, General Plan, accompanying staff reports, and the cited Noise Analysis are available for public review at the City of Burbank, Community Development Department, Planning and Transportation Division, 150 N. Third St., Burbank, CA 91502, and on the City's website at <https://www.burbankca.gov/web/community-development/document-library>.

## **13. Technical Studies**

- Willdan, Rancho Providencia Neighborhood Protection Plan 2023 supporting technical reports
- Meridian Consultants, Noise Analysis Technical Report/Alameda North Neighborhood Protection Plan – Phase 2 (July 2016)

## **14. Intended Uses of This Document**

The City of Burbank, as the Lead Agency for this project, will use this Initial Study in considering whether to approve the Rancho Providencia Neighborhood Protection Plan 2023 Update. This Initial Study will also provide environmental information to other agencies affected by the project, or which are likely to have an interest in the project. Various State and Federal agencies exercise control over certain aspects of the study area. The various public, private, and political agencies and jurisdictions with a particular interest in the proposed project, may include but are not limited to the following:

- California Air Resources Board (CARB)
- California Department of Toxic Substances Control
- California Department of Transportation (Caltrans)

- California Emergency Management Agency
- California Environmental Protection Agency (CalEPA)
- California Office of Emergency Services
- California Regional Water Quality Control Board (CRWQB)
- Los Angeles County Department of Public Works
- Los Angeles County Fire Department
- Los Angeles County Health Department
- Los Angeles County Metropolitan Transit Authority
- Los Angeles County Sanitation Districts
- Los Angeles County Sheriff's Department
- South Coast Air Quality Management District (SCAQMD)
- Southern California Association of Governments (SCAG)
- The Metropolitan Water District of Southern California (MWD)
- U.S. Environmental Protection Agency.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Agriculture/Forestry Resources | <input type="checkbox"/> Air Quality                                   |
| <input checked="" 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 and Hazardous Materials               |
| <input type="checkbox"/> Hydrology/Water Quality         | <input type="checkbox"/> Land Use/Planning              | <input type="checkbox"/> Mineral Resources                             |
| <input checked="" 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 checked="" type="checkbox"/> Mandatory Findings of Significance |

**DETERMINATION**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

9-27-23

Date

DAVID KRISKE  
ASSISTANT CD DIRECTOR

## EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. **“Negative Declaration: Less Than Significant With Mitigation Incorporated”** applies where the incorporation of mitigation measures has reduced an effect from **“Potentially Significant Impact”** to a **“Less Than Significant Impact.”** The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. *Section 15063(c)(3)(D)*. In this case, a brief discussion should identify the following:
  - a) **Earlier Analyses Used.** Identify and state where they are available for review.
  - b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. **Supporting Information Sources:** A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
8. *This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.*
9. The explanation of each issue should identify:
  - a) The significance criteria or threshold, if any, used to evaluate each question; and b) the mitigation measure identified, if any, to reduce the impact to less than significant.

**I. AESTHETICS**

Except as provided in Public Resources Code Section 21099(d) (which prohibits a significance determination regarding aesthetics impacts for transit-oriented infill projects within transit priority areas),

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 publicly accessible vantage points.) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Discussion:**

- a) **No Impact.** The proposed project would not affect any scenic vistas, simply because the Recommendations affect street surfaces or maintain signage and do not create a visual barrier interfering with views or vistas.
- b) **No Impact.** The proposed project would not damage scenic resources, in part because there are no recognized scenic resources in the project area, but principally because as shown by Figures PD-3 and PD-4, installing the Recommendations on existing streets results in only minor changes to the street surfaces, and would not affect natural resources or structures.
- c) **No Impact.** The project is in an urbanized area and is not anticipated to conflict with scenic-quality protections because all work is limited to the street surface and would cause only minor changes to the streets’ appearance on the roadway or with standard accompanying signage (see Figures PD-3, 4 above).
- d) **No Impact.** The Recommendations would not add light or glare to the surroundings, because speed humps and curb and gutter work do not inherently produce artificial light. Black asphalt, new street striping, and concrete curbs do not substantially reflect ambient light or glare.

**II. AGRICULTURE AND FORESTRY RESOURCES.**

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Discussion:**

a-e) **No Impact.** The proposed Recommendations and resulting physical changes to the streets and signage within the project area would not affect farmland or timber-producing land, because there are no farmland/timberland resources in the project area or in the City generally, which is fully developed at an urban scale (City of Burbank, *Burbank2035 General Plan, Environmental Impact Report* (February 19, 2013)).

**III. AIR QUALITY**

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" 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"/>

