ENVIRONMENTAL IMPACT REPORT FOR A REPLACEMENT AIRLINE PASSENGER TERMINAL AT BURBANK BOB HOPE AIRPORT

VOLUME 6

JUNE 2016

STATE CLEARINGHOUSE NO.: 2015121095

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ENVIRONMENTAL IMPACT REPORT FOR A REPLACEMENT AIRLINE PASSENGER TERMINAL AT BURBANK BOB HOPE AIRPORT

VOLUME 6

FINAL
June 2016
Burbank, California

State Clearinghouse No.:
2015121095

Prepared by RS&H, Inc. at the direction of the Burbank-Glendale-Pasadena Airport Authority

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APPENDIX N
DRAFT EIR COMMENTS AND RESPONSES TO COMMENTS

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N.1 INTRODUCTION

This appendix contains a list of comments received concerning the Draft Environmental Impact Report (EIR) during the 45-day comment period (29 April 2016 through 13 June 2016) and the responses to those comments.

Following this introduction, Section N.2 provides a list of commenters grouped by agency, by organization, and by individuals. Within the groupings, comment letters are organized in chronological order.

Section N.3 contains text changes to the Draft EIR, reflecting necessary additions and corrections addressed by the agency comments, organization comments, public comments, or responses to comments, or initiated to correct the Draft EIR. Text changes appear in order of page number in the Draft EIR on which the change is made. Where a text change is made as part of a response to a public comment, the comment number is noted.

Section N.4 contains master responses to issues that were raised by multiple commenters. The master responses are intended to provide a comprehensive overview of the issue and are supplementary to the responses to specific comments contained in Section N.5.

Section N.5 contains copies of comments received during the comment period and responses to those comments. These comments were provided either in written format or as oral comments provided to a stenographer during the City of Burbank City Council meeting on 16 May 2016, the public open house on 19 May 2016, the public open house on 1 June 2016, or the Authority Commission meeting on 6 June 2016. Comments were also submitted electronically on the following websites: burreplacementterminal.com and www.BurbankCA.gov/BURinfo. Each written comment is numbered in the margin of the comment letter and the responses to all of the comments in a particular letter follow that letter. Similarly, the transcripts from the City Council meeting, the open houses, and the Authority Commission meeting are provided and the comments made to the stenographer are numbered in the margin of the transcript and the responses to all of the comments are presented following the transcript. Where a response includes a change to the text of the Draft EIR, a reference is made to Section N.3 where text changes are listed in order of page number in the Draft EIR.

N.2 LIST OF COMMENTERS

N.2.1 Agencies Commenting on the Draft EIR

The following agencies submitted written comments on the Draft EIR during the comment period (the date of the correspondence also is provided):

Commenter #1: California Department of Transportation	2 June 2016
Commenter #2: City of Burbank	9 June 2016
Commenter #3: City of Los Angeles Department of Transportation	13 June 2016
Commenter #4: South Coast Air Quality Management District	13 June 2016
Commenter #5: Governor's Office of Planning and Research	14 June 2016

N.2.2 Organizations Commenting on the Draft EIR

The following organizations submitted written comments on the Draft EIR during the comment period (the date of the correspondence also is provided):

Commenter #6: Assemblyman Chris Holden	27 May 2016
Commenter #7: AvisBudget Group	2 June 2016
Commenter #8: Burbank Association of Realtors	3 June 2016
Commenter #9: Valley Industry and Commerce Association	6 June 2016
Commenter #10: BUR Airline Airport Affairs Committee	13 June 2016
Commenter #11: Eco-Rapid Transit	13 June 2016
Commenter #12: Councilmember Paul Krekorian	13 June 2016
Commenter #13: Community Legal Advisors, Inc.	13 June 2016

N.2.3 Individuals Commenting on the Draft EIR

The following individuals submitted written comments on the Draft EIR during the comment period (the date of the correspondence also is provided):

Commenter #14: Jeffery Knapp	30 April 2016
Commenter #15: Inez T. Morin	30 April 2016
Commenter #16: William Yin	4 May 2016
Commenter #17: Anne Swatfigure	10 May 2016
Commenter #18: 60-Year Resident	11 May 2016
Commenter #19: Steven Weinstein	12 May 2016
Commenter #20: Cary Clayton	12 May 2016
Commenter #21: Resi Dent	13 May 2016
Commenter #22: Geoff Pangman	16 May 2016
Commenter #23: Peggy Wurtz	19 May 2016
Commenter #24: Emilia Platas	19 May 2016
Commenter #25: Tony Noakes (#1)	19 May 2016
Commenter #26: Tony Noakes (#2)	20 May 2016
Commenter #27: Tony Noakes (#3)	20 May 2016

Commenter #28: Tony Noakes (#4)	20 May 2016
Commenter #29: Tony Noakes (#5)	20 May 2016
Commenter #30: Tony Noakes (#6)	20 May 2016
Commenter #31: Philip Genevitz	21 May 2016
Commenter #32: Glen Rocklin	23 May 2016
Commenter #33: Murray Maltby	23 May 2016
Commenter #34: Terry Bruse	25 May 2016
Commenter #35: Peter Berg	31 May 2016
Commenter #36: Albert Deitsch	1 June 2016
Commenter #37: Pablo Grande	1 June 2016
Commenter #38: Van Anh Grande	1 June 2016
Commenter #39: Mike Lee	2 June 2016
Commenter #40: Ednar Segura	6 June 2016
Commenter #41: A. Wiegand	7 June 2016
Commenter #42: Gail Nicol	7 June 2016
Commenter #43: Alfred Urrutia	11 June 2016
Commenter #44: Janet Diel	11 June 2016
Commenter #45: Peter Berg	12 June 2016
Commenter #46: Joshua Steele	12 June 2016
Commenter #47: Harry Gharabagi	13 June 2016
Commenter #48: Lynne Whitlock	13 June 2016

N.2.4 Commenters at the City of Burbank City Council Meeting on 16 May 2016

The following oral comments on the Draft EIR were received during the City of Burbank City Council meeting on 16 May 2016:

Commenter #49: Paul Dyson
Commenter #50: Paul Darrigo
Commenter #51: David Piroli
Commenter #52: Sharon Springer
Commenter #53: Mike Nolan

N.2.5 Commenters at the Public Open House on 19 May 2016

The following written comments on the Draft EIR were received during the public open house on 19 May 2016:

Commenter #54: Jayne McKay
Commenter #55: Tayvin Saks
Commenter #56: David Tomber
Commenter #57: Anna May Nelson

No oral comments on the Draft EIR were received during the public open house on 19 May 2016.

N.2.6 Commenters at the Public Open House on 1 June 2016

The following written comments on the Draft EIR were received during the public open house on 1 June 2016:

Commenter #58: Diana Schori
Commenter #59: Robert R. Struble
Commenter #60: Julie D. Angelo
Commenter #61: Gail Nicol
Commenter #62: Terry Bruse

The following oral comments on the Draft EIR were received during the public open house on 1 June 2016:

Commenter #63: Edna Moreno
Commenter #64: Linda Walmsley
Commenter #65: Alan McKay
Commenter #66: Janet Diel
Commenter #67: Judith Miller
Commenter #68: Rolf Darbo
Commenter #69 Sharron McMillan

N.2.7 Commenters at the Authority Commission Meeting on 6 June 2016

The following oral comments on the Draft EIR were received during the Authority Commission Meeting on 6 June 2016:

Commenter #70: James Berner
Commenter #71: Frank Macchia
Commenter #72: David Spell
Commenter #73: Janet Diel
Commenter #74: Alex Davis
Commenter #75: Will Rogers

N.3 ERRATA TO THE DRAFT EIR

The following corrections and changes are made to the Draft EIR and are incorporated as part of the Final EIR. New language is double-underlined (e.g., new text). Deleted text is shown with a strikethrough (e.g., deleted text). Where a change is made as part of a response to a comment on the Draft EIR, the comment number is noted in brackets.

Page v, List of Figures of the DEIR the following figures were added:

Page vii, List of Tables of the DEIR the following tables were added:

Page vii, List of Table of the DEIR, page number for Table 3.4-1 is revised to read:

Page vii, List of Table of the DEIR, page number for Table 3.4-14 is revised to read:

Page xii, Volume 2, Appendix G of the DEIR is revised to read:

G. Cultural Resources ~~Historical Resource Technical Report~~

Page xii, Volume 3, Appendix H of the DEIR is revised to read:

H. Geology and Soils ~~Cultural Resource Technical Report~~

Page xiii, Volume 6 is added to read:

N. Draft EIR Comments and Responses to Comments
O. FAA Letters
P. Mitigation Monitoring and Reporting Plan
Q. Project Design Features

Page ES-5 through ES-12, Table ES-2 of the DEIR is replaced in its entirety.

Page ES-12 of the DEIR, new sections ES.6 and ES.7 are added as follows:

ES.6 COMPARISON OF IMPACTS OF THE DEVELOPMENT OPTIONS AGAINST THE NO PROJECT ALTERNATIVE

In compliance with the California Environmental Quality Act (CEQA), the impacts identified for each of the development options and the no project alternative have been compared to the Base Year (2015). This is presented in **Table ES-2**. However, to provide a complete and accurate understanding of the magnitude of the impacts disclosed, it is important to also compare the impacts of the development options against the no project alternative in the future as well as to compare the number of aircraft operations and passengers in a historical context.

Table ES-3 provides a comparison of the impacts of each of the development options with the no project alternative in the future (i.e., comparing the conditions that would occur in 2025 for each development option against the conditions in 2025 that would occur for the no project alternative). This table shows that the impacts of each development option generally are the same or similar to the impacts that would occur under the no project alternative. The impacts that would be greater are generally related to construction impacts and not related to operational impacts. Thus, the impacts associated with the implementation of each of the development options is related to relocating the passenger terminal to another location at the Airport and not to the increase in aircraft operations or annual passengers.

ES.7 HISTORICAL CONTEXT OF ENVIRONMENTAL CONDITIONS

Many of the impacts disclosed for each of the development options are based on an increase in aircraft operations and annual passengers in comparison to the Base Year (2015). For example, the total number of aircraft operations is forecast to increase from 126,347 in 2015 to 145,500 in 2025. This is an increase of 15% over the 10-year period, or about 1.5% per year. However, in 2007, the total number of aircraft operations was 224,591, which is 77% greater than the Base Year (2015) and also is 54% greater than the forecast number of aircraft operations for 2025. Similarly, the number of annual passengers is forecast to increase from about 3.9 million passengers in 2015 to 4.9 million passengers in 2025. This is an increase of 25% over the 10-year period, or about 2.5% per year. However, in 2007, the total number of annual passenger was 5.8 million, which is 49% greater than the Base Year (2015) and also is 18% greater than the forecast number of annual passengers for 2025.

Likewise, the amount of air pollutant emissions that occurred in 2007 was much greater than what occurred in the Base Year (2015) or what would occur in 2025 for each of the development options. This is due to two factors: (1) the number of aircraft operations and the number of motor vehicle trips were greater in 2007 than in either the Base Year (2015) or what is forecast to occur in 2025;

and (2) the technology associated with engines (both aircraft and motor vehicles) has reduced the amount of air pollutant emissions over time.

The noise related to aircraft operations was also greater in 2007 than what was experienced in the Base Year (2015) or what would be forecast to occur in 2025 under each of the development options. This is due to two factors: (1) the number of aircraft operations was greater in 2007 than in either the Base Year (2015) or what is forecast to occur in 2025; and (2) the technology associated with aircraft engines has reduced the amount of noise produced for both arriving and departing aircraft. This has resulted in an overall reduction in the number of people significantly affected by noise when compared to conditions in 2007.

The water demand and wastewater generated at the Airport was also greater in 2007 than what was experienced in the Base Year (2015) or what would be forecast to occur in 2025 under each of the development options. This is due to the fact that the water demand and wastewater generated is largely a function of the number of passengers using the Airport, which was greater in 2007 than in either the Base Year (2015) or what is forecast to occur in 2025.

Page ES-12 of the DEIR, new Table ES-3 is added.

Page 1-3 paragraph 5 of the DEIR is revised to read:

The comments received during the NOP process were considered during the development of the Draft EIR. The Draft EIR ~~will be~~ was circulated for review and comment~~s~~ by the public and other interested parties, agencies, and organizations for 45 days starting on 29 April 2016 and ending on 13 June 2016. During the public review period, the Authority ~~will hold a series of~~ held two public workshops, 19 May 2016 and 1 June 2016, to allow interested parties and agencies to voice their opinions regarding the adequacy of the Draft EIR.

Page 1-4, paragraph 3 of the DEIR is revised to read:

Comments ~~can~~ were also ~~be~~ provided at: http://replaceburterminal.com/

Page 1-4, paragraph 4 of the DEIR is revised to read:

~~After the~~ Following the close of the public comment period ~~closes~~ on the Draft EIR, the Authority ~~will~~ responded in ~~the~~ this Final EIR, to all written comments received regarding the proposed project's environmental impacts (see **Appendix N**). ~~The Response to Comments will be prepared as a separate document from the Draft EIR. The~~ This Final EIR ~~will~~ consists of the Draft EIR and the

Responses to Comments ~~document~~ appendix. ~~The~~ This Final EIR will be considered by the Authority at a public meeting and be certified if found to comply with CEQA's requirements.

Page 2-5, paragraph 3, sentence 2 of the DEIR is revised to read:

This concern is based on the fact that the existing passenger terminal does not comply with FAA airport design standards, including Advisory Circular (AC) 150/5300-13A, Change 1, *Airport Design* (FAA, 2014~~2~~).

Page 2-24, bullet 1, sentence 1 of the DEIR is revised to read:

- New Terminal Access Road – The Adjacent Property Full-Size Terminal Option proposes a new multi-lane road that would extend from the intersection of North Hollywood Way and Winona Avenue; this road would loop around the proposed parking structures to provide vehicle access to the replacement passenger terminal and parking structures, thus allowing curb-front access to the terminal and recirculation around the Airport (see **Figure 2-11a**).

Page 2-24 of the DEIR, new Figure 2-11a is added following page 2-24.

Page 2-25, bullet 1, sentence 1 of the DEIR is revised to read:

- Terminal Access Road – The Southwest Quadrant Full-Size Terminal Option proposes to extend the existing on-airport Terminal Loop Road to provide access to the replacement passenger terminal and parking structures (see **Figure 2-11b**).

Page 2-26, bullet 1, sentence 1 of the DEIR is revised to read:

- Terminal Access Road – The Southwest Quadrant Same-Sized Terminal Option proposes to extend the existing on-airport Terminal Loop Road to provide access to the replacement passenger terminal and parking structures (see **Figure 2-11b**).

Page 2-26, paragraph 7, two new sentences are added at the end of the paragraph to read:

In the northwest quadrant of the Airport, there are currently five vacant hangars and available land to accommodate all of the GA activities that would currently desire to remain at the Airport. It is unknown what the demand for GA hangars would be in the 2025 study year.

Page 2-26 of the DEIR, new Figure 2-11b is added following page 2-26.

Page 3.1-7, paragraph 4, sentence 2 of the DEIR is revised to read:

> **Table 3.1-2** lists the resulting passengers volumes for each EIR analysis year and also shows the level of passenger activity in 2007 to show how the forecast levels relate to previous passenger volumes.

Page 3.2-12, new Section 3.2.2.6 of the Draft EIR is added and reads:

> 3.2.2.6 Project Design Features
>
> The Authority would implement the following PDFs to enhance the visual character of the Airport vicinity.
>
> **PDF-AESTH-1:** All outdoor lighting for individual buildings, other than signs, would be limited to lighting required for safety, security, low-level architectural illumination, and landscaping. The Authority would comply with all applicable rules/regulations of the FAA, the California Division of Aeronautics, and the Los Angeles County Airport Comprehensive Land Use Plan pertaining to lighting and glare control. Specific features would include the following:
>
> - Use high-cutoff and/or shielded light fixtures that shall direct light downward (i.e., not allow illumination above the horizontal).
> - LED or bulb colors would be installed that cannot be confused with airfield lighting, navigational aids, or other airfield operational lighting.
> - Except for FAA-required lighting, no other flashing or strobing lighting directed upward into the sky would be included.
> - Glare within the property of the Airport would be minimized to the maximum extent feasible primarily for the safety of arrival and departure of aircraft.

Page 3.2-13, paragraph 2, sentence 2 of the Draft EIR is revised to read:

> Graded surfaces, construction materials, equipment, ~~and~~ truck traffic, and lighting (for nighttime airfield construction) would be visible.

Page 3.2-20, paragraph 2, sentence 2 of the Draft EIR is revised to read:

> Graded surfaces, construction materials, equipment, ~~and~~ truck traffic, and lighting (for nighttime airfield construction) would be visible.

Page 3.2-20, paragraph 7, sentences 1 and 2 of the DEIR are revised to read:

> Hangar 2 ~~could~~ would be moved to ~~an appropriate on-site or off-site location~~ another location on Airport property. ~~Should Hangar 2 be relocated, a~~ A Relocation and Rehabilitation Plan shall be commissioned by the Authority and developed by a qualified historic preservation consultant.

Page 3.2-26, paragraph 2, sentence 2 of the Draft EIR is revised to read:

> Graded surfaces, construction materials, equipment, ~~and~~ truck traffic, and lighting (for nighttime airfield construction) would be visible.

Page 3.2-26, paragraph 7, sentences 1 and 2 of the DEIR are revised to read:

> Hangar 2 ~~could~~ would be moved to ~~an appropriate on-site or off-site location~~ another location on Airport property. ~~Should Hangar 2 be relocated, a~~ A Relocation and Rehabilitation Plan shall be commissioned by the Authority and developed by a qualified historic preservation consultant.

Page 3.4-26, bullet 12 of the Draft EIR is revised to read:

- To encourage employee carpooling and the use of low-emitting or fuel-efficient vehicles by employees, the Authority would designate a minimum of 10 percent of the onsite employee parking for carpool and/or low-emitting or fuel-efficient vehicles. To encourage public transportation use by the Authority employees, the Authority shall provide incentives, such as discounted public transportation passes.

Page 3.4-26, bullet 13 of the Draft EIR is revised to read:

- The Authority would pre-wire, or install conduit and panel capacity, for electric vehicle charging stations for a minimum of ~~three (3)~~ five (5) percent of ~~onsite~~ relocated parking spaces, of which 50 spaces would be installed with electric vehicle charging stations upon opening of the replacement passenger terminal.

Page 3.4-26 of the DEIR, new bullets 14 - 17 are added and read:

- The replacement terminal gates shall be designed with electric infrastructure to allow for aircraft and ground support equipment to utilize electric power. New hangars would be designed to include electric infrastructure to provide the ability for aircraft in the hangars to use electricity.
- The Authority would provide incentives to encourage the use of public transportation by Authority and TBI airport management employees.
- The Authority would require the use of electric lawn mowers and leaf blowers during landscaping activities.
- The Authority would require the use of electric or alternatively-fueled sweeper with HEPA filters for publicly-accessible roadways and parking structures.

Page 3.4-30, Table 3.4-4 of the DEIR is revised to read:

Table 3.4-4

Adjacent Property Full-Size Terminal Option
Maximum Unmitigated Regional Construction Emissions (pounds per day) [a]

Construction Source	Regional Emissions					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10} [c]**	**$PM_{2.5}$ [b]**
Northeast Quadrant Phase						
Demolition (Lot A) + Grading	6	90	54	<1	11	5
Grading + Foundation	5	51	42	<1	6	3
Building Construction	6	53	65	<1	11	4
Building Construction + Demolition (Temporary Parking Lot)	6	58	72	<1	14	5
Building Construction + Paving + Architectural Coating	43	62	90	<1	14	5
Building Construction + Paving + Architectural Coating	42	51	87	<1	14	5
Air Cargo Building & Existing Terminal Phase						
Demolition (Terminal/Parking) + Building Construction + Taxiway Paving	7	70	81	<1	13	5
Building Construction + Taxiway Paving + Paving + Architectural Coating	42	63	91	<1	10	5
Taxiway Paving + Demolition	3	30	36	<1	3	1
Maximum Regional Emissions	**43**	**90**	**91**	**<1**	**14**	**5**
Regional Significance Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Over (Under)	(32)	(10)	(459)	(150)	(136)	(50)
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

[a] *Emission quantities are rounded to "whole number" values. As such, the "total" values presented herein may be 1 unit more or less than actual values. Exact values (i.e., nonrounded) are provided in the CalEEMod printout sheets and/or calculation worksheets that are presented in* ***Appendix F*** *of this Draft EIR.*

[b] *PM_{10} and $PM_{2.5}$ emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression.*

Source: ESA PCR, 2016

Page 3.4-31, after paragraph 3 of the DEIR, new paragraph is added and reads:

> The replacement passenger terminal building truck loading areas and loading docks shall be designed with electric infrastructure (wiring, panel upgrades, etc.) to allow for the installation of future charging stations. Electric landscaping equipment and electric or alternatively fueled sweepers shall be used for areas near or adjacent to the replacement terminal building. These measures would also reduce operational emissions from the proposed project.

Page 3.4-32, Table 3.4-5, is revised to read:

Table 3.4-5

Adjacent Property Full-Size Terminal Option
Maximum Unmitigated Regional Operational Emissions (pounds per day) [a]

Operational Source	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Existing Emissions						
Aircraft	1,123	2,420	7,032	311	43	43
Aircraft Fuel	29	–	–	–	–	–
Ground Support Equipment	41	130	1,181	5	5	5
Area (Coating, Consumer Products, Landscaping)	92	<1	1	<1	<1	<1
Energy (Natural Gas)	<1	1	1	<1	<1	<1
Mobile (Motor Vehicles)	136~~140~~	109~~114~~	1,170~~1223~~	3	226~~232~~	61~~63~~
Total Emissions	**1,419** **~~1,425~~**	**2,660** **~~2,665~~**	**9,385** **~~9,438~~**	**319**	**274~~280~~**	**109~~111~~**
Project Emissions						
Aircraft [b]	1,269	3,065	7,703	363	48	48
Aircraft Fuel [b]	38	–	–	–	–	–
Ground Support Equipment [b]	48	153	1,389	6	6	6
Area (Coating, Consumer Products, Landscaping)	92	<1	1	<1	<1	<1
Energy (Natural Gas)	<1	1	1	<1	<1	<1
Mobile (Motor Vehicles)	91~~87~~	62~~56~~	759~~726~~	3	291~~316~~	79~~85~~
Total Emissions	**1,538** **~~1,534~~**	**3,281** **~~3,275~~**	**9,853** **~~9,820~~**	**372**	**345~~370~~**	**133~~139~~**
Net Emissions	**116~~109~~**	**621~~610~~**	**468~~382~~**	**53**	**17~~90~~**	**24~~28~~**
SCAQMD Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Over/(Under)	61~~54~~	566~~555~~	(82~~168~~)	(97)	(133~~60~~)	(31~~27~~)
Exceed Threshold?	**Yes**	**Yes**	**No**	**No**	**No**	**No**

[a] *Emission quantities are rounded to "whole number" values. As such, the "total" values presented herein may be 1 unit more or less than actual values. Exact values (i.e., nonrounded) are provided in the CalEEMod printout sheets and/or calculation worksheets that are presented in* ***Appendix F****.*

[b] *Aircraft, aircraft fuel, and ground support equipment emissions include future growth in passengers that would occur with or without implementation of the project.*

Source: ESA PCR, 2016

Page 3.4-33, after paragraph 2 of the DEIR, new paragraph is added and reads:

> The replacement passenger terminal building truck loading areas and loading docks shall be designed with electric infrastructure (wiring, panel upgrades, etc.) to allow for the installation of future charging stations. Electric landscaping equipment and electric or alternatively fueled sweepers shall be used for areas near or adjacent to the replacement terminal building. These measures would also reduce operational emissions from the proposed project.

Page 3.4-45, after paragraph 1 of the DEIR, new paragraph is added and reads:

> The replacement passenger terminal building truck loading areas and loading docks shall be designed with electric infrastructure (wiring, panel upgrades, etc.) to allow for the installation of future charging stations. Electric landscaping equipment and electric or alternatively fueled sweepers shall be used for areas near or adjacent to the replacement terminal building. These measures would also reduce operational emissions from the proposed project.

Page 3.4-48, Table 3.4-12of the DEIR is revised to read:

Table 3.4-12

Southwest Quadrant Full-Size Terminal Option

Maximum Unmitigated Regional Construction Emissions (pounds per day) [a]

Construction Source	Regional Emissions					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10} [c]**	**$PM_{2.5}$ [b]**
Southwest Quadrant Phase						
Demolition (Parking Lot A) + Grading	6	90	54	<1	11	5
Grading + Foundation	5	51	42	<1	6	3
Terminal Building Construction	6	53	65	<1	11	4
Terminal Building Construction + Demolition (Temporary Parking Lot)	6	58	72	<1	14	5
Terminal Building Construction + Paving + Architectural Coating	43	62	90	<1	14	5
Terminal Building Construction + Paving + Architectural Coating	42	51	87	<1	14	5
Air Cargo Building & Existing Terminal Phase						
Demolition (Terminal/Parking) + Airline Cargo Building Construction + Taxiway Paving	7	70	81	<1	13	5
Taxiway Paving + Airline & All Cargo Building Construction + Paving + Architectural Coating	58	82	117	<1	11	5
Taxiway Paving + Airline Cargo Building Demolition	3	30	36	<1	3	1
Maximum Regional Emissions	**58**	**90**	**117**	**<1**	**14**	**5**
Regional Significance Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Over (Under)	(17)	(10)	(433)	(150)	(136)	(50)
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

[a] *Emission quantities are rounded to "whole number" values. As such, the "total" values presented herein may be 1 unit more or less than actual values. Exact values (i.e., nonrounded) are provided in the CalEEMod printout sheets and/or calculation worksheets that are presented in* ***Appendix F*** *of this Draft EIR.*

[b] *PM_{10} and $PM_{2.5}$ emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression.*

Source: ESA PCR, 2016

Page 3.4-49, Table 3.4-13 of the DEIR is revised to read:

Table 3.4-13

Southwest Quadrant Full-Size Terminal Option

Maximum Unmitigated Regional Operational Emissions (pounds per day) [a]

Operational Source	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Existing Emissions						
Aircraft	1,123	2,420	7,032	311	43	43
Aircraft Fuel	29	–	–	–	–	–
Ground Support Equipment	41	130	1,181	5	5	5
Area (Coating, Consumer Products, Landscaping)	92	<1	1	<1	<1	<1
Energy (Natural Gas)	<1	1	1	<1	<1	<1
Mobile (Motor Vehicles)	136~~140~~	109~~114~~	1,170~~1223~~	3	226~~232~~	61~~63~~
Total Emissions	**1,419 ~~1,425~~**	**2,660 ~~2,665~~**	**9,385 ~~9,438~~**	**319**	**274~~280~~**	**109~~111~~**
Project Emissions						
Aircraft [b]	1,345	3,161	8,338	393	48	48
Aircraft Fuel [b]	39	–	–	–	–	–
Ground Support Equipment [b]	48	153	1,389	6	6	6
Area (Coating, Consumer Products, Landscaping)	92	<1	1	<1	<1	<1
Energy (Natural Gas)	<1	1	1	<1	<1	<1
Mobile (Motor Vehicles)	91~~87~~	61~~56~~	753~~726~~	3	290~~312~~	78~~84~~
Total Emissions	**1,615 ~~1,611~~**	**3,376 ~~3,371~~**	**10,482 ~~10,455~~**	**402**	**344~~366~~**	**132~~138~~**
Net Emissions	**196~~186~~**	**716~~706~~**	**1,097~~1,017~~**	**83**	**70~~86~~**	**23~~27~~**
SCAQMD Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Over/(Under)	141~~131~~	661~~651~~	547~~467~~	(67)	(80~~64~~)	(32~~28~~)
Exceed Threshold?	**Yes**	**Yes**	**Yes**	**No**	**No**	**No**

Table 3.4-13

Southwest Quadrant Full-Size Terminal Option
Maximum Unmitigated Regional Operational Emissions (pounds per day) [a]

Operational Source	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$

[a] *Emission quantities are rounded to "whole number" values. As such, the "total" values presented herein may be 1 unit more or less than actual values. Exact values (i.e., nonrounded) are provided in the CalEEMod printout sheets and/or calculation worksheets that are presented in* ***Appendix F****.*

[b] *Aircraft, aircraft fuel, and ground support equipment emissions include future growth in passengers that would occur with or without implementation of the project.*

Source: ESA PCR, 2016

Page 3.4-50, after paragraph 5 of the DEIR, new paragraph is added and reads:

> The replacement passenger terminal building truck loading areas and loading docks shall be designed with electric infrastructure (wiring, panel upgrades, etc.) to allow for the installation of future charging stations. Electric landscaping equipment and electric or alternatively fueled sweepers shall be used for areas near or adjacent to the replacement terminal building. These measures would also reduce operational emissions from the proposed project.

Page 3.4-51, after paragraph 1 of the DEIR, new paragraph is added and reads:

> The replacement passenger terminal building truck loading areas and loading docks shall be designed with electric infrastructure (wiring, panel upgrades, etc.) to allow for the installation of future charging stations. Electric landscaping equipment and electric or alternatively fueled sweepers shall be used for areas near or adjacent to the replacement terminal building. These measures would also reduce operational emissions from the proposed project.

Page 3.4-59, paragraph 1, sentence 1 of the DEIR is revised to read:

> **Significance After Mitigation:** Implementation of Mitigation Measure SW QUAD FULL-AIR-7 ~~1~~ would reduce TAC emissions associated with the relocation of GSE.

Page 3.4-62, after paragraph 2 of the DEIR, new paragraph is added and reads:

> The replacement passenger terminal building truck loading areas and loading docks shall be designed with electric infrastructure (wiring, panel upgrades, etc.) to allow for the installation of future charging stations. Electric landscaping equipment and electric or alternatively fueled

sweepers shall be used for areas near or adjacent to the replacement terminal building. These measures would also reduce operational emissions from the proposed project.

Page 3.4-65, Table 3.4-20 of the DEIR is revised to read:

Table 3.4-20

Southwest Quadrant Same-Size Terminal Option

Maximum Unmitigated Regional Construction Emissions (pounds per day) [a]

Construction Source	Regional Emissions					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10} [c]**	**$PM_{2.5}$ [b]**
Southwest Quadrant Phase						
Demolition (Parking Lot A) + Grading	6	90	54	<1	11	5
Grading + Foundation	5	51	42	<1	6	3
Terminal Building Construction	6	53	65	<1	11	4
Terminal Building Construction + Demolition (Parking Lot H)	6	58	72	<1	14	5
Terminal Building Construction + Paving + Architectural Coating	43	62	90	<1	14	5
Terminal Building Construction + Paving + Architectural Coating	42	51	87	<1	14	5
Air Cargo Building & Existing Terminal Phase						
Demolition (Terminal/Parking) + Airline Cargo Building Construction + Taxiway Paving	7	70	81	<1	13	5
Taxiway Paving + Airline & All Cargo Building Construction + Paving + Architectural Coating	58	82	117	<1	11	5
Taxiway Paving + Airline Cargo Building Demolition	3	30	36	<1	3	1
Maximum Regional Emissions	**58**	**90**	**117**	**<1**	**14**	**5**
Regional Significance Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Over (Under)	(17)	(10)	(433)	(150)	(136)	(50)
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

[a] *Emission quantities are rounded to "whole number" values. As such, the "total" values presented herein may be 1 unit more or less than actual values. Exact values (i.e., nonrounded) are provided in the CalEEMod printout sheets and/or calculation worksheets that are presented in* ***Appendix F*** *of this Draft EIR.*

[b] *PM_{10} and $PM_{2.5}$ emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression.*

Source: ESA PCR, 2016

Page 3.4-67, Table 3.4-21 of the DEIR is revised to read:

Table 3.4-21

Southwest Quadrant Same-Size Terminal Option
Maximum Unmitigated Regional Operational Emissions (pounds per day) [a]

Operational Source	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Existing Emissions						
Aircraft	1,123	2,420	7,032	311	43	43
Aircraft Fuel	29	–	–	–	–	–
Ground Support Equipment	41	130	1,181	5	5	5
Area (Coating, Consumer Products, Landscaping)	92	<1	1	<1	<1	<1
Energy (Natural Gas)	<1	1	1	<1	<1	<1
Mobile (Motor Vehicles)	136~~140~~	109~~114~~	1,170~~1223~~	3	226~~232~~	61~~63~~
Total Emissions	**1,419 ~~1,425~~**	**2,660 ~~2,665~~**	**9,385 ~~9,438~~**	**319**	**274~~280~~**	**109~~111~~**
Project Emissions						
Aircraft [b]	1,345	3,161	8,338	393	48	48
Aircraft Fuel [b]	39	–	–	–	–	–
Ground Support Equipment [b]	48	153	1,389	6	6	6
Area (Coating, Consumer Products, Landscaping)	92	<1	1	<1	<1	<1
Energy (Natural Gas)	<1	1	1	<1	<1	<1
Mobile (Motor Vehicles)	91~~87~~	61~~56~~	753~~726~~	3	290~~312~~	78~~84~~
Total Emissions	**1,615 ~~1,611~~**	**3,376 ~~3,371~~**	**10,482 ~~10,455~~**	**402**	**344~~366~~**	**132~~138~~**
Net Emissions	**196~~186~~**	**716~~706~~**	**1,097~~1,017~~**	**83**	**70~~86~~**	**23~~27~~**
SCAQMD Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Over/(Under)	141~~131~~	661~~651~~	547~~467~~	(67)	(80~~64~~)	(32~~28~~)
Exceed Threshold?	**Yes**	**Yes**	**Yes**	**No**	**No**	**No**

Table 3.4-21

Southwest Quadrant Same-Size Terminal Option
Maximum Unmitigated Regional Operational Emissions (pounds per day) [a]

Operational Source	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$

[a] *Emission quantities are rounded to "whole number" values. As such, the "total" values presented herein may be 1 unit more or less than actual values. Exact values (i.e., nonrounded) are provided in the CalEEMod printout sheets and/or calculation worksheets that are presented in* ***Appendix F****.*

[b] *Aircraft, aircraft fuel, and ground support equipment emissions include future growth in passengers that would occur with or without implementation of the project.*

Source: ESA PCR, 2016

Page 3.4-68, after paragraph 1 of the DEIR, new paragraph is added and reads:

> The replacement passenger terminal building truck loading areas and loading docks shall be designed with electric infrastructure (wiring, panel upgrades, etc.) to allow for the installation of future charging stations. Electric landscaping equipment and electric or alternatively fueled sweepers shall be used for areas near or adjacent to the replacement terminal building. These measures would also reduce operational emissions from the proposed project.

Page 3.4-69, before paragraph 1 of the DEIR, new paragraph is added and reads:

> The replacement passenger terminal building truck loading areas and loading docks shall be designed with electric infrastructure (wiring, panel upgrades, etc.) to allow for the installation of future charging stations. Electric landscaping equipment and electric or alternatively fueled sweepers shall be used for areas near or adjacent to the replacement terminal building. These measures would also reduce operational emissions from the proposed project.

Page 3.4-77, paragraph 1, sentence 1 of the DEIR is revised to read:

> **Significance After Mitigation:** Implementation of Mitigation Measure SW QUAD SAME-AIR-7 ~~1~~ would reduce TAC emissions associated with the relocation of GSE.

Page 3.4-80, after paragraph 2 of the DEIR, new paragraph is added and reads:

> The replacement passenger terminal building truck loading areas and loading docks shall be designed with electric infrastructure (wiring, panel upgrades, etc.) to allow for the installation of future charging stations. Electric landscaping equipment and electric or alternatively fueled

sweepers shall be used for areas near or adjacent to the replacement terminal building. These measures would also reduce operational emissions from the proposed project.

Page 3.5-15, paragraph 5, sentence 5 of the DEIR is revised to read:

Construction of the ~~Adjacent Property Full~~ Southwest Quadrant Same-Size Terminal Option could result in significant impacts on nesting bird species protected under the California Fish and Game Code and the Migratory Bird Treaty Act if vegetation removal, clearing, and/or grubbing were to occur during the avian nesting season (February 15 to August 31).

Page 3.5-16, paragraph 6 of the DEIR is revised to read:

IMPACT SW QUAD SAME-BIO-7: Cumulative Impacts on Biological Resources
The other projects in the vicinity of the Airport are presented in Section 3.1. Construction and operation of the Southwest Quadrant Same-Size Terminal Option could affect nesting bird species if vegetation removal, clearing, and/or grubbing were to take place during the nesting season. The other projects in the vicinity of the Airport are presented in Section 3.1. Construction and operation of the Southwest Quadrant ~~Full~~ Same-Size Terminal Option could affect nesting bird species if vegetation removal, clearing, and/or grubbing were to take place during the nesting season. For safety reasons, the Airport implements a wildlife prevention plan to deter wildlife from being established on the Airport. Although this greatly reduces the potential for nesting birds to occur at the Airport, there is still a low potential for nesting birds. However, implementation of Mitigation Measure SW QUAD ~~FULL~~ SAME-BIO-4 would reduce project-related impacts on nesting birds to a less-than-significant level. Other projects in the Airport vicinity also have the potential to affect nesting birds. Because nesting birds are protected from disturbance, each individual project would be required to comply with the California Fish and Game Code and the Migratory Bird Treaty Act. Therefore, the Southwest Quadrant ~~Full~~ Same-Size Terminal Option would have no significant effect on biological resources and any incremental effect in this regard would not be cumulatively considerable.

Page 3.5-16, paragraph 7 of the DEIR is revised to read:

Additionally, the proposed extension of the Terminal Access Road under the Southwest Quadrant ~~Full~~ Same-Size Terminal Option could require the removal of some street trees along West Empire Avenue. Any such tree removal would conflict with Chapter 4, Trees and Vegetation, of Title 7 of the Burbank Municipal Code, resulting in a potentially significant impact. However, with the implementation of Mitigation Measure SW QUAD ~~FULL~~ SAME-BIO-5, project-related impacts on trees would be reduced to a less-than-significant level. Other projects in the Airport vicinity may also have the potential to affect street trees. However, each individual project would be required to comply with local regulations regarding street trees. Therefore, the Southwest Quadrant ~~Full~~ Same-

Size Terminal Option would have no significant effect on biological resources and any incremental effect in this regard would not be cumulatively considerable.

Page 3.6-7, paragraph 5, sentence 5 of the DEIR is revised to read:

In addition, modern aerial photography research revealed that no exposed native ground surface was present at the Airport, as it is currently developed with surface parking lots, hangars, airfield pavement, and other airport-related uses.

Page 3.6-7, paragraph 5, new sentence 6 of the Draft EIR is added and reads:

However, the surface parking lots have the potential to cap and seal archaeological resources below the surface as excavations for parking lots are typically shallow and would therefore not disturb or displace deeper archaeological resources while the asphalt pavement could have served as a barrier that prevented further impacts to those resources.

Page 3.6-10 of the DEIR, new paragraph 3 is added and reads:

Mitigation Measure ADJ PROP FULL-CULT-1A

A qualified archaeologist shall be retained to develop and implement an archaeological monitoring program for construction excavations that would encounter younger Holocene-age native soils. The archaeologist shall attend a pre-grading/excavation meeting to discuss an archaeological monitoring program. The qualified archaeologist shall supervise an archaeological monitor who shall be present during construction excavations (e.g., demolition, grading, trenching, or clearing/grubbing) into non-fill Holocene-aged native soils that are located underneath surface parking lots. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus artificial fill soils and/or older versus younger alluvial soils), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring can be reduced to part-time inspections or ceased entirely if determined adequate by the archaeologist.