**Impact Discussion:**

- a) **Less Than Significant.** The project site is located within the South Coast Air Basin (SCAB) and in the jurisdiction of the South Coast Air Quality Management District (SCAQMD) which prepares and implements an Air Quality Management Plan (AQMP), which is updated every five years (see South Coast AQMD, *Air Quality Management Plan (AQMP)*, available at <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan> (accessed May 24, 2023). The AQMP’s primary purpose is to set forth measures that will bring the SCAB into attainment with state and federal Clean Air Act standards – the National Ambient Air Quality Standards (NAAQS) – for major air pollutants. The current plan, adopted in 2022, focuses on bringing the region into compliance with standards for ozone (O<sub>3</sub>) and particulate matter (PM). Generally, projects that are consistent with regional population, housing and employment forecasts are considered to be consistent with the AQMP. The proposed RPNPP 2023 would not change population, housing or employment in the City or region, because it is limited to re-directing existing vehicle traffic and installing measures to slow vehicle speeds (speed humps). Impacts associated with inconsistency with the 2022 AQMP are thus expected to be less than significant.
- b) **Less Than Significant.** The project would involve possible street improvements on street segments that may re-direct existing traffic flows. Construction associated with installing the Recommendations would use equipment that must comply with SCAQMD permits and emissions rules, and construction time is anticipated to be minimal. Emissions associated with construction equipment are thus not anticipated to be cumulatively considerable.
- c) **Less Than Significant.** The project would involve construction equipment that would emit pollutants in the vicinity of single- and multiple-family residences. However, as noted in (b) above, such equipment is regulated by AQMD rules and permit requirements. Compliance with these rules is anticipated to minimize emissions, reducing the exposure of sensitive receptors to less-than-significant levels. AQMD Rules may be found at <http://www.aqmd.gov/home/rules-compliance/rules> (accessed May 24, 2023).
- d) **Less Than Significant.** The project would involve construction that is likely to produce temporary objectional odors (diesel exhaust, asphalt off-gas emissions and odors) in the immediate vicinity of the street segments where road work would be conducted. However, these effects would be short-term, would cease after construction is complete, and would affect only a small number of residences. Additionally, construction equipment and practices must comply with AQMD rules for minimizing emissions/odors (Rule 402, *Nuisance*) and with equipment permit requirements. Impacts are accordingly anticipated to be less than significant.



**IV. BIOLOGICAL RESOURCES.**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

**Impact Discussion:**

- a) **No Impact.** The proposed project would not affect listed or candidate species, or their habitat, because there will be no tree or vegetation removal, and there plan area does not include suitable species-specific habitat. The project area is fully developed at an urban scale, characterized by residential and commercial uses and ornamental landscaping. There are no prominent natural features in the project area. The project includes only minor alterations to street surfaces and would not affect existing ornamental vegetation.
- b) **No Impact.** The proposed project would not affect riparian habitat or other sensitive natural community, because there are no riparian systems or undeveloped natural habitat within or adjacent to the project area. As noted in IV(a) above, the project area is fully developed at an urban scale, and the project construction is limited to minor alterations of street surfaces.
- c) **No Impact.** The proposed project would not affect wetlands, because there are no riparian systems or undeveloped natural habitat within or adjacent to the project area. As noted in IV(a) above, the project area is fully developed at an urban scale, and the project construction is limited to minor alterations of street surfaces.

- d) **Less Than Significant With Mitigation Incorporated.** The project would not affect fish, because there are no water bodies in the project area that support fish habitat. However, project construction noise could presumably affect nesting birds protected under the federal Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712) (available at <https://www.govinfo.gov/content/pkg/USCODE-2020-title16/pdf/USCODE-2020-title16-chap7-subchapII-sec703.pdf>, accessed May 26, 2023). The list of protected birds is comprehensive and includes many commonly-observed species, such as house finches and scrub jays, which nest and raise their young in urban settings. Three specific protected species identified in the Burbank Housing Element EIR as migrating through or inhabiting the City are least Bell's vireo, monarch butterfly, and various types of bats. Mitigation Measure Bio-1 requires a pre-construction nest survey of street trees and other ornamental trees in front yards to rule out the presence of nesting birds if construction is scheduled during the principal nesting season, February 15-August 31. This survey shall include the least Bell's vireo. A similar pre-construction nest survey shall be conducted by a bat specialist in order to confirm that no nesting bats are in nearby street trees. No trees will be removed, thereby limiting the possible affects to migrating Monarch butterflies. Noise-inducing construction shall be delayed until after nestlings have fledged and the nest has been abandoned. With this mitigation in place, impacts to nesting birds and their young are expected to be less than significant.
- e) **No Impact.** The proposed project would not conflict with local policies or ordinances protecting trees or other biological resources, because no tree removals are anticipated. The City classifies certain trees within its boundaries as landmark trees, trees of outstanding size and beauty, and dedicated trees (BMC Section 7-4-108). However, construction is limited to street surfaces and would not affect trees or their root systems. Accordingly, no impacts or conflicts with the BMC provisions are anticipated.
- f) **No Impact.** The proposed project would not conflict with any habitat conservation plans, because the project area does not contain and is not adjacent to any natural areas where such conservation plans apply.

### Mitigation Measure

**BIO-1:** Migratory Birds/MBTA Compliance. All construction activities shall comply with the federal Migratory Bird Treaty Act of 1918 (MBTA) and California Fish and Game Code Sections 3503, 3511 and 3513. The MBTA governs the taking and killing of migratory birds, their eggs, parts, and nests and prohibits the take of any migratory bird, their eggs, parts, and nests. Compliance with the MBTA shall be accomplished by completing the following:

- F. If construction activities near tree canopy will take place inside the peak nesting season (between January 1 and September 15), the City shall engage a qualified biologist to (1) perform a pre-construction survey to identify any active nesting locations within 7 days before construction activities begin and (2) to monitor construction activities if nests are discovered.
- G. If the biologist does not find any active nests during the pre-construction survey, construction work may proceed, and no monitoring shall be required. The biologist conducting the survey shall document a negative survey (no nests observed) with a report indicating that no impacts to active avian nests will occur.
- H. If the biologist finds an active nest within the pre-construction survey area, the biologist shall map its location on an aerial photograph and shall determine whether the nest may be impacted. If so, the biologist shall delineate an appropriate buffer zone around the nest on the map and in the field. The size of the buffer shall be determined by the biologist and shall be based on the nesting species, its sensitivity to disturbance, expected types of disturbance, and location in relation to the construction activities. These buffers are typically 300 feet from the nests of non-listed species and 500 feet from the nests of raptors and listed species and are subject to CDFW discretion.
- I. Only construction activities that have been approved by the monitoring biologist, if any, shall take place within the buffer zone until the nest is vacated. The monitoring biologist shall supervise construction activities near active nests to ensure that no inadvertent impacts on these nests occur.