Page 3.6-10, paragraph 3 heading of the DEIR is revised to read:

Mitigation Measure ADJ PROP FULL-CULT-1A~~A~~B

Page 3.6-11, paragraph 3 heading of the DEIR is revised to read:

Mitigation Measure ADJ PROP FULL-CULT-1B~~B~~C

Page 3.6-10, paragraph 2 of the Draft EIR is revised to read:

> No known prehistoric archaeological resources have been recorded at the Airport. However, as shown on a topographic map from 1932, evidence of water sources (two unnamed tributaries of the Los Angeles River) are known to once have existed at the Airport, which could have attracted prehistoric inhabitants to the Airport vicinity. It is likely that any historic and prehistoric archaeological resources located on or near the surface have been displaced by the original construction of the Airport and by subsequent improvements. However, it is possible that the surface parking lots have sealed archaeological resources deeper below the surface as excavations for parking lots are typically shallow and would therefore, not disturb or displace deeper archaeological resources, while the asphalt pavement may have served as a barrier that prevented further impacts to these resources. ~~Therefore, despite the former water sources in the area, the potential to encounter buried archaeological resources and human remains during project implementation is considered to be low~~. Proposed construction excavations associated with implementation of the project would extend from approximately the surface to 30 feet below the surface. Geotechnical borings at the Regional Intermodal Transportation Center (RITC) reveal that fill soils have been encountered to depths of approximately 2 to 13 feet below the ground surface in that particular area of the Airport. It is therefore possible that fill soils underlie other areas of the Airport at currently unknown depths and thicknesses. There is limited potential to encounter archaeological resources and human remains in fill soils; however, there is still at least a moderate, potential~~, albeit low, that~~ to encounter buried resources in certain areas where undisturbed native soil/sediment associated with younger-aged Holocene alluvial fan deposits are located, such as those areas found underneath paved surface parking lots which could have served as effective caps for the preservation of buried historic and prehistoric archaeological resources. Thus, where construction excavation is planned in younger Holocene-aged undisturbed native soils and underneath surface parking lots, impacts to buried ~~prehistoric~~ archaeological resources and human remains are considered potentially significant.

Page 3.6-11, paragraph 1, sentences 3 and 4 of the Draft EIR are revised to read:

> If no institution accepts the archaeological material, they shall be donated to a ~~local~~ Burbank school or historical society for educational purposes. ~~The archaeologist shall determine the need for archaeological construction monitoring in the vicinity of the find thereafter.~~

Page 3.6-14, paragraph 2 of the Draft EIR is revised to read:

> No known prehistoric archaeological resources have been recorded at the Airport. However, as shown on a topographic map from 1932, evidence of water sources (two unnamed tributaries of the Los Angeles River) are known to once have existed at the Airport, which could have attracted prehistoric inhabitants to the Airport vicinity. It is likely that any historic and prehistoric archaeological resources located on or near the surface have been displaced by the

original construction of the Airport and by subsequent improvements. However, it is possible that the surface parking lots have sealed archaeological resources deeper below the surface as excavations for parking lots are typically shallow and would therefore not disturb or displace deeper archaeological resources while the asphalt pavement may have served as a barrier that prevented further impacts to these resources. ~~Therefore, despite the former water sources in the area, the potential to encounter buried archaeological resources and human remains during project implementation is considered to be low~~. Proposed construction excavations associated with implementation of the project would extend from approximately the surface to 30 feet below the surface. Geotechnical borings at the Regional Intermodal Transportation Center (RITC) reveal that fill soils have been encountered to depths of approximately 2 to 13 feet below the ground surface in that particular area of the Airport. It is therefore possible that fill soils underlie other areas of the Airport at currently unknown depths and thicknesses. There is limited potential to encounter archaeological resources and human remains in fill soils; however, there is still at least a moderate, potential~~, albeit low, that~~ to encounter buried resources in certain areas where undisturbed native soil/sediment associated with younger-aged Holocene alluvial fan deposits are located, such as those areas found underneath paved surface parking lots which could have served as effective caps for the preservation of buried historic and prehistoric archaeological resources. Thus, where construction excavation is planned in younger Holocene-aged undisturbed native soils and underneath surface parking lots, impacts to buried ~~prehistoric~~ archaeological resources and human remains are considered potentially significant.

Page 3.6-15, paragraph 1, sentences 8 and 9 of the Draft EIR are revised to read:

If no institution accepts the archaeological material, they shall be donated to a ~~local~~ Burbank school or historical society for educational purposes. ~~The archaeologist shall determine the need for archaeological construction monitoring in the vicinity of the find thereafter.~~

Page 3.6-18, paragraph 2, sentence 2 of the Draft EIR is revised to read:

While the option to reuse Hangar 1 would result in a reduced impact to historic resources, the impact of the Southwest Quadrant Full-Size Terminal Option on historic resources would be potentially significant due to the removal of Hangar 2. Potentially significant impacts would be reduced to a less than significant level through the implementation of the following mitigation measures.

Page 3.6-18, paragraph 3, sentence 5 of the Draft EIR is revised to read:

The memorandum shall be submitted to the City's Community Development Department ~~Office of Historic Resources~~ for review and approval prior to project approval or issuance of a building permit, if any.

Page 3.6-20, paragraph 2 of the Draft EIR is revised to read:

> No known prehistoric archaeological resources have been recorded at the Airport. However, as shown on a topographic map from 1932, evidence of water sources (two unnamed tributaries of the Los Angeles River) are known to once have existed at the Airport, which could have attracted prehistoric inhabitants to the Airport vicinity. It is likely that any historic and prehistoric archaeological resources located on or near the surface have been displaced by the original construction of the Airport and by subsequent improvements. However, it is possible that the surface parking lots have sealed archaeological resources deeper below the surface as excavations for parking lots are typically shallow and would therefore not disturb or displace deeper archaeological resources while the asphalt pavement may have served as a barrier that prevented further impacts to these resources. ~~Therefore, despite the former water sources in the area, the potential to encounter buried archaeological resources and human remains during project implementation is considered to be low~~. Proposed construction excavations associated with implementation of the project would extend from approximately the surface to 30 feet below the surface. Geotechnical borings at the Regional Intermodal Transportation Center (RITC) reveal that fill soils have been encountered to depths of approximately 2 to 13 feet below the ground surface in that particular area of the Airport. It is therefore possible that fill soils underlie other areas of the Airport at currently unknown depths and thicknesses. There is limited potential to encounter archaeological resources and human remains in fill soils; however, there is still at least a moderate, if not high potential~~, albeit low, that~~ to encounter buried resources in certain areas where undisturbed native soil/sediment associated with younger-aged Holocene alluvial fan deposits are located, such as those areas found underneath paved surface parking lots which could have served as effective caps for the preservation of buried historic and prehistoric archaeological resources. Thus, where construction excavation is planned in younger Holocene-aged undisturbed native soils and underneath surface parking lots, impacts to buried ~~prehistoric~~ archaeological resources and human remains are considered potentially significant.

Page 3.6-21, paragraph 1, sentences 4 and 5 of the Draft EIR are revised to read:

> If no institution accepts the archaeological material, they shall be donated to a ~~local~~ Burbank school or historical society for educational purposes. ~~The archaeologist shall determine the need for archaeological construction monitoring in the vicinity of the find thereafter.~~

Page 3.6-23, paragraph 5 of the Draft EIR is revised to read:

> **Mitigation Measure SW QUAD SAME-CULT-3**
> The implementation of Mitigation Measures SW ~~SAME FULL~~ QUAD SAME-CULT-1A, 1B, 2A, 2B, and 2C also would apply to the discovery of any previously unknown tribal cultural resource.

Page 3.6-23, paragraph 8, sentence 2 of the Draft EIR is revised to read:

> While the option to reuse Hangar 1 would result in a reduced impact to historic resources, the impact of the Southwest Quadrant Same-Size Terminal Option on historic resources would be potentially significant due to the removal of Hangar 2. Potentially significant impacts would be reduced to a less than significant level through the implementation of the following mitigation measures.

Page 3.6-24, paragraph 1, sentence 5 of the Draft EIR is revised to read:

> The memorandum shall be submitted to the City's Community Development Department ~~Office of Historic Resources~~ for review and approval prior to project approval or issuance of a building permit, if any.

Page 3.9-16, new paragraph 4 of the Draft EIR is added and reads:

> PDF-HAZ-4: The final design of the replacement passenger terminal shall include necessary consideration of vapor intrusion strategies and/or technologies as warranted, based upon a refined review of existing soil gas survey data and relevant data collected during construction in accordance with SCAQMD Rule 1166 (PDF-HAZ-2) and PDF-HYDRO-2.

Page 3.9-25, paragraph 3 of the DEIR is revised to read:

> **Significance after Mitigation:** Implementation of Mitigation Measures SW QUAD ~~FULL~~ SAME-HAZ-1A and 1B would reduce the impact related to the transport, use, or disposal of hazardous materials to a less-than-significant level.

Page 3.9-45, paragraph 2 heading of the DEIR is revised read:

> **Mitigation Measure SW QUAD SAME-HAZ-1B~~A~~**

Page 3.10-5, paragraph 4, footnote 7 of the Draft EIR is revised to read:

> [7] California Building Code, Title 24, Part 2 and Appendix G, 2013.

Page 3.10-5, paragraph 4, sentence 3 of the Draft EIR is revised to read:

> ~~Section 1612~~ Appendix G only allows the placement of mechanical and electrical systems below the base flood elevation if properly protected to prevent water from entering or accumulating within the system components.

Page 3.10-5, paragraph 4, sentence 4 of the Draft EIR is revised to read:

> ~~Section 1612~~ Appendix G of the CBC outlines the requirements of new or replacement mechanical and electrical systems proposed within flood hazard zones.

Page 3.10-6, paragraph 5 heading of the Draft EIR is revised to read:

> ***~~County of Los Angeles~~ City of Burbank Low Impact Development Standards Manual***

Page 3.10-6, paragraph 5, sentence 1 of the Draft EIR is revised to read:

> The ~~2014~~ 2015 Low Impact Development (LID) Standards Manual complies with the requirements of the NPDES Municipal Separate Storm Sewer System (MS4) Permit for storm water and non-storm water discharges from the MS4 within the coastal watersheds of Los Angeles County.

Page 3.10-6, paragraph 5, sentence 2 of the Draft EIR is revised to read:

> This manual provides guidance for the implementation of storm water quality control measures in new development and redevelopment projects in ~~unincorporated areas of the County~~ the City of Burbank with the intention of improving water quality and mitigating potential water quality impacts from storm water and non-storm water discharges.

Page 3.10-15, paragraph 5, sentence 5 of the Draft EIR is revised to read:

> Compliance with TMDLs can be achieved through an array of BMPs required by the NPDES permit, on-going maintenance, regular inspections, BMP effectiveness tracking/monitoring, structural retrofits, education, and pollutant point source reduction.

Page 3.10-24, Footnote 10 of the Draft EIR is deleted as it no longer applies:

> ~~[10] County of Los Angeles Department of Public Works, 2014. *Low Impact Development Manual Standards Manual,* is applicable because the City of Burbank Code adopted the LA County SUSMP in 2000 and the SUSMP was subsequently replaced by the LID manual in 2014.~~

Page 3.10-24, Footnote 11 of the Draft EIR is revised to read:

> [11] ~~County of Los Angeles Department of Public Works, 2014~~ City of Burbank, 2015. *Municipal Storm Water and Urban Runoff Discharges &* *Low Impact Development Manual Standards Manual*.

Page 3.10-25, paragraph 1, sentence 1 of the Draft EIR is revised to read:

> **Table 3.10-4,** *LID Source Control Measures*, identifies source control measures taken from the City ~~County~~ LID Manual. Of these ~~11~~ 10 measures, storm drainage message and signage, outdoor trash storage, outdoor loading/unloading dock area, vehicle or equipment fueling ~~maintenance~~ area and landscape irrigation are anticipated to be required due to the proposed operations.

Page 3.10-25, Table 3.10-4 of the Draft EIR is revised to read:

Table 3.10-4
LID Source Control Measures

Source Control Measures	
S-1 – Storm Drain Message and Signage	~~S-6 – Outdoor Vehicle/Equipment/Accessory Wash Area~~
S-2 – Outdoor Handling or Storage of Materials ~~Storage Area~~	S-6 ~~7~~ –Vehicle or Equipment Fueling ~~& Maintenance~~ Areas
S-3 – Outdoor Trash Storage/Waste Handling Area	S-7 ~~8~~ – Landscape Irrigation ~~Areas~~ Practices
S-4 – Outdoor Loading/Unloading Dock Area	S-8 ~~9~~ – Outdoor Building Materials
S-5 – Outdoor Vehicle/Equipment Repair/ Maintenance Area, including Washing	S-9 ~~10~~ – Outdoor Animal Care and ~~Handling Facilities~~ Confinement S-10~~11~~ – Outdoor Horticulture ~~Areas~~ Activities

Source: ~~LA County Low Impact Design Manual(2014) – Section 5, 2016~~ City of Burbank, Municipal Storm Water and Urban Runoff Discharge & Low Impact Development Manual, 2015.

Page 3.10-26, new paragraph 3 of the Draft EIR is added and reads:

> PDF-HYDRO-3: The final design of the Replacement Terminal shall include necessary consideration of vapor intrusion strategies and/or technologies as warranted, based upon a refined review of existing soil gas survey data and relevant data collected during construction in accordance with SCAQMD Rule 1166 (PDF-HAZ-2) and PDF-HYDRO-2.

Page 3.10-54, paragraph 1, new sentence 6 of the Draft EIR is added and reads:

> Proposed development on the southwest quadrant requires installation of storm pipes under Empire Avenue to connect the on-site storm drain systems to Lockheed Channel. Drainage from the proposed project would not sheet flow onto Empire Avenue.

Page 3.13-4, paragraph 1, sentence 7 of the DEIR is revised to read:

A CNEL value of 60 dB is the upper limit of what is considered "normally acceptable" for single-family residential uses, and a CNEL range of 55 dB to 65 ~~70~~ dB is considered "conditionally acceptable" for single-family residential uses (see **Figure 3.13-2**).

Page 3.13-11, Section 3.13.1.2 of the DEIR is revised to read:

3.13.1.2 Significance Thresholds

For purposes of this analysis, implementation of the proposed project may result in a significant noise impact if it resulted in:

- NOISE-1: A substantial increase in ground-borne vibration resulting in structural damage or human annoyance. For purposes of this EIR, a substantial increase is:
  - Vibrations exceeding 80 VdB (vibration decibels) on residential land uses or sustained vibrations meeting or exceeding 68VdB.
  - A transient PPV of 0.5 or a continuous PPV of 0.25 on historic structures.
  - Project construction and operation activities cause ground-borne vibration levels to exceed 0.035-inch-per-second PPV at nearby residential uses.
- NOISE 2: A substantial increase in aircraft noise. For purposes of this EIR, a substantial increase is:
  - An increase in the Noise Impact Area described under state law – e.g., an increase in incompatible land uses within the 65 decibel Community Noise Exposure Level (65 CNEL) noise contour as a result of the project.
  - A noise sensitive land use within the existing 65 CNEL (or higher) noise contour that experiences an increase of CNEL 1.5 dB as a result of the project.
  - A noise-sensitive land use outside the existing 65 CNEL that experiences an increase of CNEL 1.5 dB that results in exposure to noise of 65 CNEL (or higher).
- NOISE-3: Noise from on-site project construction activities that exceeds the exterior ambient noise level by 5 dBA or more at a noise-sensitive use, as measured at the property line of any sensitive use.
- NOISE-4: Noise from off-site project construction traffic that exceeds the exterior ambient noise level by 5 dBA or more at a noise-sensitive use, as measured at the property line of any sensitive use.
- NOISE-5:Noise from project-related traffic that would cause ambient noise levels to increase by 5 dBA, CNEL or more.
- NOISE-~~3~~ 6: A substantial contribution to cumulative noise impacts.

Page 3.13-13, paragraph 1 title of the DEIR is revised to read:

~~CONSTRUCTION NOISE AND~~ GROUND-BORNE VIBRATION

Page 3.13-13, paragraph 1, bullets 1 -4 of the DEIR are revised to read:

- Identifying the most disruptive types of construction equipment used in a particular type of construction activity and calculating PPV from the operation of that equipment at the closest sensitive receptor.
- Using industry accepted databases to determine the vibration ~~noise~~ levels of each type of equipment.
- Determining the location of the vibration ~~noise~~-sensitive land uses or receptors nearest to the construction area.
- ~~Applying a standard noise attenuation factor (6 dB per doubling of distance) to determine the noise levels experience at noise sensitive receptors.~~
- ~~Comparing the resulting noise levels to other urban noise sources to assess relative impacts and consistency with applicable local regulations.~~

Page 3.13-13 of the DEIR, new paragaphs 2 and 3 are added and read:

ON-SITE CONSTRUCTION NOISE

On-site construction noise impacts were evaluated by determining the noise levels generated by the different types of construction activity anticipated, calculating the construction-related noise level at nearby sensitive receptor locations, and comparing these construction-related noise levels to existing ambient noise levels (i.e., noise levels without construction noise) at those receptors. More, specifically, the following steps were undertaken to assess construction-period noise impacts.

1. Ambient noise levels at surrounding sensitive receptor locations were obtained by field measurement data;
2. Typical noise levels for each type of construction equipment were obtained from the Federal Highway Administration roadway construction noise model;
3. Distances between construction site locations (noise sources) and surrounding sensitive receptors were measured using project architectural drawings and site plans and Google Earth;
4. The construction noise level was then calculated, in terms of hourly Leq, for sensitive receptor locations based on the standard point source noise-distance attenuation factor of 6.0 dBA for each doubling of distance; and
5. Construction noise levels were then compared to the construction noise significance thresholds identified below.

OFF-SITE ROADWAY NOISE

Roadway noise impacts have been evaluated using the Caltrans TeNS methodology based on the roadway traffic volume data. This methodology allows for the definition of roadway configurations, barrier information (if any), and receiver locations.

Page 3.13-14, Section 3.13.2 of the DEIR, is revised in its entirety.

Page 3.13-17, Table 3.13-7 of the DEIR is revised to read:

Receptor	Construction Equipment	Attenuation Distance	Estimated Vibration at Receptor	Significance Threshold	Exceed Threshold?
Closest Homes (older)	Impact Pile Driver[/a/]	1,400 feet	0.011 PPV[/c/]	0.5 PPV	NO
	Large Dozer[/b/]		0.002 PPV[/d/]	0.3 PPV	NO
Closest Structure (Modern Industrial)	Impact Pile Driver[/a/]	200 feet	0.098 PPV[/c/]	2 PPV	NO
	Large Dozer[/b/]	90 feet	0.021 PPV[/d/]	0.5 PPV	NO
Hangar 2	Impact Pile Driver[/a/]	3,500 feet	0.0042 PPV[/c/]	0.5 PPV	NO
	Large Dozer [/b/]		0.0009 PPV[/d/]	0.25 PPV	NO

Page 3.13-21, Figure 3.13-5 of the DEIR, new paragraphs are added after figure and read:

IMPACT ADJ PROP FULL-NOISE-3: Noise from On-Site Project Construction

Construction noise levels were estimated based on an industry standard sound attenuation rate of 6 dB per doubling of distance (from the 50-foot reference distance) for point sources (e.g., construction equipment). For purposes of analysis, all construction equipment was assumed to operate simultaneously in the location closest to potentially affected residential receptors (i.e., at the project site property line or as close as five feet for off-site work including utility trenching in the alley), and noise from different construction stages that could reasonably be expected to occur simultaneously was combined to develop a composite construction noise level. These assumptions result in a conservative noise scenario, since all construction equipment used in a given phase would not typically operate concurrently and at full power, and activities are routinely spread across the construction site, rather than concentrated close to the nearest noise-sensitive receptors.