- J. Results of the pre-construction survey and any subsequent monitoring reports shall be provided to the City. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of young birds.

**BIO-2:** Bats are considered non-game mammals and are afforded protection by State law from take and/or harassment (Fish & G. Code, § 4150; Cal. Code of Regs, § 251.1). Additionally, several bat species are considered Species of Special Concern and meet the CEQA definition of rare, threatened, or endangered species (CEQA Guidelines, § 15380). Compliance with the preceding laws shall be accomplished by completing the following:

- E. If construction activities near tree canopy will take place during maternity roost season (March 1 to September 30) the City shall engage a qualified bat specialist to (1) perform a pre-construction survey to identify any potential habitat that could provide daytime and/or nighttime roost sites, and any active nesting locations within 7 days before construction activities begin and (2) monitor construction activities if nests are discovered.
- F. If the bat specialist does not find any active nests during the pre-construction survey, construction work may proceed, and no monitoring shall be required. The bat specialist conducting the survey shall document a negative survey (no nests observed) with a report indicating that no impacts to active avian nests will occur.
- G. If the bat specialist finds an active nest within the pre-construction survey area, the bat specialist shall map its location on an aerial photograph and shall determine whether the nest may be impacted. If so, the bat specialist shall delineate an appropriate buffer zone around the nest on the map and in the field. Work shall not occur within 100 feet of or directly under or adjacent to an active roost and work shall not occur between 30 minutes before sunset and 30 minutes after sunrise until the end of the maternity season.
- H. Results of the pre-construction survey and any subsequent monitoring reports shall be provided to the City. The monitoring report shall summarize the results of the roost monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing maternity roost activity.

**V. CULTURAL RESOURCES**

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

**Impact Discussion:**

- a) **No Impact.** The proposed project would not affect historical resources because it is limited to construction on street surfaces and would not involve vibration-causing construction methods such as pile-driving. Accordingly, no impacts to structures are anticipated.
- b) **No Impact.** The proposed project is not anticipated to affect archeological resources because all construction work is limited to street surfaces, and no substantial excavation would take place. Sub-surface resources, should they exist, would not be affected.

- c) **No Impact (Statutory Measures apply).** The proposed project is not anticipated to disturb previously-undiscovered human remains, because no substantial excavation would take place. However, in the event that remains are discovered, California Health and Safety Code §§ 7050.5-7055, requires that if human remains are encountered during project construction, work shall stop in the vicinity of the find. The City shall immediately notify the County Coroner who will determine whether the remains are of recent human origin or of older Native American lineage. If the latter, the City shall notify the Native American Heritage Commission (NAHC) to report the discovery and shall subsequently notify the most likely descendant (MLD) as directed by the NAHC. The MLD is required to make recommendations for disposition of the remains within 24 hours of his or her notification by the NAHC. These recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, on- or off-site burial, and ritual ceremonies on- or off-site. Because compliance with this statutory process is intended to protect human remains comprehensively, no additional mitigation measures are required.

## VI. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<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"/>

### Impact Discussion:

- a) **Less Than Significant Impact.** The proposed project would not be expected to result in significant environmental impacts associated with wasteful, inefficient, or unnecessary consumption of energy resources, simply because it would not be in the construction contractor’s interest to use – and pay for – excessive energy resources (e.g., motor fuels, electricity, natural gas, etc.). “Wasteful” energy consumption implies that the energy used to construct and operate a project greatly exceeds that required to do so. It would be unreasonable, and economically inefficient, to use substantially greater amounts of energy resources than needed to construct the proposed speed humps. Project “operation” would not consume energy, because speed humps are static elements of the roadway surfaces, without moving parts that require energy to function.
- b) **Less Than Significant Impact.** The proposed project would not be expected to conflict with or obstruct renewable energy or energy efficiency plans, largely because project construction equipment engines must comply with California Air Resources Board permitting requirements for on- and off-road diesel equipment (see California Air Resources Board, In-Use Off-Road Diesel-Fueled Fleets Regulation (Off-Road Regulation), available at <https://ww2.arb.ca.gov/sites/default/files/offroadzone/landing/offroad.html> (accessed May 26, 2023)).

**VII. GEOLOGY AND SOILS**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<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 type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Discussion:**

- a)
  - i.-iv **No Impact.** The proposed RPNPP 2023 Recommendations would not cause adverse effects to people from earthquake fault rupture or other seismic phenomena, because they would not change the existing exposure to fault risk that residents and visitors already experience. The RPNPP 2023 is limited to measures that are designed to moderate vehicle traffic in the RP neighborhood, and construction is limited to roadway surfaces. It would not build habitable structures or change development intensity or density in the area.
  - b) **Less Than Significant Impact.** The proposed RPNPP 2023 Recommendations would not cause substantial erosion, because construction of speed humps on existing paved streets, altering curbs and gutters, and/or installing a raised medians for road closures would not require substantial soil disturbance and would only require minimal “keying” or grinding of the asphalt surface to provide an anchor for applying the asphalt-concrete hump material. Conventional erosion-control measures would be used, such as straw rolls around catch basins, to capture asphalt particles.