Nighttime airfield construction would be necessary to ensure continued operation of the Airport during daytime hours. Airfield work would include similar equipment types included in the paving and demolition phase noise analysis presented for each development option in **Table 3.13-8a**. Adding the ten decibel nighttime penalty to the results of these analyses for the paving and demolition phases of the Adjacent Property Full-Size Terminal Option and Southwest Quadrant Full-Size Terminal Option construction noise analysis indicates noise levels would be below the identified thresholds of significance identified in these tables. However, the attenuation distance identified in these tables would be much greater for airfield construction activities since this phase would be restricted to specifically designated portions of the airfield that are even farther from the closest noise sensitive receptors (R1, R2, and R3) used to calculate noise impacts.

A summary of construction noise impacts at nearby sensitive receptors is provided in **Table 3.13-8a**. Detailed noise calculations for construction activities are provided in **Attachment A** of **Appendix K**. As shown in **Table 3.13-8a**, construction noise levels at the sensitive receptors are estimated to reach a maximum of 61 dBA at the residences R1 and 66 dBA at the residences R2 to the north and northeast of the Adjacent Property Full-Size Terminal Option. As such, the impacts would be less than significant and no mitigation measures are required.

Table 3.13-8a

Estimate of Construction Noise Levels (L_{eq}) at Existing Off-Site Sensitive Receiver Locations
Adjacent property full size terminal option

Noise-Sensitive Receptor	Construction Phases	Distance between Nearest Receptor and Construction Site (feet)	Estimated Construction Noise Levels at the Noise-Sensitive Receptor by Construction Phase,[a] Hourly L_{eq} (dBA)	Project's Significance Threshold[c] (dBA)	Exceeds Significance Threshold?
R1[b] Residential Uses North of the Adjacent Property Full-Size Terminal Option	Demolition	740	52	67	No
	Site Preparation	740	46		No
	Grading	740	61		No
	Building Construction	740	50		No
	Paving	740	52		No
R2[b] Residential Uses Northeast of the Adjacent Property Full-Size Terminal Option	Demolition	410	57	67	No
	Site Preparation	410	51		No
	Grading	410	66		No
	Building Construction	410	55		No
	Paving	410	57		No

[a] *Estimated construction noise levels represent the most conservative condition when noise generators are located closest to the receptors and are expected to last the entire construction duration.*

[b] *Receptors are almost fully shielded from the construction site by existing buildings; such shielding is incorporated into analysis as a 10-dBA reduction in noise levels.*

[c] *Significance Thresholds are the average measured daytime noise levels shown in Table 3.13-2 plus 5 dBA.*

Source: PCR Services Corporation, 2016

Mitigation Measure ADJ PROP FULL-NOISE-3

No mitigation is warranted.

IMPACT ADJ PROP FULL-NOISE-4: Noise from Off-Site Construction Vehicles

Haul truck trips would occur during grading phase. Trucks traveling to and from the Airport would be required to travel along the haul route approved by the City. It is anticipated that outbound traffic would travel on Hollywood Way to access northbound or southbound. Inbound traffic would take the reverse route from the Hollywood Way. An estimated maximum of approximately 60 haul truck trips would occur per day.

Detailed noise calculations for construction traffic are provided in **Appendix K** of this Draft EIR. Truck trips would generate noise levels of approximately 55 dBA, L_{eq} at 25 feet distance along Hollywood Way. Based on the existing average ambient noise level of 70 dBA, L_{eq} along Hollywood Way (R4) (as shown in **Table 3.13-4a)**, construction traffic noise levels generated by project construction truck trips would not increase traffic noise levels along Hollywood Way. The noise levels from truck trips would be 55 dBA, which is approximately 15 dBA less than the existing average ambient noise level of 70 dBA; since noise levels are quantified using a logarithmic ratio of pressures, and not measured directly, when noise levels of 55 dBA are added to 70 dBA, the

resulting noise level remains at 70 dBA. Therefore, noise generated by construction truck trips would not be perceptible against the ambient noise level of 70 dBA. As the project would generate noise levels that are below (i.e., masked by) ambient noise levels, off-site construction traffic noise impacts would be less than significant and no mitigation measures are required.

Mitigation Measure ADJ PROP FULL-NOISE-4

No mitigation is warranted.

IMPACT ADJ PROP FULL-NOISE-5: Project-related Traffic on Ambient Noise Levels

Future roadway noise levels were also calculated along various arterial segments adjacent to the project site as compared to 2021 baseline traffic noise levels that would occur with implementation of the cumulative projects. Project impacts, which are presented in **Table 3.13-8b**, show that the maximum increase in project-related traffic noise levels over existing traffic noise levels would be 2.9 dBA, CNEL, which would occur Between Airport/Thornton Avenue and Airport/Avon Avenue. This increase in sound level would be well below an increase of 5.0 dBA, CNEL, and the increase in sound level would be lower at the remaining roadway segments analyzed. The project-related noise increases would be less than the threshold and therefore less than significant, and no mitigation measures would be required.

Table 3.13-8b

Off-Site Traffic Noise Impacts – Future 2025 Conditions Adjacent Property Full-Size Terminal Option

Roadway Segment	Calculated Traffic Noise Levels at 25 feet from Roadway, CNEL (dBA)			
	Existing	Future with Project [b] (B)	Project Increment (B - A)	Exceed Threshold?
Hollywood Way				
Between I-5 Southbound Ramps and San Fernando Boulevard	71.1	72.7	1.6	No
Between San Fernando Boulevard and Tulare Avenue	72.1	74.3	2.2	No
Between Tulare Avenue and Winona Avenue	72.0	74.5	2.5	No
Between Winona Avenue and Airport/Thornton Avenue	71.7	74.4	2.7	No
Between Airport/Thornton Avenue and Airport/Avon Avenue	71.8	74.7	2.9	No
Between Airport/Avon Avenue and Victory Boulevard	71.2	73.7	2.5	No
Between Victory Boulevard and Burbank Boulevard	70.6	73.1	2.5	No
Between Burbank Boulevard and Magnolia Boulevard	70.2	72.9	2.7	No
San Fernando Road				
Between Sunland Boulevard and Arvilla Avenue	68.0	70.7	2.7	No
Between Arvilla Avenue and Lockheed Drive	68.6	71.4	2.8	No
Between Lockheed Drive and Cohasset Street	66.0	68.8	2.8	No
San Fernando Boulevard				
Between Hollywood Way and Winona Avenue	65.6	66.9	1.3	No
Between Winona Avenue and Buena Vista Street	64.2	65.9	1.7	No
Empire Avenue				
Between Clybourn Avenue and Airport	67.7	68.3	0.6	No
Between Airport and Avon Avenue	66.9	67.7	0.8	No
Between Avon Avenue and Ontario Street	66.0	68.5	2.5	No
Between Ontario Street and Buena Vista Street	65.9	68.3	2.4	No
Winona Avenue				
Between Hollywood Way and Ontario Street	63.2	63.9	0.7	No
Thornton Avenue				
Between Hollywood Way and Ontario Street	63.7	64.0	0.3	No
Victory Boulevard				

Roadway Segment	Calculated Traffic Noise Levels at 25 feet from Roadway, CNEL (dBA) Existing	Future with Project [b] (B)	Project Increment (B - A)	Exceed Threshold?
West of Hollywood Way	71.2	71.8	0.6	No
East of Hollywood Way	70.6	71.2	0.6	No

[a] *Existing data is taken from Table 3.13-4.*

Source: PCR Services Corporation, 2016.

Mitigation Measure ADJ PROP FULL-NOISE-5
No mitigation is warranted.

Page 3.13-22, paragraph 1 title of DEIR is revised to read:

IMPACT ADJ PROP FULL-NOISE-~~3~~ 6: Cumulative Impacts on Noise

Page 3.13-22, paragraph 3 of the DEIR is revised to read:

Mitigation Measure ADJ PROP FULL-NOISE-~~3~~ 6

No mitigation is warranted.

Page 3.13-23, Table 3.13-9 of the DEIR is revised to read:

Receptor	Construction Equipment	Attenuation Distance	Estimated Vibration at Receptor	Significance Threshold	Exceed Threshold?
Closest Homes (older)	Impact Pile Driver/a/	450 feet	0.04 PPV/c/	0.5 PPV	NO
	Large Dozer/b/		0.008 PPV/d/	0.3 PPV	NO
Closest Structure (Modern Industrial)	Impact Pile Driver/a/	170 feet	0.12 PPV/c/	2.0 PPV	NO
	Large Dozer/b/		0.011~~25~~ PPV/d/	0.5 PPV	NO
Hangar 1/e/	Jackhammer /b/	1 foot	1.2 PPV/d/	0.25 PPV	YES

Page 3.13-23, paragraph 2 of the DEIR is revised to read:

Mitigation Measure SW QUAD FULL-NOISE-1

The Authority would require the use of less-intensive equipment for pavement removal and construction in the area near Hangar 1, such as the hand chisel and concrete saw.

Page 3.13-23, paragraph 4, sentence 1 of the DEIR is revised to read:

Table 3.13-6 ~~2~~ compares the CNEL values of the alternatives under consideration at selected locations to Base Year values.

Page 3.13-27, Table 3.13-10 of the DEIR, new paragraphs are added after Table to read:

IMPACT SW QUAD FULL-NOISE-3: Noise from On-Site Project Construction

As previously discussed, project construction would require the use of mobile heavy equipment with high noise-level characteristics. A summary of construction noise impacts at the nearby existing nearby sensitive receptors is provided in **Table 3.13-10a**. Detailed noise calculations for construction activities are provided in **Appendix K** of this Draft EIR. As shown in **Table 3.13.10a**, construction noise levels at the sensitive receptors are estimated to reach a maximum of 60 dBA at the sensitive receptors (namely R3, the Summer Breeze Apartments). As such, the impacts would be less than significant and no mitigation measures are required.

Nighttime airfield construction would be necessary to ensure continued operation of the Airport during daytime hours. Airfield work would include similar equipment types included in the paving and demolition phase noise analysis presented for Southwest Quadrant Full Size Terminal Option in **Table 3.13-10a**. Adding the ten decibel nighttime penalty to the results of the analysis for the paving and demolition phases of the Southwest Quadrant Full-Size Terminal Option construction noise analysis indicates noise levels would be below the identified thresholds of significance identified in these tables. In addition, the attenuation distance identified in **Table 3.13-10a** would be much greater for airfield construction activities since this phase would be restricted to specifically designated portions of the airfield that are even farther from the closest noise sensitive receptors (R1, R2, and R3) used to calculate noise impacts.

Table 3.13-10a
Estimate of Construction Noise Levels (L_{eq}) at Existing Off-Site Sensitive Receiver Locations
Southwest Quadrant Full Size Terminal and Same Size Terminal Options

Noise-Sensitive Receptor	Construction Phases	Distance between Nearest Receptor and Construction Site (feet)	Estimated Construction Noise Levels at the Noise-Sensitive Receptor by Construction Phase,[a] Hourly L_{eq} (dBA)	Project's Significance Threshold[c] (dBA)	Exceeds Significance Threshold?
R3[b] Residential Uses South of the Southwest Quadrant Full Size and Same Size Terminal Options	Demolition	420	60	75	No
	Site Preparation	420	54		No
	Grading	420	69		No
	Building Construction	420	58		No
	Paving	420	60		No

[a] *Estimated construction noise levels represent the most conservative condition when noise generators are located closest to the receptors and are expected to last the entire construction duration.*
[b] *Receptors are partially shielded from the construction site by existing buildings; such shielding is incorporated into analysis as a 7-dBA reduction in noise levels.*
[c] *Significance Thresholds are the average measured daytime noise levels shown in Table 3.13-2 plus 5 dBA.*

Source: PCR Services Corporation, 2016

Mitigation Measure SW QUAD FULL-NOISE-3

No mitigation warranted.

IMPACT SW QUAD FULL-NOISE-4: Noise from Off-Site Construction Vehicles

Haul truck trips would occur during grading phase. Trucks traveling to and from the project site would be required to travel along the haul route approved by the City for the project. It is anticipated that outbound traffic would travel on Hollywood Way via Empire Avenue to access the northbound or southbound Golden State Freeway (I-5). Inbound traffic would take the reverse route from the Hollywood Way. An estimated maximum of approximately 60 haul truck trips would occur per day.

Detailed noise calculations for construction traffic are provided in **Appendix K** of this Draft EIR. The project's truck trips would generate noise levels of approximately 56 dBA, L_{eq} at 25 feet distance along Empire Avenue and approximately 55 dBA, L_{eq} at 25 feet distance along Hollywood Way. Based on the existing average ambient noise level of 72 dBA, L_{eq} along Empire Avenue (R3) and 70 dBA, L_{eq} along Hollywood Way (R4) as shown in **Table 3.13-10b**, construction traffic noise levels generated by project construction truck trips would not increase traffic noise levels along Hollywood Way.

The noise levels from truck trips would be 56 dBA along Empire Avenue, which is approximately 16 dBA less than the existing average ambient noise level of 72 dBA; since noise levels are quantified using a logarithmic ratio of pressures, and not measured directly, when noise levels of 56 dBA are added to 72 dBA, the resulting noise level remains 72 dBA likewise truck trip related noise along Hollywood Way discussed above. Therefore, noise generated by construction the truck trips would not be perceptible against the ambient noise level of 72 dBA along Empire Avenue and 70 dBA along Hollywood Way.

Mitigation Measure SW QUAD FULL-NOISE 4

No mitigation warranted.

IMPACT SW QUAD FULL-NOISE -5: Project-related Traffic on Ambient Noise Levels

Existing roadway noise levels were calculated along various arterial segments adjacent to the project site. Roadway noise attributable to project development was calculated using the traffic noise model previously described and was compared to baseline noise levels that would occur under the "No Project" condition.

Project impacts are shown in **Table 3.13-10b**. As indicated in **Table 3.13-10b**, the maximum increase in project-related traffic noise levels over existing traffic noise levels would be 2.8 dBA, CNEL, which would occur Between Airport/Thornton Avenue and Airport/Avon Avenue as well as between Arvilla Avenue and Lockheed Drive. This increase in sound level would be well below an increase of 5.0 dBA, CNEL, and the increase in sound level would be lower at the remaining roadway segments analyzed. The project-related noise increases would be less than the threshold and therefore less than significant, and no mitigation measures would be required.

Table 3.13-10b
Off-Site Traffic Noise Impacts – Future 2025 Conditions
Southwest Quadrant Full-Size Terminal Option

Roadway Segment	Calculated Traffic Noise Levels at 25 feet from Roadway, CNEL (dBA)			
	Existing Conditions	Future with Project [b] (B)	Project Increment (B - A)	Exceed Threshold?
Hollywood Way				
Between I-5 Southbound Ramps and San Fernando Boulevard	71.1	72.7	1.6	No
Between San Fernando Boulevard and Tulare Avenue	72.1	74.3	2.2	No
Between Tulare Avenue and Winona Avenue	72.0	74.5	2.5	No
Between Winona Avenue and Airport/Thornton Avenue	71.7	74.2	2.5	No
Between Airport/Thornton Avenue and Airport/Avon Avenue	71.8	74.6	2.8	No

Roadway Segment	Calculated Traffic Noise Levels at 25 feet from Roadway, CNEL (dBA)			
	Existing Conditions	Future with Project [b] (B)	Project Increment (B - A)	Exceed Threshold?
Between Airport/Avon Avenue and Victory Boulevard	71.2	73.7	2.5	No
Between Victory Boulevard and Burbank Boulevard	70.6	73.1	2.5	No
Between Burbank Boulevard and Magnolia Boulevard	70.2	72.9	2.7	No
San Fernando Road				
Between Sunland Boulevard and Arvilla Avenue	68.0	70.7	2.7	No
Between Arvilla Avenue and Lockheed Drive	68.6	71.4	2.8	No
Between Lockheed Drive and Cohasset Street	66.0	68.6	2.6	No
San Fernando Boulevard				
Between Hollywood Way and Winona Avenue	65.6	66.8	1.2	No
Between Winona Avenue and Buena Vista Street	64.2	65.7	1.5	No
Empire Avenue				
Between Clybourn Avenue and Airport	67.7	68.3	0.6	No
Between Airport and Avon Avenue	66.9	68.9	2	No
Between Avon Avenue and Ontario Street	66.0	68.6	2.6	No
Between Ontario Street and Buena Vista Street	65.9	68.6	2.7	No
Winona Avenue				
Between Hollywood Way and Ontario Street	63.2	63.9	0.7	No
Thornton Avenue				
Between Hollywood Way and Ontario Street	63.7	64.0	0.3	No
Victory Boulevard				
West of Hollywood Way	71.2	71.8	0.6	No
East of Hollywood Way	70.6	71.2	0.6	No

[a] *Existing data is taken from Table 3.13-4.*

Source: PCR Services Corporation, 2016.

Mitigation Measure SW QUAD FULL-NOISE 5

No mitigation warranted.

Page 3.13-27, paragraph 1 title of the DEIR is revised to read:

IMPACT SW QUAD FULL-NOISE-~~3~~ 6: Cumulative Impacts on Noise

Page 3.13-28, paragraph 2 of the DEIR is revised to read:

Mitigation Measure SW QUAD FULL-NOISE-6 ~~3~~

No mitigation is warranted.

Page 3.13-28, paragraph 4 of the DEIR is revised to read:

Mitigation Measure SW QUAD SAME-NOISE-1

The Authority would require the use of less-intensive equipment for pavement removal and construction in the area near Hangar 1, such as a hand chisel and concrete saw.

Page 3.13-29, Table 3.13-11 of the DEIR is revised to read:

Receptor	Construction Equipment	Attenuation Distance	Estimated Vibration at Receptor	Significance Threshold	Exceed Threshold?
Closest Homes (older)	Impact Pile Driver[/a/]	450 feet	0.04 PPV[/c/]	0.5 PPV	NO
	Large Dozer[/b/]		0.008 PPV[/d/]	0.3 PPV	NO
Closest Structure (Modern Industrial)	Impact Pile Driver[/a/]	170 feet	0.12 PPV[/c/]	2.0 PPV	NO
	Large Dozer[/b/]		0.011 ~~25~~ PPV[/d/]	0.5 PPV	NO
Hangar 1[/e/]	Jackhammer [/b/]	1 foot	1.2 PPV[/d/]	0.25 PPV	YES

Page 3.13-29, paragraph 1, sentence 1 of the DEIR is revised to read:

Figures 3.13-8 and **3.13-9**, respectively, compare the 2023 and 2025 CNEL values associated with the Southwest Quadrant Full-Size Terminal Option to the Base Year CNEL contours shown in **Figure 3.13-3 ~~1~~**.

Page 3.13-32, paragraph 3 of the DEIR, new paragraphs added to read:

IMPACT SW QUAD SAME-NOISE-3: Noise from On-Site Project Construction

As previously discussed, project construction would require the use of mobile heavy equipment with high noise-level characteristics. A summary of construction noise impacts at the nearby existing nearby sensitive receptors is provided in **Table 3.13-10a**. Detailed noise calculations for

construction activities are provided in **Appendix K** of this Draft EIR. As shown in Table 3.13.5, construction noise levels at the sensitive receptors are estimated to reach a maximum of 62 dBA at the sensitive receptors (namely R3, the Summer Breeze Apartments). As such, the impacts would be less than significant and no mitigation measures are required.

Nighttime airfield construction would be necessary to ensure continued operation of the Airport during daytime hours. Airfield work would include similar equipment types included in the paving and demolition phase noise analysis presented for Southwest Quadrant Full Size Terminal Option in **Table 3.13-10a**. Adding the ten decibel nighttime penalty to the results of the analysis for the paving and demolition phases of the Southwest Quadrant Full-Size Terminal Option construction noise analysis indicates noise levels would be below the identified thresholds of significance identified in these tables. In addition, the attenuation distance identified in **Table 3.13-10a** would be much greater for airfield construction activities since this phase would be restricted to specifically designated portions of the airfield that are even farther from the closest noise sensitive receptors (R1, R2, and R3) used to calculate noise impacts.

Mitigation Measure SW QUAD SAME-NOISE-3

No mitigation warranted.

IMPACT SW QUAD SAME-NOISE-4: Noise from Off-Site Construction Vehicles

Haul truck trips would occur during grading phase. Trucks traveling to and from the project site would be required to travel along the haul route approved by the City for the project. It is anticipated that outbound traffic would travel on Hollywood Way via Empire Avenue to access the northbound or southbound Golden State Freeway (I-5). Inbound traffic would take the reverse route from the Hollywood Way. An estimated maximum of approximately 60 haul truck trips would occur per day.

Detailed noise calculations for construction traffic are provided in **Appendix K** of this Draft EIR. The project's truck trips would generate noise levels of approximately 56 dBA, L_{eq} at 25 feet distance along Empire Avenue and approximately 55 dBA, L_{eq} at 25 feet distance along Hollywood Way. Based on the existing average ambient noise level of 72 dBA, L_{eq} along Empire Avenue (R3) and 70 dBA, L_{eq} along Hollywood Way (R4) as shown in **Table 3.13-11a**, construction traffic noise levels generated by project construction truck trips would not significantly increase traffic noise levels along Hollywood Way.

The noise levels from truck trips would be 56 dBA along Empire Avenue, which is approximately 16 dBA less than the existing average ambient noise level of 72 dBA; since noise levels are quantified using a logarithmic ratio of pressures, and not measured directly, when noise levels of 56 dBA are added to 72 dBA, the resulting noise level remains 72 dBA likewise truck trip related noise along Hollywood Way discussed above. Therefore, noise generated by construction the truck trips would not be perceptible against the ambient noise level of 72 dBA along Empire Avenue and 70 dBA along Hollywood Way.

Mitigation Measure SW QUAD SAME-NOISE-4

No mitigation warranted.

IMPACT SW QUAD SAME-NOISE-5: Project-related Traffic on Ambient Noise Levels

Future roadway noise levels were also calculated along various arterial segments adjacent to the project site as compared to 2021 baseline traffic noise levels that would occur with implementation of the cumulative projects. As indicated in **Table 3.13-11a**, the maximum increase in project-related traffic noise levels over existing traffic noise levels would be 2.8 dBA, CNEL, which would occur Between Airport/Thornton Avenue and Airport/Avon Avenue as well as Between Arvilla Avenue and Lockheed Drive. This increase in sound level would be well below an increase of 5.0 dBA, CNEL, and the increase in sound level would be lower at the remaining roadway segments analyzed. The project-related noise increases would be less than the threshold and therefore less than significant, and no mitigation measures would be required.

Table 3.13-11a

Off-Site Traffic Noise Impacts – Future 2025 Conditions Southwest Quadrant Same-Size Terminal Option

Roadway Segment	Calculated Traffic Noise Levels at 25 feet from Roadway, CNEL (dBA)			
	Future No Project [a] (A)	Future with Project [b] (B)	Project Increment (B - A)	Exceed Threshold?
Hollywood Way				
Between I-5 Southbound Ramps and San Fernando Boulevard	71.1	72.7	1.6	No
Between San Fernando Boulevard and Tulare Avenue	72.1	74.3	2.2	No
Between Tulare Avenue and Winona Avenue	72.0	74.5	2.5	No
Between Winona Avenue and Airport/Thornton Avenue	71.7	74.2	2.5	No
Between Airport/Thornton Avenue and Airport/Avon Avenue	71.8	74.6	2.8	No
Between Airport/Avon Avenue and Victory Boulevard	71.2	73.7	2.5	No
Between Victory Boulevard and Burbank Boulevard	70.6	73.1	2.5	No
Between Burbank Boulevard and Magnolia Boulevard	70.2	72.9	2.7	No
San Fernando Road				
Between Sunland Boulevard and Arvilla Avenue	68.0	70.7	2.7	No
Between Arvilla Avenue and Lockheed Drive	68.6	71.4	2.8	No
Between Lockheed Drive and Cohasset Street	66.0	68.6	2.6	No
San Fernando Boulevard				
Between Hollywood Way and Winona Avenue	65.6	66.8	1.2	No
Between Winona Avenue and Buena Vista Street	64.2	65.7	1.5	No

Roadway Segment	Calculated Traffic Noise Levels at 25 feet from Roadway, CNEL (dBA) Future No Project [a] (A)	Future with Project [b] (B)	Project Increment (B - A)	Exceed Threshold?
Empire Avenue				
Between Clybourn Avenue and Airport	67.7	68.3	0.6	No
Between Airport and Avon Avenue	66.9	68.1	1.2	No
Between Avon Avenue and Ontario Street	66.0	68.0	2	No
Between Ontario Street and Buena Vista Street	65.9	68.6	2.7	No
Winona Avenue				
Between Hollywood Way and Ontario Street	63.2	63.9	0.7	No
Thornton Avenue				
Between Hollywood Way and Ontario Street	63.7	64.0	0.3	No
Victory Boulevard				
West of Hollywood Way	71.2	71.8	0.6	No
East of Hollywood Way	70.6	71.2	0.6	No

[a] *Existing data is taken from Table 3.13-4.*

Source: PCR Services Corporation, 2016.

Mitigation Measure SW QUAD SAME-NOISE-5

No mitigation warranted.

Page 3.13-32, paragraph 1 title of the DEIR is revised to read:

IMPACT SW QUAD SAME-NOISE-~~3~~ 6: Cumulative Impacts on Noise

Page 3.13-33, paragraph 2 of the DEIR is revised to read:

Mitigation Measure SW QUAD SAME-NOISE-6 ~~3~~

No mitigation is warranted.

Page 3.15-2, paragraph 2 heading is revised to read:

California Fire Code (~~and Uniform Building Code~~ Specific Reference to NFPA 415)

Page 3.15-3, paragraph 3 of the Draft EIR is revised to read:

> Primary structure fire protection services at the Airport are provided by the City of Burbank Fire Department (BFD)~~Burbank-Glendale-Pasadena Airport Authority Fire Department (BGPAAFD)~~ with secondary responses provided by the ~~City of Burbank Fire Department (BFD)~~ Burbank-Glendale-Pasadena Airport Authority Fire Department (BGPAAFD) and on an as-needed basis through a mutual aid agreement with the City of Los Angeles Fire Department (LAFD).

Page 3.15-3, paragraph 4, sentence 1 of the Draft EIR is revised to read:

> The Verdugo Fire Communications Center (VFCC), a regional communications center that was established in 1979 between the cities of Burbank, Glendale, and Pasadena, is a communications center ~~service~~ that provides a fire and emergency medical service (EMS) 911 call center and dispatch for its members and contracting agencies.

Page 3.15-5, paragraph 5, sentence 3 of the Draft EIR is revised to read:

> The BFD provides primary ~~secondary~~ response to the Airport for structure fire protection and emergency response services, and secondary ARFF response.

Page 3.15-5, paragraph 6, sentence 3 of the Draft EIR is revised to read:

> As shown in **Table ~~5.10-1~~ 3.15-1**, Station No. 13 is equipped with one engine and one ambulance ~~trucks, engines, rescue ambulance, a hazardous material vehicle, and a Battalion 1 vehicle~~.

Page 3.15-5, Table 3.15-1 title of the Draft EIR is revised to read:

> *Table ~~5.10-1~~ 3.15-1*

Page 3.15-6, paragraph 2, sentence 4 of the Draft EIR is revised to read:

> According to the VFCC 2014-2015 ~~2012-2013~~ Annual Fiscal Report, the BFD has an average response time of 2~~1~~ minutes and 15~~51~~ seconds for fire incidents and 1~~2~~ minute~~s~~ and 30~~16~~ seconds for EMS incidents,[1] which the meets maximum response time standard of less than 5 minutes that is established within the *Burbank2035 General Plan*.

[1] Verdugo Fire Communications Center, "Fiscal Year Annual Report," 2014-2015.

Page 3.15-10, paragraph 2, sentence 2 of the DEIR is revised to read:

> Nonetheless, the development agreement between the City and the Authority would require the Authority to pay the city of Burbank's development impact fee to offset any incremental increased demand in fire protection services ~~recreational facilities~~.

Page 3.15-10, paragraph 2, sentence 4 of the DEIR is revised to read:

> Through payment of this fee, the implementation of the Adjacent Property Full-Size Terminal Option would ensure that no significant fire protection services ~~recreational~~ impacts would occur.

Page 3.15-10, paragraph 5, sentence 2 of the DEIR is revised to read:

> Nonetheless, the development agreement between the City and the Authority would require the Authority to pay the city of Burbank's development impact fee to offset any incremental increased demand in police protection services ~~recreational facilities~~.

Page 3.15-10, paragraph 5, sentence 4 of the DEIR is revised to read:

> Through payment of this fee, the implementation of the Adjacent Property Full-Size Terminal Option would ensure that no significant police protection services ~~recreational~~ impacts would occur.

Page 3.15-12, paragraph 2, sentence 2 of the DEIR is revised to read:

> Nonetheless, the development agreement between the City and the Authority would require the Authority to pay the city of Burbank's development impact fee to offset any incremental increased demand in fire protection services ~~recreational facilities~~.

Page 3.15-12, paragraph 2, sentence 4 of the DEIR is revised to read:

> Through payment of this fee, the implementation of the Southwest Quadrant Full-Size Terminal Option would ensure that no significant fire protection services ~~recreational~~ impacts would occur.

Page 3.15-12, paragraph 5, sentence 2 of the DEIR is revised to read:

> Nonetheless, the development agreement between the City and the Authority would require the Authority to pay the city of Burbank's development impact fee to offset any incremental increased demand in police protection services ~~recreational facilities~~.

Page 3.15-12, paragraph 5, sentence 4 of the DEIR is revised to read:

> Through payment of this fee, the implementation of the Southwest Quadrant Full-Size Terminal Option would ensure that no significant police protection services ~~recreational~~ impacts would occur.

Page 3.15-14, paragraph 2, sentence 2 of the DEIR is revised to read

> Nonetheless, the development agreement between the City and the Authority would require the Authority to pay the city of Burbank's development impact fee to offset any incremental increased demand in fire protection services ~~recreational facilities~~.

Page 3.15-14, paragraph 2, sentence 4 of the DEIR is revised to read:

> Through payment of this fee, the implementation of the Southwest Quadrant Same-Size Terminal Option would ensure that no significant fire protection services ~~recreational~~ impacts would occur.

Page 3.15-14, paragraph 5, sentence 2 of the DEIR is revised to read:

> Nonetheless, the development agreement between the City and the Authority would require the Authority to pay the city of Burbank's development impact fee to offset any incremental increased demand in police protection services ~~recreational facilities~~.

Page 3.15-14, paragraph 5, sentence 4 of the DEIR is revised to read:

> Through payment of this fee, the implementation of the Southwest Quadrant Same-Size Terminal Option would ensure that no significant police protection services ~~recreational~~ impacts would occur.

Page 3.17-1, paragraph 5, sentences 2 and 3 of the Draft EIR are revised to read:

> Signalized intersections are considers to be significantly affected at LOS D, E, or F based on the criteria provided in **Table ~~3.13-1~~ 3.17-1**. For signalized intersections, the City of Los Angeles considers a significant impact to occur based on the criteria provided in **Table ~~3.13-2~~ 3.17-2.**

Page 3.17-1, paragraph 6, sentence 1 of the Draft EIR is revised to read:

> For unsignalized intersections, the City of Burbank considered a significant impact to occur based on the criteria provided in **Table ~~3.13-3~~ 3.17-3.**

Page 3.17-2, Table 3.17-1 title of the Draft EIR is revised to read:

Table ~~3.13-1~~ 3.17-1

Page 3.17-2, Table 3.17-2 title of the Draft EIR is revised to read:

Table ~~3.13-2~~ 3.17-2

Page 3.17-2, Table 3.17-3 title of the Draft EIR is revised to read:

Table ~~3.13-3~~ 3.17-3

Page 3.17-3, paragraph 3, sentence 2 of the Draft EIR is revised to read:

The intersections included in the analysis are presented in **Table ~~3.13-4~~ 3.17-4** and in **Figure ~~3.13-1~~ 3.17-1**.

Page 3.17-3, bullet 1, sentence 3 of the Draft EIR is revised to read:

Intersection turning movement counts were collected in February 2014, December 2015, and January 2016 and, for the purposes of this analysis, represent year 2016 conditions.

Page 3.17-4, Table 3.17-4 title of the Draft EIR is revised to read:

Table ~~3.13-4~~ 3.17-4

Page 3.17-5, Table 3.17-4 title of the Draft EIR is revised to read:

Table ~~3.13-4~~ 3.17-4

Page 3.17-5, bullet 2, sentences 1 and 2 of the Draft EIR are revised to read:

This analysis projects the future traffic growth and intersection operating conditions that could be expected as a result of local and regional growth and ~~related project traffic~~ infrastructure improvements in the Study Area by 2023, which is when the replacement terminal is expected to open under all development options. The 2023 without project traffic conditions ~~are projected by adding ambient traffic growth, estimated Airport traffic growth, and traffic from related projects~~ were forecast using traffic growth projections from the City of Burbank Travel Demand Model and other sources, applied to Existing Year 2016 conditions.

Page 3.17-6, Figure 3.17-1 title of the Draft EIR is revised to read:

Table ~~3.13-1~~ 3.17-1

Page 3.17-7, bullet 2, sentences 1 and 2 of the Draft EIR are revised to read:

This analysis projects the future traffic growth and intersection operating conditions that could be expected as a result of local and regional growth and ~~related project traffic~~ infrastructure improvements in the Study Area by 2025, which is when the replacement terminal is expected to open under all development options. Like 2023 conditions, the ~~The~~ 2025 without project traffic conditions ~~are projected by adding ambient traffic growth, estimated Airport traffic growth, and traffic from related projects~~ were forecast using traffic growth projections from the City of Burbank Travel Demand Model and other sources, applied to Existing Year 2016 conditions.

Page 3.17-8, paragraph 6, sentence 1 of the Draft EIR is revised to read:

The Study Area, shown in **Figure ~~3.13-1~~ 3.17-1**, includes a geographic area approximately four miles (north-south) by 2.5 miles (east-west) that is generally bounded by Sunland Avenue / Vineland Avenue and San Fernando Road to the north, I-5 at Empire Avenue to the east, Magnolia Avenue to the south, and Vineland Avenue to the west.

Page 3.17-9, paragraph 2, sentences 1 and 2 of the Draft EIR are revised to read:

Intersection turning movement counts were conducted at the 33 study intersections during the weekday morning (7:00 AM to 10:00 AM) and afternoon (4:30 PM to 7:30 PM) peak periods. The intersection counts were collected in December 2015 and January 2015. After consultation with City staff, traffic count data from February 2014 was used at eight intersections along Empire Avenue and Buena Vista Street, collected prior to the start of extensive construction and road closures in that area from the I-5 widening Project, the Empire Interchange project, and the Buena Vista Street railroad grade separation project. These traffic counts were used as a baseline because they reflect traffic patterns without the effects of major construction, which is a temporary condition. ~~and for~~ For the purposes of this analysis, the counts collectively represent year 2016 conditions.

Page 3.17-9, paragraph 3, sentences 1 and 2 of the Draft EIR are revised to read:

Table ~~3.13-5~~ 3.17-5 summarizes the weekday morning and afternoon peak hour LOS results for each of the signalized study intersections under 2016 conditions. **Table ~~3.13-5~~ 3.17-5** indicates that 24 of the 25 signalized study intersections currently operate at LOS D or better during both the morning and afternoon peak hours.

Page 3.17-9, paragraph 4 of the Draft EIR is revised to read:

> **Table ~~3.13-6~~ 3.17-6** summarizes the weekday morning and afternoon peak hour LOS results for each of the unsignalized study intersections under Existing Conditions. **Table ~~3.13-6~~ 3.17-6** indicates that ~~5~~6 of the 8 unsignalized study intersections currently operate at LOS D or better during both the morning and afternoon peak hours. The intersections of Hollywood Way and I-5 Southbound Ramps~~,~~ and Hollywood Way and San Fernando Boulevard Ramps~~, and I-5 Southbound Ramps and San Fernando Road~~ each operate at LOS ~~E or~~ F during the morning or afternoon peak hours.

Page 3.17-9, paragraph 5 of the Draft EIR is revised to read:

> If the project were hypothetically completed in the present day under current conditions, there would be differences between the LOS at signalized intersections in the Airport vicinity (see **Table ~~3.13-7~~ 3.17-7**). The Adjacent Property Option would result in a significant traffic impact at the intersection of Hollywood Way and Winona Avenue during ~~both~~ the ~~morning and~~ afternoon peak hour~~s~~.

Page 3.17-9, paragraph 6 of the Draft EIR is revised to read:

> **Table ~~3.13-8~~ 3.17-8** presents the LOS at signalized intersections in the Airport vicinity in 2023. The Adjacent Property Option would result in a significant traffic impact~~s~~ at the intersection~~s~~ of ~~Hollywood Way Southbound Ramps and San Fernando Boulevard (morning peak hour only) and~~ Hollywood Way and Winona Avenue ~~(morning and~~ during the afternoon peak hour~~s~~).

Page 3.17-10, Figure 3.17-5 title of the Draft EIR is revised to read:

> *Table ~~3.13-5~~ 3.17-5*

Page 3.17-11, Figure 3.17-5 title of the Draft EIR is revised to read:

> *Table ~~3.13-5~~ 3.17-5*

Page 3.17-10, Figure 3.17-6 title of the Draft EIR is revised to read:

> *Table ~~3.13-6~~ 3.17-6*

Page 3.17-12, Figure 3.17-7 title of the Draft EIR is revised to read:

> *Table ~~3.13-7~~ 3.17-7*

Page 3.17-13, Figure 3.17-8 title of the Draft EIR is revised to read:

Table ~~3.13-8~~ 3.17-8

Page 3.17-14, paragraphs 1 through 4 of the Draft EIR are revised to read:

Table ~~3.13-9~~ 3.17-9 presents the LOS at signalized intersections in the Airport vicinity in ~~2023~~ 2025. The Adjacent Property Option would result in a significant traffic impact~~s~~ at the intersection~~s~~ of ~~Hollywood Way Southbound Ramps and San Fernando Boulevard (morning peak hour only) and~~ Hollywood Way and Winona Avenue ~~(morning and~~ during the afternoon peak hour~~s)~~..

Mitigation Measure ADJ PROP FULL-TRANS-1~~A~~

The intersection of Hollywood Way and Winona Avenue would serve as the primary access to the terminal under the Adjacent Property Option. In order to fully mitigate the impact at this intersection to a less-than-significant level, it would have to be expanded with a ~~fourth southbound~~ third northbound through lane, a second northbound left turn lane, and a fourth eastbound lane exiting the Airport. Additionally, the eastbound approach would need to have a protected left-turn traffic signal arrow.