- c) **No Impact.** The proposed RPNPP 2023 Recommendations would not change underlying geology, and would not contribute to landslides, lateral spreading, subsidence, liquefaction, or collapse, because the speed humps would be installed over existing pavement on existing streets. Although the neighborhood lies on an identified liquefaction zone (Burbank2035 General Plan, Exhibit S-4, *Liquefaction Zones*), no structures susceptible to damage from liquefaction are proposed. No excavation or soil disturbance is required.
- d) **Less Than Significant Impact.** The proposed RPNPP 2023 Recommendations would not contribute to risks to life or property associated with expansive soils, because the recommended speed humps would be constructed on existing street pavement and would not change the underlying soil structure. Moreover, the project does not propose constructing habitable structures on expansive soils, and consequently would not place structures at risk of failure due to soil expansion.
- e) **No Impact.** The proposed RPNPP 2023 Update is not a land use that would produce wastewater, and thus would not require wastewater disposal.
- f) **No Impact.** The proposed RPNPP 2023 Recommendations would not affect either unique paleontological resources or geologic features, because the speed humps would be installed over existing pavement on existing streets that lack such features, and no excavation is required for speed hump construction.

**VIII. GREENHOUSE GAS EMISSIONS**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<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 type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Discussion:**

- a) **Less Than Significant Impact.** The proposed RPNPP 2023 Recommendations would not generate substantial volumes of greenhouse gas (GHG) emissions, because heavy equipment (with associated high emissions) is not required for construction, and construction periods would likely not exceed one day per speed hump. Additionally, the RPNPP 2023 would not appreciably change the local vehicle miles traveled – vehicles may re-route to avoid streets with speed humps or a closure, but the minor incremental difference in distance traveled is not anticipated to affect greenhouse gas emissions from individual vehicles.
- b) **No Impact.** The proposed RPNPP 2023 is intended to moderate traffic speeds and to reduce cut-through traffic within the Rancho Providencia neighborhood. As such, it is consistent with City and regional plans to reduce internal-combustion engine GHG emissions, which are typically lower with slower speeds. As stated in VIII(a) above, the incremental difference in VMT resulting from the Orchard Street segment closure and re-routed traffic is not anticipated to change GHG emissions substantially, because the segment is part of a grid street network, and there are numerous options for through-travel. Attempting to predict individual choices in this context would be speculative and would not produce reliable information; moreover, CEQA does not require analysis of speculative impacts (CEQA Guidelines § 15145). No conflicts with applicable plans, policies or regulations are anticipated.

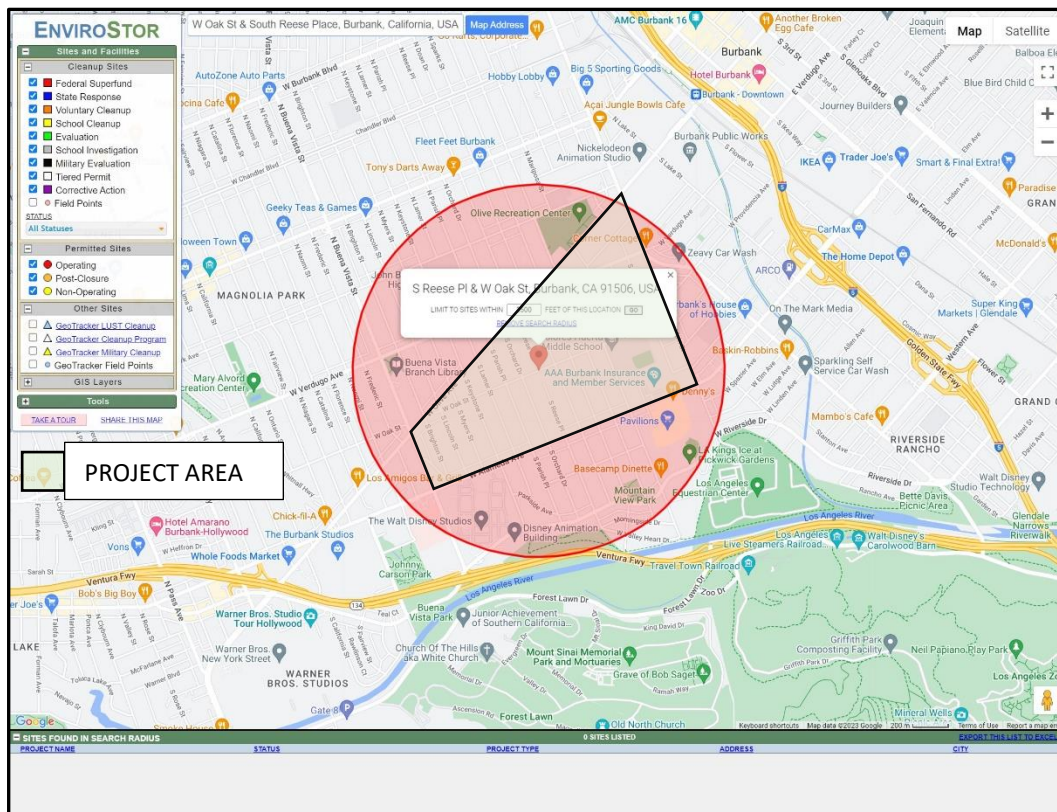
**IX. HAZARDS AND HAZARDOUS MATERIALS**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter 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 which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<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 checked="" type="checkbox"/>	<input 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"/>

**Impact Discussion:**

- a) **Less Than Significant Impact.** The proposed Recommendations would not require hazardous materials and would not involve their transport or disposal. “Hazardous” waste materials are (1) those which are specifically listed in California regulations, such as manufacturing and industrial waste products, solvents, mercury-containing switches or light bulbs; (2) those which are hazardous because of their characteristics – ignitability, corrosivity, reactivity, and toxicity; (3) used oil; (4) mixtures resulting from industrial processing or mining; (5) hazardous materials contained in soil, groundwater, or surface water that render the soil or water volumes hazardous (see California Department of Toxic Substances Control, *Defining Hazardous Waste*, available at <https://dtsc.ca.gov/defining-hazardous-waste/> (accessed May 26, 2023)). The types and amounts of materials used to construct speed humps or a road closure would be typical of those used in roadway constructions. Additionally, project construction contractors are required to comply with applicable federal, state, and local regulations regarding asphalt transport and application.
- b) **No Impact.** The Recommendations are not anticipated to cause accidental release of hazardous materials directly or indirectly, because no hazardous materials would be used. Asphalt and associated materials are not considered “hazardous” by the State of California.