~~**Mitigation Measure ADJ PROP FULL-TRANS-1B**~~

~~The intersection of Hollywood Way Southbound Ramps and San Fernando Boulevard could be mitigated by converting the existing eastbound shared through/right-turn lane into an exclusive right-turn lane and installing a right-turn traffic signal arrow that overlaps with the northbound signal phase. This mitigation measure would increase the capacity of right-turns from San Fernando Boulevard onto the Hollywood Way Southbound Ramps.~~

Significance After Mitigation: If Mitigation Measure ADJ PROP FULL-TRANS-1~~A and 1B are~~ is implemented, the impact~~s~~ at signalized intersections would be reduced to less-than-significant level. The remaining three mitigation measures, which are shown to be physically feasible and acceptable to the City of Burbank, would be implemented depending on the development option implemented. Because the City has indicated their commitment to cooperate in the implementation of this mitigation measure as proposed, this impact is mitigated to a less-than-significant level. ~~However, because these intersection improvements would be implemented by entities other than the Authority, implementation of Mitigation Measures ADJ PROP FULL-TRANS-1A and 1B are not certain and this impact is considered significant and unavoidable.~~

Page 3.17-14, paragraph 5, sentence 1 of the Draft EIR is revised to read:

If the project were hypothetically completed in the present day under current conditions, there would be differences between the LOS at unsignalized intersections in the Airport vicinity (see **Table ~~3.13-10~~ 3.17-10**).

Page 3.17-14, paragraph 6 of the Draft EIR is revised to read:

> **Table ~~3.13-11~~ 3.17-11** presents the LOS at unsignalized intersections in the Airport vicinity in 2023. The Adjacent Property Option would result in significant impacts at the intersections of San Fernando Boulevard and Cohasset Street~~,~~ and Hollywood Way and San Fernando Boulevard Ramps~~, and San Fernando Boulevard / Naomi Street and Winona Avenue~~ during both the morning and afternoon peak hours.

Page 3.17-14, paragraph 7 of the Draft EIR is revised to read:

> **Table ~~3.13-12~~ 3.17-12** presents the LOS at unsignalized intersections in the Airport vicinity in ~~2023~~ 2025. The Adjacent Property Option would result in significant impacts at the intersections of San Fernando Boulevard and Cohasset Street~~,~~ and Hollywood Way and San Fernando Boulevard Ramps~~, and San Fernando Boulevard / Naomi Street and Winona Avenue~~ during both the morning and afternoon peak hours.

Page 3.17-15, Figure 3.17-9 title of the Draft EIR is revised to read:

> *Table ~~3.13-9~~ 3.17-9*

Page 3.17-16, Figure 3.17-10 title of the Draft EIR is revised to read:

> *Table ~~3.13-10~~ 3.17-10*

Page 3.17-16, Figure 3.17-11 title of the Draft EIR is revised to read:

> *Table ~~3.13-11~~ 3.17-11*

Page 3.17-17, Figure 3.17-12 title of the Draft EIR is revised to read:

> *Table ~~3.13-12~~ 3.17-12*

Page 3.17-17, paragraph 1, new sentences 3 and 4 of the Draft EIR are added and read:

> Signal warrant worksheets are provided in Appendix L. Along with signalization, crosswalks could be installed and the eastbound approach on Cohasset Street could be striped with exclusive left and right-turn lanes.

Page 3.17-17, paragraph 2, sentence 2 of the Draft EIR is revised to read:

As part of the improvement, the Hollywood Way southbound ramp from San Fernando Boulevard would remain two lanes for its entire length rather than merging to one before reaching Hollywood Way, and would be realigned within the existing right-of-way to approach Hollywood Way at a 90-degree angle.

Page 3.17-17, paragraph 3 of the Draft EIR is deleted:

~~**Mitigation Measure ADJ PROP FULL-TRANS-2C**~~

~~The intersection of San Fernando Boulevard / Naomi Street & Winona Avenue could be mitigated through the installation of traffic signal control.~~

Page 3.17-17, paragraph 4 of the Draft EIR is revised to read:

Significance After Mitigation: If Mitigation Measures ADJ PROP FULL-TRANS-2A~~,~~ and 2B~~, and 2C~~ are implemented, the impacts at signalized intersections would be reduced to less-than-significant level. Because the City has indicated their commitment to cooperate in the implementation of this mitigation measure as proposed, this impact is mitigated to a less-than-significant level. ~~However, because these intersection improvements would be implemented by entities other than the Authority, implementation of Mitigation Measures ADJ PROP FULL-TRANS-2A, 2B, and 2C are not certain and this impact is considered significant and unavoidable.~~

Page 3.17-20, paragraph 2, sentences 2 and 3 of the Draft EIR are revised to read:

Up to ~~14~~ 9 different intersections could be temporarily affected by construction traffic during Phase 1. Up to ~~10~~ 5 different intersections could be temporarily affected by construction traffic during Phase 2.

Page 3.17-22, paragraphs 1 through 5 of the Draft EIR are revised to read:

If the project were hypothetically completed in the present day under current conditions, there would be differences between the LOS at signalized intersections in the Airport vicinity (see **Table ~~3.13-4~~ 3.17-14**). The Southwest Quadrant Full-Size Option would not result in significant traffic impacts at any study intersection.

2023 CONDITIONS WITH PROJECT

Table ~~3.13-15~~ 3.17-15 presents the LOS at signalized intersections in the Airport vicinity in 2023. The Southwest Quadrant Full-Size Option would not result in significant traffic impacts at any study intersection. ~~The Southwest Quadrant Full-Size Option would result in a significant traffic impact at the intersection of Hollywood Way and Airport / Avon Avenue during the afternoon peak hour.~~

2025 CONDITIONS WITH PROJECT

Table ~~3.13-16~~ 3.17-16 presents the LOS at signalized intersections in the Airport vicinity in 2025. The Southwest Quadrant Full-Size Option would not result in significant traffic impacts at any study intersection. ~~The Southwest Quadrant Full-Size Option would result in a significant traffic impact at the intersection of Hollywood Way and Airport / Avon Avenue during the afternoon peak hour.~~

Mitigation Measure SW QUAD FULL-TRANS-1

~~These impacts could be mitigated by installing an exclusive northbound right-turn lane in public right-of-way that was previously a ramp down from Empire Avenue to northbound Hollywood Way. This improvement would require the installation of a retaining wall to accommodate grade differentials and would include maintaining the existing northbound on-street bicycle lane between the northbound through lanes and the right-turn lane.~~ No mitigation is warranted.

~~Significance After Mitigation~~~~: If Mitigation Measures SW QUAD FULL-TRANS-1 is implemented, the impacts at Hollywood Way and Airport / Avon Avenue would be reduced to less-than-significant level. However, because these intersection improvements would be implemented by entities other than the Authority, implementation of Mitigation Measures ADJ PROP FULL-TRANS-1 are not certain and this impact is considered significant and unavoidable.~~

Page 3.17-23, Figure 3.17-14 title of the Draft EIR is revised to read:

Table ~~3.13-14~~ 3.17-14

Page 3.17-24, Figure 3.17-15 title of the Draft EIR is revised to read:

Table ~~3.13-15~~ 3.17-15

Page 3.17-25, Figure 3.17-16 title of the Draft EIR is revised to read:

Table ~~3.13-16~~ 3.17-16

Page 3.17-26, paragraphs 1 through 4 of the Draft EIR are revised to read:

If the project were hypothetically completed in the present day under current conditions, there would be differences between the LOS at unsignalized intersections in the Airport vicinity (see **Table ~~3.13-17~~ 3.17-17**). The SWQ Full-Size Option ~~also~~ would ~~not~~ result in a significant traffic impact~~s~~ at ~~any study~~ the intersection of Hollywood Way and San Fernando Boulevard Ramps during both the morning and afternoon peak hours.

2023 CONDITIONS WITH PROJECT

Table ~~3.13-18~~ 3.17-18 presents the LOS at unsignalized intersections in the Airport vicinity in 2023. The SWQ Full-Size Option would result in a significant traffic impact at the intersection of Hollywood Way and San Fernando Boulevard Ramps during both the morning and afternoon peak hours ~~would not result in significant traffic impacts at any unsignalized study intersections~~.

2025 CONDITIONS WITH PROJECT

Table ~~3.13-19~~ 3.17-19 presents the LOS at unsignalized intersections in the Airport vicinity in 2025. The SWQ Full-Size Option would result in a significant traffic impact at the intersection of Hollywood Way & San Fernando Boulevard Ramps during both the morning and afternoon peak hours ~~would not result in significant traffic impacts at any unsignalized study intersections~~.

Mitigation Measure SW QUAD FULL-TRANS-2

~~No mitigation is warranted.~~ The intersection of Hollywood Way and San Fernando Boulevard Ramps could be fully mitigated by reconfiguring the intersection with traffic signal control and adding a second eastbound right-turn lane. The traffic signal control could be limited to the southbound side of Hollywood Way, as there is a raised median dividing the northbound and southbound sides of Hollywood Way and the northbound side does not have any conflicting vehicle movements. As part of the improvement, the Hollywood Way southbound ramp from San Fernando Boulevard would remain two lanes for its entire length rather than merging to one before reaching Hollywood Way, and would be realigned within the existing right-of-way to approach Hollywood Way at a 90-degree angle.

Significance After Mitigation: If Mitigation Measure SW QUAD FULL-TRANS-2 is implemented, the impact at unsignalized intersections would be reduced to less-than-significant level. Because the City has indicated their commitment to cooperate in the implementation of this mitigation measure as proposed, this impact is mitigated to a less-than-significant level.

Page 3.17-27, Figure 3.17-17 title of the Draft EIR is revised to read:

Table ~~3.13-17~~ 3.17-17

Page 3.17-27, Figure 3.17-18 title of the Draft EIR is revised to read:

Table ~~3.13-18~~ 3.17-18

Page 3.17-28, Figure 3.17-19 title of the Draft EIR is revised to read:

Table ~~3.13-19~~ 3.17-19

Page 3.17-29, paragraph 5, sentences 2 and 3 of the Draft EIR are revised to read:

Up to ~~14~~ 8 different intersections could be temporarily affected by construction traffic during Phase 1. Up to ~~10~~ 7 different intersections could be temporarily affected by construction traffic during Phase 2.

Page 3.17-30, paragraph 2, sentence 1 of the Draft EIR is revised to read:

If the project were hypothetically completed in the present day under current conditions, there would be differences between the LOS at signalized intersections in the Airport vicinity (see **Table ~~3.13-21~~ 3.17-21**).

Page 3.17-31, Figure 3.17-21 title of the Draft EIR is revised to read:

Table ~~3.13-21~~ 3.17-21

Page 3.17-32, paragraphs 1 through 4 of the Draft EIR are revised to read:

2023 CONDITIONS WITH PROJECT

Table ~~3.13-22~~ 3.17-22 presents the LOS at signalized intersections in the Airport vicinity in 2023. The Southwest Quadrant Same-Size Option would not result in significant traffic impacts at any study intersection ~~result in a significant traffic impact at the intersection of Hollywood Way and Airport / Avon Avenue during the afternoon peak hour~~.

2025 CONDITIONS WITH PROJECT

Table ~~3.13-23~~ 3.17-23 presents the LOS at signalized intersections in the Airport vicinity in 2025. The Southwest Quadrant Same-Size Option would not result in significant traffic impacts at any study intersection ~~result in a significant traffic impact at the intersection of Hollywood Way and Airport / Avon Avenue during the afternoon peak hour~~.

Mitigation Measure SW QUAD SAME-TRANS-1~~A~~

No mitigation is warranted. ~~These impacts could be mitigated by installing an exclusive northbound right-turn lane in public right-of-way that was previously a ramp down from Empire Avenue to northbound Hollywood Way. This improvement would require the installation of a retaining wall to accommodate grade differentials and would include maintaining the existing northbound on-street bicycle lane between the northbound through lanes and the right-turn lane.~~

~~**Significance After Mitigation**: If Mitigation Measures SW QUAD FULL-TRANS-1 is implemented, the impacts at Hollywood Way and Airport / Avon Avenue would be reduced to less-than-significant level. However, because these intersection improvements would be implemented by entities other than the Authority, implementation of Mitigation Measures ADJ PROP FULL-TRANS-1 are not certain and this impact is considered significant and unavoidable.~~

Page 3.17-32, paragraph 5, sentence 1 of the Draft EIR is revised to read:

If the project were hypothetically completed in the present day under current conditions, there would be differences between the LOS at unsignalized intersections in the Airport vicinity (see **Table ~~3.13-24~~ 3.17-24**).

Page 3.17-32, paragraph 6, sentence 1 of the Draft EIR is revised to read:

> **Table ~~3.13-25~~ 3.17-25** presents the LOS at unsignalized intersections in the Airport vicinity in 2023. The Southwest Quadrant Same-Size Terminal Option would not result in significant traffic impacts at any unsignalized study intersections.

Page 3.17-32, paragraph 7, sentence 1 of the Draft EIR is revised to read:

> **Table ~~3.13-26~~ 3.17-26** presents the LOS at unsignalized intersections in the Airport vicinity in 2025.

Page 3.17-33, Figure 3.17-22 title of the Draft EIR is revised to read:

> *Table ~~3.13-22~~ 3.17-22*

Page 3.17-34, Figure 3.17-23 title of the Draft EIR is revised to read:

> *Table ~~3.13-23~~ 3.17-23*

Page 3.17-35, Figure 3.17-24 title of the Draft EIR is revised to read:

> *Table ~~3.13-24~~ 3.17-24*

Page 3.17-35, Figure 3.17-25 title of the Draft EIR is revised to read:

> *Table ~~3.13-25~~ 3.17-25*

Page 3.17-36, Figure 3.17-26 title of the Draft EIR is revised to read:

> *Table ~~3.13-26~~ 3.17-26*

Page 3.17-37, paragraph 5, sentences 2 and 3 of the Draft EIR are revised to read:

> Up to ~~14~~ 8 different intersections could be temporarily affected by construction traffic during Phase 1. Up to ~~10~~ 7 different intersections could be temporarily affected by construction traffic during Phase 2.

Page 3.18-13, paragraph 2 of the Draft EIR is revised to read:

> Water use for each of the existing Airport facilities is provided in **Table 3.18-2**. The number of gallons used by the existing passenger terminal is based on actual water deliveries in 2015 and the number of gallons for other facilities is based on typical demand rates. Based on the water deliveries

in 2010 of 17,591 acre-feet, the existing use of ~~46.25~~ 50.41 acre-feet for the Airport represents approximately 0.26 percent of the City's total water use. In 2007, when the peak number of annual passengers used the Airport, the water demand would have been about 73.77 AFY, or about 46% more than what was experienced in 2015.

Page 3.18-13, Table 3.18-2 of the Draft EIR is revised in its entirety.

Page 3.18-15, paragraph 5 of the Draft EIR is revised to read:

As shown in **Table 3.18-3,** the estimated existing peak wastewater discharge is approximately ~~51,390~~ 111,845 gallons per day (GPD). Because no specific information on the amount of wastewater generated by the existing passenger terminal is available, it was conservatively assumed that the amount of wastewater generated would be equal to the water demand. Using this conservative approach, the existing uses represent ~~0.4~~ 0.16 percent of the City's current wastewater treatment capacity.

Page 3.18-16, Table 3.18-3 of the Draft EIR is revised in its entirety.

Page 3.18-17, new paragraph 3 (following Table 3.18-5) of the Draft EIR is added and reads:

3.18.2.4 Project Design Features

The Authority would implement the following PDFs to enhance the reduce the use of water at the Airport.

PDF-UTIL-1: When available, the Authority would use recycled water for landscape irrigation and cooling towers.

Page 3.18-18, paragraph 3 of the Draft EIR is revised to read:

Because the Adjacent Property Full-Size Terminal Option is a replacement passenger terminal, water supply would not be an issue as it is currently being supplied by the City of Burbank, which has ~~indicated that~~ an adequate supply of potable and recycled water that can be provided to the project. The existing Airport uses ~~46.25~~ 50.41 AFY, which represents approximately 0.26 percent of the City's total water use. In 2025 the demand for water at the Airport would be about ~~66.35~~ 74.88 AFY (see **Table 3.18-6**). The primary reason for the increase in water demand is associated with the forecasted increase in passengers and is not associated with the increase in the square footage of the replacement passenger terminal compared to the existing passenger terminal. This amount represents approximately ~~0.37~~ 0.43 percent of the City's total water deliveries in 2010 (17,591 AFY) and ~~0.33~~ 0.37 percent of available potable water in 2025 (20,391 AFY). The increase of ~~20.1~~ 24.47 AFY can be accommodated by the City of Burbank using existing water supplies. It also is important to note that this increase of ~~20.1~~ 24.47 AFY is considered conservative because it does not include the use of water efficient improvements, such as low flow fixtures or waterless urinals. In addition,

this increase in water demand is about the same demand as what occurred in 2007. Thus, the demand identified in **Table 3.18-6** in 2025 is likely greater than what would actually occur. Because the City of Burbank's water supply is adequate to accommodate the increase in demand, the operation of the Adjacent Property Full-Size Terminal Option would not require the construction of new water facilities or the expansion of existing water facilities and impacts would be less than significant.

Page 3.18-19, Table 3.18-6 of the Draft EIR is revised in its entirety.

Page 3.18-19, paragraph 3 of the Draft EIR is revised to read:

Based on proposed uses for the Adjacent Property Full-Size Terminal Option, an average flow of ~~34,124~~ 64,191 GPD is expected in 2025. With a peaking factor of 2.5, the Adjacent Property Full-Size Terminal Option would generate approximately ~~85,310~~ 160,477 GPD of wastewater in 2025 (see **Table 3.18-7**). This corresponds to ~~0.68~~ 0.22 percent of the City's current capacity. The increase of ~~13,568~~ 48,632 GPD can be accommodated by the City of Burbank with the existing wastewater treatment system. In addition, this amount of wastewater generated is about the same as what occurred in 2007. Thus, implementation of the Adjacent Property Full-Size Terminal Option would not require or result in the construction of new wastewater treatment facilities or the expansion of existing facilities. It also is important to note that this increase of ~~13,568~~ 48,632 GPD is considered conservative because it does not include the use of water efficient improvements, such as low flow fixtures or waterless urinals. Thus, the increase identified ~~in **Table 3.18-7** of 13,568 GPD~~ for 2025 is likely greater than what would actually occur. Sewers to convey wastewater would be constructed on-site as required and would be sized according to projected flows, including peak day flows. Therefore, operational impacts related to wastewater treatment would be less than significant.

Page 3.18-20, Table 3.18-7 of the Draft EIR is revised in its entirety.

Page 3.18-23, paragraph 1 of the Draft EIR is revised to read:

Because the Southwest Quadrant Full-Size Terminal Option is a replacement passenger terminal, water supply would not be an issue as it is currently being supplied by the City of Burbank, which has ~~indicated that~~ an adequate supply of potable and recycled water that can be provided to the project. The existing Airport uses ~~48.77~~ 50.41 AFY, which represents approximately ~~0.28~~ 0.26 percent of the City's total water use. In 2025 the demand for water at the Airport would be about ~~67.64~~ 74.88 AFY (see **Table 3.18-10**). The primary reason for the increase in water demand is associated with the forecasted increase in passengers and is not associated with the increase in the square footage of the replacement passenger terminal compared to the existing passenger terminal. This amount represents approximately ~~0.38~~ 0.43 percent of the City's total water deliveries in 2010 (17,591 AFY) and ~~0.33~~ 0.37 percent of available potable water in 2025 (20,391 AFY). The increase of ~~20.69~~ 25.38 AFY can be accommodated by the City of Burbank using existing water supplies. It also is important to note that this increase of ~~18.87~~ 25.38 AFY is considered conservative because it does not include the use of water efficient improvements, such as low flow fixtures or waterless urinals. In addition, this increase in water demand is about the same demand as what occurred in 2007.

Thus, the demand identified in **Table 3.18-10** in 2025 is likely greater than what would actually occur. Because the City of Burbank's water supply is adequate to accommodate the increase in demand, the operation of the Southwest Quadrant Full-Size Terminal Option would not require the construction of new water facilities or the expansion of existing water facilities and impacts would be less than significant.

Page 3.18-23, Table 3.18-10 of the Draft EIR is revised in its entirety.

Page 3.18-24, paragraph 4 of the Draft EIR is revised to read:

Based on proposed uses for the Southwest Quadrant Full-Size Terminal Option, an average flow of ~~34,863~~ 64,930 GPD is expected in 2025. With a peaking factor of 2.5, the Southwest Quadrant Full-Size Terminal Option would generate approximately ~~87,158~~ 162,325 GPD of wastewater in 2025 (see **Table 3.18-11**). This corresponds to ~~0.70~~ 0.22 percent of the City's current capacity. The increase of ~~14,307~~ 50,480 GPD can be accommodated by the City of Burbank with the existing wastewater treatment system. In addition, this amount of wastewater generated is about the same as what occurred in 2007. Thus, implementation of the Southwest Quadrant Full-Size Terminal Option would not require or result in the construction of new wastewater treatment facilities or the expansion of existing facilities. It also is important to note that this increase of ~~13,568~~ 48,632 GPD is considered conservative because it does not include the use of water efficient improvements, such as low flow fixtures or waterless urinals. Thus, the increase identified ~~in **Table 3.18-11** of 14,307 GPD~~ for 2025 is likely greater than what would actually occur. Sewers to convey wastewater would be constructed on-site as required and would be sized according to projected flows, including peak day flows. Therefore, operational impacts related to wastewater treatment would be less than significant.

Page 3.18-25, Table 3.18-11 of the Draft EIR is revised in its entirety.

Page 3.18-27, paragraph 3 of the Draft EIR is revised to read:

Because the Southwest Quadrant Same-Size Terminal Option is a replacement passenger terminal, water supply would not be an issue as it is currently being supplied by the City of Burbank, which has ~~indicated that~~ an adequate supply of potable and recycled water that can be provided to the project. The existing Airport uses ~~48.77~~ 50.41 AFY, which represents approximately ~~0.28~~ 0.26 percent of the City's total water use. In 2025 the demand for water at the Airport would be about ~~57.63~~ 66.61 AFY (see **Table 3.18-13**). The primary reason for the increase in water demand is associated with the forecasted increase in passengers and is not associated with the increase in the square footage of the replacement passenger terminal compared to the existing passenger terminal. This amount represents approximately ~~0.33~~ 0.37 percent of the City's total water deliveries in 2010 (17,591 AFY) and ~~0.28~~ 0.32 percent of available potable water in 2025 (20,391 AFY). The increase of ~~8.86~~ 16.20 AFY can be accommodated by the City of Burbank using existing water supplies. It also is important to note that this increase of ~~8.86~~ 16.20 AFY is considered conservative because it does not include the use of water efficient improvements, such as low flow fixtures or waterless urinals. In addition, this increase in water demand is about the same demand as what occurred in 2007.

Thus, the demand identified in **Table 3.18-13** in 2025 is likely greater than what would actually occur. Because the City of Burbank's water supply is adequate to accommodate the increase in demand, the operation of the Southwest Quadrant Same-Size Terminal Option would not require the construction of new water facilities or the expansion of existing water facilities and impacts would be less than significant.

Page 3.18-28, Table 3.18-13 of the Draft EIR is revised in its entirety.

Page 3.18-29, paragraph 3 of the Draft EIR is revised to read:

Based on proposed uses for the Southwest Quadrant Same-Size Terminal Option, an average flow of ~~25,364~~ 55,469 GPD is expected in 2025. With a peaking factor of 2.5, the Southwest Quadrant Same-Size Terminal Option would generate approximately ~~63,410~~ 138,672 GPD of wastewater in 2025 (see **Table 3.18-15**). This corresponds to ~~0.51~~ 0.19 percent of the City's current capacity. The increase of ~~4,808~~ 26,827 GPD can be accommodated by the City of Burbank with the existing wastewater treatment system. In addition, this amount of wastewater generated is about the same as what occurred in 2007. Thus, implementation of the Southwest Quadrant Same-Size Terminal Option would not require or result in the construction of new wastewater treatment facilities or the expansion of existing facilities. It also is important to note that this increase of ~~4,808~~ 26,827 GPD is considered conservative because it does not include the use of water efficient improvements, such as low flow fixtures or waterless urinals. Thus, the increase identified ~~in **Table 3.18-15** of 14,307 GPD~~ for 2025 is likely greater than what would actually occur. Sewers to convey wastewater would be constructed on-site as required and would be sized according to projected flows, including peak day flows. Therefore, operational impacts related to wastewater treatment would be less than significant.

Page 3.18-29, Table 3.18-14 of the Draft EIR is revised in its entirety.

Page 4-9 through 4-16, Table 4-1 of the DEIR is revised in its entirety.

Page 5-1, bullets 1-4 of the DEIR are revised to read:

- Violation of Operational Air Quality Standards (ADJ PROP FULL-AIR-3)
- Increase in Non-Attainment Criteria Pollutants (ADJ PROP FULL-AIR-4)
- ~~Traffic at Signalized Intersections (ADJ PROP FULL-TRANS-1)~~
- ~~Traffic at Unsignalized Intersections (ADJ PROP FULL-TRANS-2)~~

Page 5-1, bullets 5-9 of the DEIR are revised to read:

- Violation of Operational Air Quality Standards (SW QUAD FULL-AIR-3)
- Increase in Non-Attainment Criteria Pollutants (SW QUAD FULL-AIR-4)
- Generation of Toxic Air Contaminants (SW QUAD FULL-AIR-7)

- Cumulative Air Quality Impacts (SW QUAD FULL-AIR-9)
- ~~Traffic at Signalized Intersections ((SW QUAD FULL-TRANS-1)~~

Page 5-1, bullets 10-14 of the DEIR are revised to read:

- Violation of Operational Air Quality Standards (SW QUAD SAME-AIR-3)
- Increase in Non-Attainment Criteria Pollutants (SW QUAD SAME-AIR-4)
- Generation of Toxic Air Contaminants (SW QUAD SAME-AIR-7)
- Cumulative Air Quality Impacts (SW QUAD SAME-AIR-9)
- ~~Traffic at Signalized Intersections ((SW QUAD SAME-TRANS-1)~~

Page 5-4, paragraph 4 of the Draft EIR is revised to read:

> Based on the proposed development program and engineering estimates that form the basis of the construction-related impact analyses, it is estimated that a maximum of approximately 38,550 ~~16,250~~ one-way truck trips would be required to haul the material to off-site reuse and disposal facilities over the construction period. It is conservatively estimated that a maximum of approximately 290,000 ~~28,900~~ one-way vendor truck trips would be required to deliver building materials and supplies to the site over the construction period. Based on the California Air Resources Board (CARB) on-road vehicle emissions model, EMFAC2014, heavy-duty trucks operating in the South Coast Air Basin would have an estimated fuel economy of approximately 6.3 miles per gallon averaged over the construction timeframe. Based on the information described above, construction of the proposed project would use a total of approximately 440,242 ~~83,220~~ gallons of diesel fuel for haul truck and vendor delivery trips.

Page 5-5, paragraph 1 of the Draft EIR is revised to read:

> On an annual average basis, haul trucks and vendor delivery trips associated with construction would use approximately 88,000 ~~16,640~~ gallons of diesel fuel per year during the construction period.

Page 5-5, paragraph 2, sentences 5 and 6 of the Draft EIR are revised to read:

> Based on the number and type of construction equipment that would be used during project construction, and based on the estimated duration of construction activities, the project would use approximately 853,000 ~~412,750~~ gallons of diesel fuel for heavy-duty construction equipment. On an annual average basis, heavy-duty construction equipment would use approximately 170,000 ~~82,550~~ gallons of diesel fuel per year.

Page 5-5, paragraph 3, sentences 4 and 5 of the Draft EIR are revised to read:

> Assuming construction worker automobiles have an average fuel economy consistent with the EMFAC2014 model and given the total vehicle miles traveled for construction workers, based on

engineering estimates provided in the California Emissions Estimator Model (CalEEMod) used for the air quality and greenhouse gas emissions assessment, workers would travel a total of 10.6 million miles and would use approximately 382,040 ~~381,770~~ gallons of fuel (primarily gasoline) for construction worker trips. On an annual average basis, construction workers would use approximately 76,410 ~~76,350~~gallons of fuel (primarily gasoline) per year.

Page 5-6, paragraph 2 of the Draft EIR is revised to read:

Based on the conservatively estimated fuel usage amounts presented above, construction of the proposed project would use approximately 76,410 ~~76,350~~ gallons of gasoline and 170,600 ~~99,190~~ gallons of diesel on an annual average basis during the construction period, assuming worker automobiles are primarily gasoline fueled and heavy-duty construction equipment and trucks are primarily diesel-fueled. To put these numbers into perspective, the estimated annual average construction fuel usage would represent a very small fraction of the state's annual fuel usage (about 0.001 percent of the statewide annual gasoline consumption and 0.005 ~~0.003~~ percent of the statewide annual diesel consumption).

Page 6-1, paragraph 3, sentence 2 of the DEIR is revised to read:

In addition, prior to the publication of the ~~Draft~~ Final EIR, the Authority provided notification and conducted ~~three~~ five workshops as detailed in Table 6-1.

Page 6-1, paragraph 4, sentence 2 of the DEIR is revised to read:

~~Three~~ Five outreach opportunities were provided at key junctures.

Page 6-1, paragraph 4, sentence 3 of the DEIR is revised to read:

~~Two~~ Four were public workshops held during the EIR process.

Page 6-1, paragraph 4, sentence 5 of the DEIR is revised to read:

The ~~third~~ final opportunity for public outreach was held as a formal presentation to interested agencies that briefed them on the EIR process, the Conceptual Term Sheet, and the alternatives considered.

Page 6-2, Table 6-1 of the DEIR is replaced in its entirety.

Page 6-2, Section 6.2.1.4 heading of the DEIR is revised to read:

~~Upcoming~~ Draft EIR Public Workshops

Page 6-2, paragraph 3, sentence 1 of the DEIR is revised to read:

~~The next availability for a~~ Two public workshops ~~will be~~ were held in conjunction with the publication of the Draft EIR.

Page 6-2, paragraph 3, sentence 2 of the DEIR is revised to read:

Public workshops similar in scope to the previous workshop, ~~will be~~ were held during the 45-day comment period regarding the publication of the Draft EIR.

Page 6-3, paragraph 2, sentence 1 of the DEIR is revised to read:

Information was provided at the project inception, and updated at the completion of each major task ~~in~~ during the ~~Draft~~ EIR process.

Page 6-3, paragraph 6, sentence 2 of the DEIR is revised to read:

The following tables list the agencies, organizations, and individuals that received the NOP, ~~and will~~ received notification of the publication of the Draft EIR or those entities that were added to the mailing list after the publication of the ~~NOP~~ Draft EIR and will receive notification of the publication of the ~~Draft~~ Final EIR.

Page 6-6, Table 6-8 of the DIER, Paul Krekorian is revised to read:

~~District 2, County of Los Angeles, Board of Supervisors~~ District 2, Los Angeles City Council

Page 6-6, Table 6-8 of the DEIR, Karo Torossian is revised to read:

~~Office of Los Angeles County, Supervisor Paul Krekorian~~ Office of Councilmember Paul Krekorian

Appendix B, page B-125 of the DEIR, Notice of Completion and Advertisement for Public Workshops were added following this page.

Appendix F was revised in its entirety.

Page J-1, paragraph 5, sentence 6 of the Draft EIR is revised to read:

> The floodplain shown on the effective FIRM panel may not be accurate because the topographic information available is inconsistent with the location shown ~~and City officials indicated this FIRM panel has been inaccurate in the past~~.

Appendix K, Sections K.6, K.7, and Attachment A were added.

Appendix L was revised in its entirety.

Appendix M, Section M.2.5 of the DEIR was revised in its entirety.

Appendix N was added.

Appendix O was added.

Appendix P was added.

Appendix Q was added.

N.4 MASTER RESPONSES

Several topics were addressed by multiple commenters. This section includes the following master responses:

Master Response A: TRANSIT CONNECTIVITY

Master Response B: AIRCRAFT NOISE IN THE AIRPORT VICINITY

Master Response C: PUBLIC OUTREACH EFFORTS

Master Response D: TRAFFIC IMPACTS OF THE PROPOSED PROJECT COMPARED TO NO PROJECT ALTERNATIVE

Master Response E: PASSENGER CONVENIENCE AND ACCESSIBILITY

Master Response F: COMPARISON OF IMPACTS OF THE DEVELOPMENT OPTIONS TO THE NO PROJECT ALTERNATIVE

Master Response G: HISTORICAL CONTEXT OF ENVIRONMENTAL CONDITIONS

N.4.1 Master Response A: TRANSIT CONNECTIVITY

Each of the development options would provide shuttle service between the Regional Intermodal Transportation Center (RITC), the existing Metrolink Burbank Airport train station, and the proposed Metrolink Hollywood Way train station. The following provides an overview of the existing access between these facilities and the existing passenger terminal as well as the proposed access between these facilities and each of the development options.

Existing
Rental car patrons and transit riders walk between the RITC and the existing passenger terminal (no shuttle buses operate between the RITC and the existing passenger terminal). For passengers using the existing Metrolink Burbank Airport train station, passengers cross Empire Avenue and walk to the existing passenger terminal on sidewalks. Because the Metrolink Hollywood Way train station is not operational, no access is provided to the existing passenger terminal.

Adjacent Property Full-Size Terminal Option
Two shuttle bus operations would be provided with the implementation of the Adjacent Property Full-Size Terminal Option.

The first shuttle bus operation would operate between the RITC and the replacement passenger terminal. This shuttle bus would pick up and drop off a variety of passengers from a single stop adjacent to the RITC on the existing Avon entrance and exit to and from the shuttle stop inside the RITC. The passengers that would use this shuttle bus include Parking Lot D patrons, Parking Lot G patrons, remote valet parking center patrons, rental car patrons, and passengers using the Metrolink Burbank Airport train station. All of these users would walk to the shuttle stop at the RITC for shuttle service to the replacement passenger terminal. Common-use shuttle buses would operate on a continuous loop between the RITC and the replacement

passenger terminal. It is estimated that the maximum time would be approximately 10 minutes for any passenger using this shuttle bus, including wait time. This is approximately the same time it takes to walk from the RITC via the moving sidewalk to the existing passenger terminal. Passengers from the rail station that desire access to the replacement passenger terminal would walk from the train station to the shuttle pick-up area inside the RITC. Passengers who desire to park in the southeast quadrant remote parking lots would have a choice of either using remote valet drop-off and pick-up, or self-parking in Lot D. The existing valet center, valet pick-up porte cochere and valet drop-off port cochere would remain after demolition of the existing passenger terminal and passengers who choose remote valet drop-off would drop their cars at the existing valet area and then use the elevated walkway to walk to the RITC, where the passenger would board the common-use shuttle bus that connect the RITC to the replacement passenger terminal. Customers that choose to self-park in Lot D would walk directly to the RITC where they would board the common-use shuttle bus. The common-use shuttle bus would exit the RITC at the Avon entrance, travel northbound on North Hollywood Way, enter the Airport at the North Hollywood Way / Winona Avenue entrance, travel along the Terminal Access Road, and park at the shuttle bus curb. Going to the RITC, the common-use shuttle bus would leave the shuttle bus curb, travel along the Terminal Access Road, exit the Airport at the North Hollywood Way / Winona Avenue exit, travel south on North Hollywood Way, enter the RITC at the Avon entrance.

The second shuttle bus operation would operate between the proposed Metrolink Hollywood Way train station and the replacement passenger terminal. The Authority would provide shuttle service between the Metrolink Hollywood Way station and the replacement passenger terminal that is timed with scheduled arrivals and departures of the Metrolink trains at this station. The common-use shuttle bus would exit the Metrolink Hollywood Way train station, travel southbound on Hollywood Way, enter the Airport at the North Hollywood Way / Winona Avenue entrance, travel along the Terminal Access Road, and park at the shuttle bus curb. Going to the Metrolink Hollywood Way train station, the common-use shuttle bus would leave the shuttle bus curb, travel along the Terminal Access Road, exit the Airport at the North Hollywood Way / Winona Avenue exit, and travel northbound on North Hollywood Way to the Metrolink Hollywood Way train station.

The Authority has designed the curbfront at the replacement passenger terminal to accommodate both shuttle buses and local transit operators (e.g., Metro and BurbankBus) to allow for transit service directly to the replacement passenger terminal.

Southwest Quadrant Full-Size Terminal Option
Two shuttle bus operations would be provided with the implementation of the Southwest Quadrant Full-Size Terminal Option.

The first shuttle bus operation would operate between the RITC and the replacement passenger terminal. This shuttle bus would pick up and drop off a variety of passengers from a single stop adjacent to the RITC on the realigned Terminal Loop Road in the southeast quadrant of the Airport. The passengers that would use this shuttle bus include Parking Lot D patrons, Parking Lot G patrons, remote valet parking center patrons, rental car patrons, and passengers using the Metrolink Burbank Airport train station. All of these users would walk to the shuttle stop at the RITC for shuttle service to the replacement passenger terminal. Common-use shuttle buses would operate on a continuous loop between the RITC and the replacement passenger terminal. It is estimated that the maximum time would be approximately 10 minutes for any passenger using this shuttle bus, including wait time. This is approximately the same time it takes to walk from the RITC via the moving sidewalk to the existing passenger terminal. Passengers from the rail station that desire access to the replacement passenger terminal would walk from the train station to the shuttle

pick-up area inside the RITC. Passengers who desire to park in the southeast quadrant remote parking lots would have a choice of either using remote valet drop-off and pick-up, or self-parking in Lot D. The existing valet center, valet pick-up porte cochere and valet drop-off port cochere would remain after demolition of the existing passenger terminal and passengers who choose remote valet drop-off would drop their cars at the existing valet area and then use the elevated walkway to walk to the RITC, where the passenger would board the common-use shuttle bus that connect the RITC to the replacement passenger terminal. Customers that choose to self-park in Lot D would walk directly to the RITC where they would board the common-use shuttle bus. The common-use shuttle bus would exit the RITC, travel on the realigned Terminal Loop Road, and park at the shuttle bus curb. Going to the RITC, the common-use shuttle bus would leave the shuttle bus curb, travel along the realigned Terminal Loop Road, and enter the RITC.

The second shuttle bus operation would operate between the proposed Metrolink Hollywood Way train station and the replacement passenger terminal. The Authority would provide shuttle service between the Metrolink Hollywood Way station and the replacement passenger terminal that is timed with scheduled arrivals and departures of the Metrolink trains at this station. The common-use shuttle bus would exit the Metrolink Hollywood Way train station, travel southbound on Hollywood Way, enter the Airport at the North Hollywood Way / Thornton Avenue entrance, travel along the realigned Terminal Loop Road, and park at the shuttle bus curb. Going to the Metrolink Hollywood Way train station, the common-use shuttle bus would leave the shuttle bus curb, travel along the realigned Terminal Loop Road, exit the Airport at the North Hollywood Way / Thornton Avenue exit, and travel northbound on North Hollywood Way to the Metrolink Hollywood Way train station.

The Authority has designed the curbfront at the replacement passenger terminal to accommodate both shuttle buses and local transit operators (e.g., Metro and BurbankBus) to allow for transit service directly to the replacement passenger terminal.

Southwest Quadrant Same-Size Terminal Option
Two shuttle bus operations would be provided with the implementation of the Southwest Quadrant Same-Size Terminal Option. These shuttle bus operations would be the same as that described for the Southwest Quadrant Full-Size Terminal Option.