- c) **Less Than Significant Impact.** If all Recommendations are constructed, there would be generate diesel emissions as well as asphalt and paint odors during construction in the vicinity of the Dolores Huerta Middle School, located at 420 S. Mariposa Street within the Rancho Providencia neighborhood. Residents can petition for speed humps on Beachwood Drive, Mariposa Street, Virginia Avenue, Lomita Street, and Glenwood Place, all of which are streets in the immediate vicinity of Dolores Huerta Middle School. However, construction activities are expected to comply with applicable federal, state, and local regulations that would reduce potential hazards during construction activities, and air quality rules promulgated by the SCAQMD (see III(c) above) regulate commercial construction equipment to reduce diesel particulate emissions. Finally, construction duration of speed humps on nearby streets is not anticipated to exceed one day per speed hump. The project is thus not anticipated to expose students and staff at the Dolores Huerta Middle School to significant hazards from emissions and odors.
- d) **No Impact.** The California DTSC Envirostor database indicates that the Rancho Providencia neighborhood does not contain hazardous material sites (Figure Haz-1 below). No impacts associated with such sites are anticipated.



**Figure Haz - 1 California DTSC Envirostor Search Results (no sites)**

Source: California Department of Toxic Substances Control, *Envirostor* search, available at <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=City+of+Burbank> (accessed May 26, 2023).



- e) **No impact.** The Rancho Providencia neighborhood is located between three and 3.5 miles southeast of the Bob Hope (Hollywood-Burbank) Airport, and the airport does not have a Master Plan (see Los Angeles County Airport Land Use Plan, p. 4, available at <https://planning.lacounty.gov/long-range-planning/los-angeles-county-airport-land-use-plan/> (accessed May 26, 2023)).
- f) **Less Than Significant Impact.** Implementing the Recommendations is not anticipated to conflict with an emergency response or evacuation plan, because the primary evacuation routes serving the neighborhood (W. Olive Ave., Victory Blvd., SR 134) identified in the Burbank2035 General Plan would not be affected (Burbank2035 General Plan, Exhibit S-2, *Evacuation Routes*). Speed hump construction would not require street closures for prolonged periods. Should the temporary closure at Orchard Drive be made permanent, it will not impede an emergency evacuation plan. The neighborhood streets are laid in a grid pattern, which offers numerous alternative routes for evacuation or emergency vehicle access. Still, any speed hump installation design and installation will include consultation with the Burbank Fire Department in order to ensure that emergency vehicle travel and response times will not be materially adversely affected.
- g) **No Impact.** Implementing the RPNPP 2023, including speed hump construction, would not expose people or structures to wildfire risk greater than now exists in the City, because it does not propose new housing or commercial development. The Rancho Providencia neighborhood is developed at an urban scale, and is not within a wildfire zone (Burbank2035 General Plan, Safety Element, Exhibit S-1 (available at <https://www.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1612301807431> (accessed May 26, 2023))).

**X. HYDROLOGY AND WATER QUALITY**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, 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"/>

**Impact Discussion:**

- a) **Less Than Significant Impact.** The proposed Recommendations would not be expected to violate water quality standards, waste discharge requirements, or degrade surface or groundwater quality because construction activities must comply with regulatory measures that minimize runoff from construction sites. Burbank Municipal Code (BMC) § 9-3-407, Best Management Practices (BMPs) describes requirements for sediment and erosion control BMPs and stormwater pollution prevention plans. With compliance, impacts to surface and groundwater quality would be less than significant.
- b) **No Impact.** The proposed Recommendations contained in the RPNPP 2023 would not affect groundwater supplies or recharge, because (1) groundwater extraction is not required for the project, and (2) no new impermeable surfaces would be added to the area, impeding recharge.
- c) (i-iv) **Less Than Significant Impact.** The Recommendations would not be expected to result in substantial erosion or siltation, because as noted above, BMC BMPs would be incorporated into project construction, minimizing erosion and siltation. The installation would not generate runoff water or impede or redirect flood flows, because the speed hump engineering design and physical placement would consider the street drainage patterns so as to avoid blocking or channeling flood flows. Speed humps or a permanent closure would not be installed within gutter flow lines, so would not block flood flows into catch basins and the storm drain system.
- d) **Less Than Significant Impact.** The proposed RPNPP 2023 speed hump installation would not release pollutants such as liquid chemicals if any portion of the project area was inundated by flood flows. There is a mapped flood zone along the eastern boundary of the Rancho Providencia neighborhood (Burbank2035 General Plan, Exhibit 5-6, FEMA Flood Zone Areas), but even if flooding occurred, no pollutants would be released from the project because the speed humps would be constructed of asphalt-concrete material, which, when cured, remains solid when exposed to water. Also, a permanent closure would be constructed of concrete and/or pavers, and the same conditions apply as speed humps. If landscaping were to be installed within the closure, it will be native and drought tolerant plants that do not require liquid chemicals or fertilizers. Additionally, the project area is inland, and there are no bodies of water near the project area that would generate tsunami or seiche flows.
- e) **No Impact.** The proposed RPNPP 2023 speed hump installation would not affect implementation of water quality control plans or sustainable groundwater management plans for the reasons described in X(a-c) above. Moreover, the proposed median landscape plantings used to close a street segment would require minimal irrigation, with negligible effects on regional groundwater management.

**XI. LAND USE AND PLANNING**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Discussion:**

- a) **No Impact.** The proposed recommendations would not physically divide an established neighborhood. Speed humps would not result in physical barriers within the neighborhood, and although a road closure would divert traffic flows to neighboring streets, neighborhood streets are laid in a grid pattern, which offers numerous alternative routes for evacuation or emergency vehicle access. Further, pedestrians and bicyclists still retain full access around the closure.
- b) **No Impact.** The proposed RPNPP 2023 is consistent with the Burbank2035 General Plan Mobility Element’s Neighborhood Protection Programs (Burbank2035 General Plan, Mobility Element, p. 4-22), which encourage NPPs to discourage cut-through traffic, reduce vehicle speed, and limit overflow parking on residential streets. The various measures in the RPNPP 2023, including speed humps, parking permit programs, and cooperation with restaurants such as Raising Cane’s, are among those suggested in the Mobility Element.

**XII. MINERAL RESOURCES**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	<input type="checkbox"/>	<input 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"/>

**Impact Discussion:**

- a) **No Impact.** The proposed RPNPP 2023 would not affect known mineral resources simply because the Rancho Providencia neighborhood is fully developed and mining for such resources would result in destroying homes and businesses. The entire City of Burbank is within a state-designated area recognized for mineral resource potential (General Plan 2035, Open Space and Conservation Element, Exhibit OSC-2); however, the accompanying discussion notes that the progressive urbanization of the City has effectively precluded mineral recovery/mining (Id., p. 6-13).
- b) **No Impact.** The proposed RPNPP 2023 would not affect any mineral resource recovery sites because, as stated in XII(a), the City is fully-developed with urban land uses; moreover, the General Plan does not identify important mineral recovery sites within the City (Id., Exhibit OSC-2).

**XIII. NOISE**

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground-borne vibration or ground-borne 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 checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact Discussion:<sup>1</sup>**

- a) **Less Than Significant Impact with Mitigation Incorporated.** As further explained below, construction associated with the proposed RPNPP 2023 could generate substantial temporary or permanent increase in ambient noise levels exceeding City standards; however, with the application of Mitigation Measure NOI-1, construction would be permitted per the City’s Building Code only between 7:00 a.m. and 7:00 p.m. from Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays, and construction equipment would be outfitted with noise-suppression mechanisms. Also as explained below, operational traffic noise levels would likely be the same as or reduced from present conditions.

*Construction Noise.* The RPNPP 2023 could result in installation of speed humps at multiple locations on Myers Street, Sparks Street, Beachwood Drive, Mariposa Street, and Glenwood Place. Speed hump construction may involve surface grinding of an approximately rectangular area at each speed hump location, followed by placing a mound of asphalt and forming/compacting it into a 3” to 3-1/2” tall mass. The equipment used for these operations (loaders, hand-guided vibrating compactors, etc.) produces both noise and vibration; however, “heavy” equipment, such as jackhammers, trenchers, or excavators, would not be used.

The Burbank Municipal Code (BMC) Section 9-3-201 sets forth the City’s policy for noise control: “It is the policy of the City to prohibit unnecessary, excessive and annoying sounds which at certain levels and frequencies are detrimental to the health and welfare of the City’s inhabitants and in the public interest must be systematically proscribed;” Section 9-3-222, *Octave Band Sound Frequency Level Limits*, sets threshold levels for noise exceeding ambient (average) levels. Noise produced above these thresholds is generally prohibited, and there are special regulations for machinery (BMC 9-3-208) and leaf blowers (BMC 9-3-214).

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<sup>1</sup> This discussion relies upon the 2016 Noise Analysis Technical Report conducted for the Alameda North Neighborhood Protection Plan Phase 2 (Meridian 2016), incorporated into this document as Appendix A. Alameda North is a similarly-situated neighborhood bounded by W. Verdugo Avenue on the north, W. Olive Avenue on the south, S. Buena Vista Street on the east, and N. Hollywood Way on the west. The City determined that the analysis for that project could be used for the Rancho Providencia NPP because (1) the analysis was based on noise modeling from vehicle traffic data, rather than field measurements, so would translate to similar neighborhoods with similar traffic volumes; and (2) the North Alameda NPP included similar components, such as speed humps, as are set forth in the Rancho Providencia NPP.

Construction noise could intermittently exceed allowable thresholds. However, construction activities and associated noise would be temporary and would cease when construction is complete. Mitigation Measure NOI-1 requires all construction equipment that would likely generate noise above the applicable levels to be fitted with sound-suppressing mufflers, and Mitigation Measure NOI-2 limits construction to between 7:00 a.m. and 7:00 p.m. from Mondays through Fridays. The City would manage the construction contractors' operations to ensure compliance. These measures are anticipated to reduce construction noise impacts to less than significant levels.

*Operational Noise.* Implementation of the RPNPP 2023 would intentionally alter traffic distribution within the project area to reduce cut-through traffic and to re-orient that traffic to arterial streets. The noise analysis performed in 2016 for the nearby Alameda North Neighborhood (adjacent to the Rancho Providencia neighborhood on the west) indicated that changes in traffic noise caused by similar re-routes would be within the allowable range for urban street noise exposure (Meridian, pp. 26-27). Because the Rancho Providencia neighborhood has similar characteristics to the Alameda North neighborhood, and shares the same arterial streets (Alameda Ave., Olive Ave., Buena Vista St.), a reasonable assumption can be made that traffic noise following RPNPP 2023 implementation would also be within acceptable levels. Further, Policy 3.5 of the Burbank 2035 General Plan Noise notes that reducing noise levels around sensitive land uses can be achieved through the implementation of neighborhood protection plans. Neighborhood protection plans that serve to reduce vehicle speed, as RPNPP 2023 does, also reduce ambient traffic noise.

- b) **Less Than Significant Impact.** The proposed project would not be anticipated to cause excessive ground-borne vibration or noise levels, because construction would not require heavy equipment that produces substantial ground-borne vibration or noise, such as large bulldozers, trenchers, jackhammers, pile-drivers, etc. Hand-driven plate compactors or tampers would generate some vibration, but this vibration would not be expected to exceed acceptable levels on adjacent residential or school properties.

### **Mitigation Measures**

**NOI-1 Construction Noise Suppression.** Construction bids and contracts shall specify that construction equipment shall be outfitted with noise-suppression mechanisms, subject to the approval of the City Building Official. Building inspectors shall periodically and randomly inspect equipment in the field and shall order work to stop if noise suppression equipment is not suitably used or is not functioning properly. Work may resume when noise suppression equipment is demonstrated to be functioning according to the manufacturer's specifications.

**NOI-2 Construction Hours.** Construction implementing the RPNPP 2023 shall be limited to hours between 7:00 a.m. and 7:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction shall occur on Sundays, federal, state, or local holidays, as outlined in the City's Building Code. Construction bids and contracts shall acknowledge these work hours and account for them in project scheduling.

**XIV. POPULATION AND HOUSING**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<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"/>

**Impact Discussion:**

- a) **No Impact.** The proposed RPNPP 2023 would not introduce substantial unplanned population growth, because the project is limited to traffic controls within the Rancho Providencia neighborhood, and would not construct housing, unplanned or otherwise, and would not extend infrastructure to unpopulated areas.
- b) **No Impact.** The proposed RPNPP 2023 would not affect existing housing and would not displace people because the project is limited to traffic controls within the Rancho Providencia neighborhood.

**XV. PUBLIC SERVICES**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Discussion:**

- a) (i-v) **No Impact.** The proposed RPNPP 2023 would not result in unaccounted physical impacts associated with new construction of government facilities, because the project is limited to minor street improvements – installation of speed humps, striping, new and/or maintained signage on local streets and one possible street closure – and traffic control to reduce neighborhood cut-through traffic. Traffic volumes in the vicinity are not anticipated to change markedly, and the project would not introduce new land uses, creating a demand for new public services that could, in turn, necessitate construction of new

public facilities. Impacts associated with the public facilities that are the subject of the RPNPP 2023 are otherwise addressed throughout this document.

**XVI. 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"/>

**Impact Discussion:**

- a) **No Impact.** The proposed RPNPP 2023 is not anticipated to increase park or recreational facilities’ use because the project is limited to traffic control and minor surface changes to existing streets. The traffic control measures, such as permitted parking, signage, and speed humps, would not change access to existing parks (i.e., it would not enable substantial numbers of new park visitors to access existing facilities, accelerating their deterioration), and would not introduce new population to the area.
- b) **No Impact.** The proposed RPNPP 2023 does not include recreational facilities, nor would it require new facility construction that would result in environmental impacts. The proposed project is limited to traffic control and would not introduce new demands on recreational facility capacity.

**XVII. TRANSPORTATION**

*Note: Except as provided in CEQA Guidelines § 15064.3(b)(2) (regarding roadway capacity projects), a project's effect on automobile delay shall not constitute a significant environmental impact. See 14 CCR § 15064.3.*

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) (Criteria for Analyzing Transportation Impacts)?	<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 uses (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"/>

**Impact Discussion:**

- a) **No Impact.** The proposed RPNPP 2023 would not conflict with City circulation system plans; rather, the project is consistent with the Burbank 2035 General Plan Mobility Element. As stated in Section XI(b)

above, the Mobility Element's Neighborhood Protection Programs (Burbank2035 General Plan, Mobility Element, p. 4-22, and Mobility Element Policy 6-3)) encourage NPPs to discourage cut-through traffic, reduce vehicle speed, and limit overflow parking on residential streets. The various measures in the RPNPP 2023, including speed humps, parking permit programs, and cooperation with restaurants such as Raising Cane's, are among those suggested in the Mobility Element.

- b) **No Impact.** CEQA Guidelines § 15064.3, subdivision (b) instructs local agencies to evaluate traffic impacts based on a project's likelihood to increase passenger and commercial vehicle miles traveled either directly or by "inducing" vehicle trips by introducing a land use that attracts individual vehicle trips in lieu of trips made by alternative means, such as transit, cycling, walking, etc.

The proposed RPNPP 2023 would not appreciably change vehicle miles traveled in the project area. The RPNPP 2023 is designed to slow vehicles that use local streets by enabling residents on 15 street segments to petition for speed hump installation, and to reduce congestion on Orchard Street that would otherwise result from queued vehicles at the Raising Cane's drive-through window. The RPNPP 2023 would not add land uses to the area and would thus not add or induce vehicle trips. One street closure would not result in significant changes of vehicle miles traveled. As noted in XVII(a) above, the improvements proposed by the RPNPP 2023 are expressly consistent with the Burbank2035 General Plan Mobility Element. As stated in VIII(a) above, the incremental difference in VMT resulting from the Orchard Street segment closure and re-routed traffic is not anticipated to change GHG emissions substantially, because the segment is part of a grid street network, and there are numerous options for through-travel. Attempting to predict individual choices in this context would be speculative and would not produce reliable information; moreover, CEQA does not require analysis of speculative impacts (CEQA Guidelines § 15145). Accordingly, the RPNPP would not conflict with CEQA Guidelines § 15064.3, subdivision (b).

- c) **Less Than Significant Impact.** The RPNPP 2023 would not introduce features that would increase hazards or incompatible uses. Construction within the RP neighborhood would be limited to speed humps or one closure, all of which would be compatible with American Association of State Highway and Transportation Officials (AASHTO) and Manual of Uniform Traffic Control Devices (MUTCD) design standards. The proposed speed humps are conventional features used safely throughout the City, and typically reduce vehicle speeds on the street segments where they are installed. Street closures also have been installed safely in nearby neighborhoods. Although the speed humps and possible street closure would result in street-surface irregularity, the City would also add striping and labels to warn drivers of the upcoming features. Accordingly, impacts associated with hazardous street features and construction are anticipated to be less than significant.
- d) **Less Than Significant Impact.** The proposed RPNPP 2023 is not anticipated to result in inadequate emergency access, because program implementation would not close streets or substantially alter street geometry. While the possible speed humps and permanent closure of Orchard Drive would alter some travel routes and could increase emergency response times on certain trips, overall emergency access to all locations within the Project area would be maintained. Any speed hump installation design and installation will include consultation with the Burbank Fire Department in order to ensure that emergency vehicle travel and response times will not be materially adversely affected. The closure would also be designed so that emergency vehicles can drive over or through the feature if necessary. Further, recommendations are limited to local streets and would not be installed on arterial streets or designated emergency routes. Emergency access is therefore anticipated to remain adequate.



**XVIII. TRIBAL CULTURAL RESOURCES**

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

**Impact Discussion:**

a) i-ii **No Impact.** The proposed RPNPP 2023 would not affect Tribal cultural resources, primarily because project construction is limited to minor grinding and installation of speed humps and a road closure on existing street surfaces in a developed urban area, and even if such resources were present, they would not be disturbed. No excavation would occur. There are no identified resources on the specific streets where speed hump petitions are cleared to move forward and where speed humps may be constructed. Accordingly, the project would not be anticipated to affect resources that are listed or eligible for listing in the California Register of Historical Resources or a local register, or other potential significant historical resource with connection to the local Tribal community.

**XIX. UTILITIES AND SERVICE SYSTEMS**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Discussion:**

a, c-e) **No Impact.** The proposed RPNPP 2023 would not require relocation or construction of new utility systems, would not generate wastewater or solid waste, and would not foreseeably conflict with solid waste statutes and regulations, because construction associated with the RPNPP 2023 is limited to installation of speed humps, which are inert linear asphalt mounds placed at 90° to the direction of vehicle travel on street surfaces, and to the installation of a raised landscaped median to close Orchard Street to through -traffic. The City would manage project construction so that solid waste reduction goals are met. The remaining components of the RPNPP 2023 are operational in nature, and as such, would not affect utility or waste-management systems.

b) **Less Than Significant Impact.** The proposed raised median will include minor landscaping comprised of drought-tolerant, xeriscape plant materials that would require minimal supplemental dry-season drip irrigation. The irrigation system would be connected to the City's existing street-tree irrigation water supply. Water consumption is not expected to exceed available supply, or to require expanded or new water treatment facilities.

**XX. WILDFIRE**

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 downslope 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"/>

**Impact Discussion:**

a-d) **No Impact.** The proposed RPNPP 2023 is located within the City of Burbank, and is not within or near a state responsibility area (CalFire, *State Responsibility Area Fire Hazard Severity Zones*, available at [https://osfm.fire.ca.gov/media/cuxnqmcw/fhsz\\_county\\_sra\\_11x17\\_2022\\_losanageles\\_ada.pdf](https://osfm.fire.ca.gov/media/cuxnqmcw/fhsz_county_sra_11x17_2022_losanageles_ada.pdf) (accessed May 26, 2023)). The RP neighborhood is also not mapped within a local fire zone in the City (City of Burbank, Burbank 2035 General Plan, Safety Element, p. 7-9, Exhibit S-1, Fire Zones).

**XXI. MANDATORY FINDINGS OF SIGNIFICANCE**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ( <i>“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.</i> )	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

- a) **Less Than Significant With Mitigation Incorporated.** The proposed RPNPP 2023 would not substantially degrade the quality of the environment, substantially reduce fish or wildlife habitat or population, affect plant or animal communities, or affect examples of California history or prehistory, because as explained throughout the document, the RPNPP 2023’s physical changes to the environment are limited to constructing speed humps on existing street surfaces. Mitigation Measure BIO-1 and BIO-2 would guard against harm to nesting birds and their young as well as bats, and reduce potential impacts to less than significant levels. No further impacts are anticipated.
- b) **Less Than Significant Impact.** The proposed RPNPP 2023 would not contribute to cumulative impacts, because its potential impacts would be temporary and would cease after construction is completed. Mitigation Measure BIO-1 would reduce impacts to migratory birds and roosting bats to less than significant levels, and Mitigation Measures NOI-1 and NOI-2 would reduce construction noise impacts to less than significant levels. As discussed throughout this document, any other impacts would be less than significant without additional mitigation.
- c) **Less Than Significant With Mitigation Incorporated.** The proposed RPNPP 2023 would not be expected to cause direct or indirect adverse effects on human beings, because as discussed throughout this document, such effects to human beings would not be expected, except those caused by construction noise, which would cease when speed hump or street closure installation is accomplished. With Mitigation Measures NOI-1 and NOI-2, any adverse effects would be mitigated to less than significant levels.

## **List of Preparers**

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