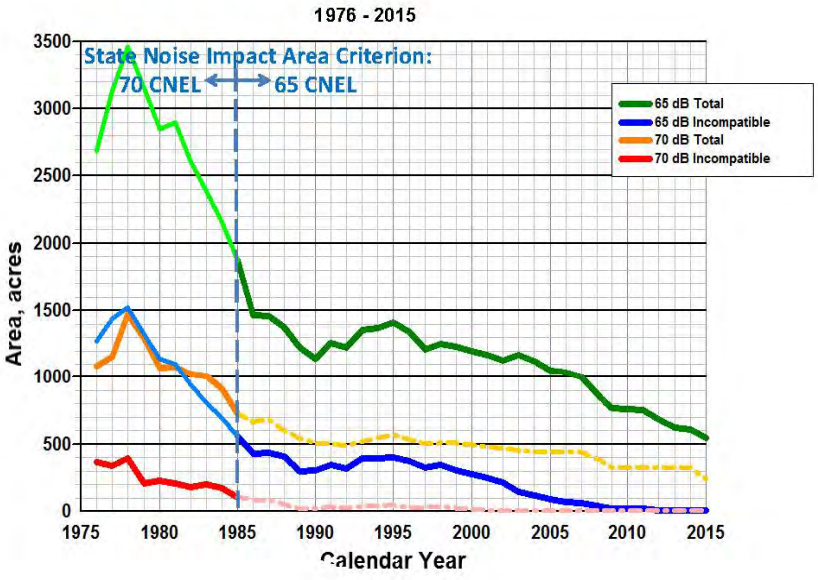
N.4.2 Master Response B: AIRCRAFT NOISE IN THE AIRPORT VICINITY

As part of the efforts to address the noise concerns of the community, the Authority completed and submitted a Federal Aviation Regulations (FAR) Part 161 Study to the FAA seeking approval to implement a mandatory nighttime curfew. After consideration of the Part 161 materials, the Federal Aviation Administration (FAA) denied that request for a mandatory curfew.

The Authority is pursuing the update to the Part 150 Study to seek federal approval of noise abatement and mitigation measure and additional funding for its on-going acoustical treatment program.

These efforts have been in addition to the Authority's on-going enforcement of its noise rules, its voluntary curfew, and its on-going support for federal action to allow for the implementation of a mandatory curfew at the Airport. As a result of these efforts, there has been significant noise reduction since the Authority assumed control of the Airport in 1978. This reduction has not just been the result of noise mitigation efforts, it has also been a reflected in actual noise levels at the Airport which has resulted in the actual reduction of the acreage and number people affected by noise. **Figure B-1** presents the changes in the noise environment from 1978 through 2015.

Figure B-1
Change in Acreage of the BUR Noise Environment from 1976 to 2015



N.4.3 Master Response C: PUBLIC OUTREACH EFFORTS

In addition to meeting the requirements of the California Environmental Quality Act (CEQA) related to public disclosure requirements, the Authority has conducted numerous public outreach efforts for this proposed project. **Table C-1** provides an overview of these public outreach efforts.

Table C-1
Community Outreach Efforts for Draft EIR

Advertisement/Media/Correspondence/Workshops			
No.	Date(s) of Publication and Events	Location	Description
1	February 10, 2016	VICA Aviation Committee	Presentation
2	February 27, 2016	California Professional Pilots Association	Presentation
3	April 27, 2016	San Fernando Valley Council of Governments	Presentation
4	April 29, 2016	Various media outlets	Announcing release of DEIR, to all media outlets, including City News Service and Associated Press
5	April 29, 2016	City Halls of Burbank, Glendale and Pasadena; Libraries in Burbank, Glendale, Los Angeles and Pasadena; Airport Authority Offices	Distribution of DEIR copies
6	April 30, 2016	Residents and Businesses within 1,000 Feet of Airport	Notice of Completion and Availability of DEIR Report
7	May 04, 2016	Various tribal leaders	Correspondence in regards to NOC and DEIR
8	May 06, 2016 through June 01, 2016	Burbank Leader Newspaper Website	Constant Ad
9	May 07, 11, 14, 18, 21, 25, 28 and June 1	Burbank Leader Newspaper Website	4.92” x 7” Ad
10	May 07, 14, 18, 28, June 01	Glendale News- Press	4.92"x7" Ad
11	May 07, 2016 through June 01, 2016	MyBurbank.com Website	Constant Ad
12	May 09, 17, and 30	L.A. Times covering San Fernando Valley, Ventura and San Gabriel Valley	4.92"x7" Ad
13	May 09, 2016	All tenants and vendors of the Airport	Email Ad/Meeting Dates
14	May 09, 2016	Ad/Meeting Dates Display to:	20"x30" Display Boards
		Buena Vista library, Flyers included	

Table C-1
Community Outreach Efforts for Draft EIR (cont.)

Advertisement/Media/Correspondence/Workshops (cont.)			
		Main Central Library, flyers included	
		Burbank City Hall, flyers included	
		Burbank Community Services Building, flyers included	
		Joslyn Center, flyers included	
		Tuttle Center, flyers included	
		Building 9, 1st floor where tenant offices are located	
		Terminal A beyond security checkpoint	
		Terminal B beyond security checkpoint	
		Terminal Lobby in front of Alaska ticket counters	
15	May 09, 2016	53,000 Burbank residents and businesses	Spring Newsletter
16	May 09, 2016	Burbank Libraries, Burbank Community Services Building, Senior Center and Airport Terminals	500 copies of Ad/Meeting Dates (Flyers)
17	May 11, 2016	6,000 airport newsletter subscribers	Email Blast of Ad/Meeting Dates
18	May 11, 2016	VICA Aviation Committee	Presentation
19	May 12 and May 26	Asbarez Armenian Daily Newspaper	4.92"x7" Ad
20	May 15, 2016	Pasadena Star News	4.92"x7" Ad
21	May 15, 2016	Daily News	4.92"x7" Ad
22	May 16, 2016	Burbank City Council and Planning Board	Joint meeting to discuss DEIR. (Airport Authority had court reporter present to take public comment
23	May 17, 2016	Burbank City Council	Commissioner Terry Tornek updates Burbank City Council on DEIR
24	May 19, 2016	Burbank Community Services Building	Airport Authority holds DEIR public workshop
25	June 01, 2016	Burbank Bulletin, Brad Korb-Realtor, 23,000 households	
26	June 01, 2016	Buena Vista Library	Airport Authority holds DEIR public workshop
27	June 06, 2016	Airport Authority Meeting in Airport Skyroom	Airport Authority holds DEIR public workshop
28	June 15, 2016	PERC Committee members	Correspondence informing members of the 14-gate Replacement Terminal and opportunity for a one on one presentation

Table C-1
Community Outreach Efforts for Draft EIR (cont.)

Advertisement/Media/Correspondence/Workshops (cont.)			
29		PIOs of Cities of Burbank, Glendale and Pasadena to post on their website	Ad/Meeting Dates
30		Airport Website and Airport Social media	Ad/Meeting Dates and purchase of social media boost twice during 45-day comment period targeting Burbank and surrounding cities around Airport
31		Burbank Chamber of Commerce Members	Email Blast of Ad/Meeting Dates notifying members of DEIR workshop and meetings by Burbank Chamber
Public Presentations			
No.	Date	Location	
1	January 27, 2016	Pasadena Center Operating Company	
2	February 08, 2016	Meeting/Presentation with Supervisor Antonovich	
3	March 03, 2016	Presentation to the Burbank Board of Realtors	
4	March 08, 2016	Meeting/Presentation with Council Member Paul Krekorian	
5	March 09, 2016	Presentation to the Burbank Noon Kiwanis Club	
6	March 10, 2016	Presentation to School Board Member Armond Aghokhanian	
7	March 15, 2016	Presentation to Glendale Chamber of Commerce	
8	March 23, 2016	Presentation to Adrin Nazarian	
9	March 24, 2016	Presentation to Burbank Advisory Council on Disabilities	
10	March 29, 2016	Presentation to Pasadena Chamber of Commerce	
11	March 30, 2016	Presentation to Burbank Community based organization Residents Inspiring Service and Empowerment (RISE)	
12	April 8, 2016	Presentation to Leadership Burbank Class of 2016	
13	April 23, 2016	Burbank on Parade, had table setup and handed out literature	
14	April 28, 2016	McKinley Elementary School, community event, handed out literature	
15	April 30, 2016	Family Service Agency, community event, handed out literature	
16	May 02, 2016	Presentation to Burbank Coordinating Council	
17	May 11, 2016	Glendale Community College Flight Attendant Class	
18	May 12, 2016	Presentation to Burbank Board of Realtors' board member, Bryan Ochse	
19	May 12, 2016	Presentation to Burbank Chamber of Commerce luncheon, guest speaker	
20	May 14, 2016	City of Burbank Fire Service Day, community event, handed out literature	
21	May 24, 2016	Presentation to Noon Rotary Club of Burbank	
22	May 25, 2016	Presentation to Editor of Burbank Leader, and two editing staff members	
23	June 06, 2016	Presentation to the Burbank Chamber of Commerce membership	
Social Media Outreach		**Targeted area = Burbank, Glendale, Pasadena, North Hollywood, and Studio City**	
No.	Date	Description	
1	May 03, 2016	Announcement of DEIR publication with link to Replacement Terminal website (boosted) (Reached 39.1K users)	

Table C-1
Community Outreach Efforts for Draft EIR (cont.)

Social Media Outreach (cont.)		
2	May 10, 2016	Announcement of Replacement Terminal Public Survey and May 19th meeting (Boosted) (Reached 38.4K users)
3	May 16, 2016	Public Meeting reminder for DEIR workshop with link to DEIR documents page on Replacement Terminal website and image of meeting dates flyer (not boosted) (reached 4.1K users)
4	May 19, 2016; June 06, 2016	Live-tweeted community presentations (DEIR Public Workshop, presentation to Burbank Chamber of Commerce)
5	May 31, 2016	Public meeting reminder for DEIR workshops with link to DEIR documents and image of meeting dates flyer (not boosted) (reached 2.8k users)
6	June 06, 2016	Post reminding users of DEIR public comment deadline with link to DEIR documents (boosted) (reached 26.3 K users)
7	June 14, 2016	Post on Replacement Terminal's increased convenience & accessibility with link to Prezi presentation on Replacement Terminal website (boosted) (reached 18.7 K users)
EIR Correspondence Notice		
No.	Date	Contact/Agency
1	November 24, 2015	Jeff Liu-Southern California Association of Governments
2	November 24, 2015	Fish & Game Region #5
3	November 24, 2015	Department of Water Resources
4	November 24, 2015	California EPA Air Resources Board
5	November 24, 2015	Patrick Prescott
6	November 24, 2015	Office of Historic Preservation
7	November 24, 2015	South Coast Air Quality Management District
8	November 24, 2015	Philip Lanzafame - City of Glendale
9	November 24, 2015	Vincent P. Bertoni - City of Pasadena
10	November 24, 2015	Marc Woersching - City of Los Angeles
11	November 24, 2015	Michael J. LoGrande, Director of Planning - City of Los Angeles
12	November 24, 2015	Public Utilities Commission
13	November 24, 2015	Regional WQCB #4 (Los Angeles Region)
14	November 24, 2015	California Natural Resources Agency
15	November 24, 2015	Caltrans District 7
16	November 24, 2015	Native American Heritage Commission
17	November 24, 2015	Caltrans Planning
18	November 24, 2015	SWRCB Water Quality
19	November 24, 2015	Caltrans Division of Aeronautics
20	November 24, 2015	State Water Resource Control Board
21	November 24, 2015 & December 1, 2015	Tamara Swann - Federal Aviation Administration, Western Pacific Region
22	November 30, 2015	L.A. Airport Land Use Commission
23	November 30, 2015	Richard J. Bruckner - LA County Department of Regional Planning
24	November 30, 2015	Caltrans District 7
25	November 30, 2015	Department of Public Healthy/Environmental Healthy - County of Los Angeles
26	November 30, 2015	LA County Metro Trans Authority
27	November 30, 2015	LA County Public Works

Table C-1

Community Outreach Efforts for Draft EIR (cont.)

EIR Correspondence Notice (cont.)		
28	December 01, 2015	Victor Globa - Federal Aviation Administration
29	December 01, 2015	David Cushing - Federal Aviation Administration
30	December 01, 2015	Caltrans Transportation Planning
31	December 18, 2015	Caitlin Gulley - Fernandeno Tataviam Band of Mission Indians
32	January 21, 2016	Department of Transportation

N.4.4 Master Response D: TRAFFIC IMPACTS OF THE PROPOSED PROJECT COMPARED TO THE NO PROJECT ALTERNATIVE

Unlike a typical development project, the replacement passenger terminal does not generate new vehicle trips. A typical development project adds development intensity at a site or changes the land use of an existing building such that it directly alters (generally, increases) the number of peak hour trips that would be generated. The proposed project, on the other hand, replaces the existing passenger terminal with a replacement passenger terminal with the same number of gates within the existing Airport property. As explained in Appendix M of the Draft EIR, the proposed project is not anticipated to result in an increase in annual passengers over and above the increase that is already forecast for future years regardless of whether a replacement passenger terminal is constructed.

Each of the three development options prescribes a set of access driveways for the terminal loop road. For the Adjacent Property Full-Size Terminal Option, primary terminal access shifts from Hollywood Way at Thornton Avenue to Hollywood Way at Winona Avenue, which is approximately 1,300 feet farther north. A secondary access point would connect to Cohasset Street and provide access to San Fernando Boulevard. The Southwest Quadrant Full-Size Terminal Option and the Southwest Quadrant Same-Size Terminal Option would maintain existing terminal access points on Hollywood Way at Thornton Avenue and on Empire Avenue. In addition, the Southwest Quadrant Full-Size Terminal Option also would include a new signalized intersection west of Runway 15-33 near the driveway entrance to the FAA facilities in the southwest quadrant of the Airport. Each of the development options also would move or remove other components such as parking and general aviation facilities, and each of the development options would result in certain changes to the routes taken by common-use shuttle bus operations. No increase in the amount of general aviation hangar square footage or aircraft ramp square footage is provided for in any of the alternatives. Therefore, the effect on traffic volumes is limited to the changes in traffic patterns resulting from the relocation of the passenger terminal and other airport uses as dictated by each of the development options. Regional traffic patterns for vehicles traveling to and from the Airport would not change. Local traffic patterns, especially on streets around the periphery of the Airport, would change to accommodate the changes in terminal access. In general, substantive changes to traffic volumes resulting from the replacement passenger terminal are limited to the intersections in the immediate vicinity of the airport.

N.4.5 Master Response E: PASSENGER CONVENIENCE AND ACCESSIBILITY

Each of the development options for a replacement passenger terminal would result in increased passenger convenience and accessibility for passengers with disabilities. As shown in **Table E-1**, the replacement passenger terminal would result in shorter walks to the farthest gates, shorter distances to walkable public parking, a centralized passenger security screening checkpoint, more circulation and queuing space in hold rooms, more seating per hold room, more public and commercial curb space, animal relief areas before and after security, a lactation room, more family restrooms, ADA-compliant boarding facilities to the front doors of aircraft, and direct shuttle service between the terminal and the Regional Intermodal Transportation Center (RITC).

Table E-1
Increased Convenience in a Replacement Passenger Terminal Compared to the Existing Passenger Terminal

	Existing Passenger Terminal	Replacement Passenger Terminal
Distance from terminal entrance to the farthest gate	1,600 linear feet	1,275 linear feet
Distance from terminal entrance to the farthest walkable public parking	1,675 linear feet	645 linear feet
Distance from terminal entrance to farthest security screening checkpoint	585 linear feet	130 linear feet
Average square footage per hold room	1,788 square feet	2,500 square feet
Total hold room square footage	27,210 square feet	35,000 square feet
Length of public and commercial curb in front of terminal	950 linear feet	1,500 linear feet

The layout of the replacement passenger terminal and parking garage adjacent to the replacement passenger terminal would result in shorter walking distances for passengers. The proposed layout would reduce the distance from the terminal entrance to the farthest gate by 325 linear feet, reduce distance from the terminal entrance to the farthest walkable public parking space by 1,030 linear feet, and reduce the distance from the terminal entrance to the farthest security screening checkpoint by 455 feet. For passengers with baggage, these reductions in linear distances represent a more convenient facility. In addition, the replacement passenger terminal would have a centralized security screening checkpoint that has access to all 14 gates (the existing passenger terminal has two separated security screening checkpoints).

With additional space per hold room, the replacement passenger terminal would provide room for passengers to move and sit comfortably while waiting for flights and reduce the congestion that currently occurs at hold rooms in the existing passenger terminal. In addition, power plugs for devices would be provided at every seat in the hold rooms of the replacement passenger terminal. Thus, the hold rooms in the replacement passenger terminal would be more comfortable and convenient for passengers.

The layout of the public and commercial curb in front of the replacement passenger terminal would allow for an increase in the length of the curb. This would result in less congested passenger curbside drop-off and pick-up during busy periods.

In addition, the replacement passenger terminal would provide direct and continuous shuttles to public transit connections, an indoor baggage claim area, a lactation room and more family restrooms, and animal relief areas before and after security screening checkpoints. Each of these features improves the convenience of the facility.

The Authority would operate continuous shuttles to pick up and drop off passengers at a stop at the Regional Intermodal Transportation Center (RITC) and at the San Fernando Metrolink station. The stop at the RITC would be for passengers who rent vehicles, use the Burbank Airport Metrolink station, use the remote valet parking facility, use public bus transportation, and use the long-term parking lot. The average travel time for passengers at both the stop at the RITC and the San Fernando Metrolink station, including shuttle and travel signal wait times, would be approximately 10 minutes. The shuttle service would drop off and pick up passengers from the curb in front of the replacement passenger terminal, which would reduce the walking distance to the terminal entrance.

The replacement passenger terminal would have a centralized and more spacious baggage claim area. This area would be indoors and have larger claim devices. Compared to the existing passenger terminal, where most baggage claim is open to the outside, the baggage claim area in the replacement passenger terminal would be more convenient, less congested, and not subject passengers to the weather while waiting for baggage to arrive.

A lactation room and more family restrooms would be provided in a replacement passenger terminal. Compared to the existing passenger terminal, this would enable families and nursing mothers to have more privacy and amenities while waiting for flights.

The replacement passenger terminal also would have animal relief areas both before and after the security screening checkpoint. This would provide more convenience for passengers traveling with pets, service animals, or therapy animals.

Increased accessibility for passengers with disabilities would be provided in the replacement passenger terminal. This increased accessibility is associated with the provision of ADA-compliant boarding facilities to the front doors of aircrafts, wider gate access corridors, more circulation space in hold rooms, and wider curbside sidewalk areas for greater ease of movement during passenger pick-up, drop-off, and circulation.

The ADA-compliant boarding facilities would provide a covered and wind-protected ramp that leads to the front door of aircraft. The ramp would be designed to serve all types of aircraft in use at the Airport. In addition, passengers would still be able to board and exit from the rear doors on applicable mainline aircraft (e.g., Boeing 737). Thus, the convenience of boarding a mainline aircraft using both front and rear doors would be preserved. During times of inclement weather, the covered ramp would provide protection from the elements for all passengers boarding or deplaning an aircraft.

The replacement passenger terminal would provide wider gate access corridors and more circulation space. This would allow for greater ease of movement for all passengers, including passengers with disabilities. The width of gate access corridors in the existing passenger terminal ranges from 7 to 20 feet. The replacement passenger terminal would have gate access corridors with a width of 25 feet.

Similarly, the replacement passenger terminal would provide wider curbside sidewalks along the terminal entrance and exit. These wider sidewalks would accommodate passenger amenities (e.g., benches and waste receptacles), as well as facilitate easier and safer passenger circulation between the terminal and the pick-up and drop-off areas. The width of the curb at the existing passenger terminal ranges from 9 to 20 feet. The replacement passenger terminal would have curb widths that range from 20 to 30 feet.

Thus, the features of the replacement passenger terminal would enhance the convenience and accessibility for all passengers compared to the existing passenger terminal.

N.4.6 Master Response F: COMPARISON OF IMPACTS OF THE DEVELOPMENT OPTIONS TO THE NO PROJECT ALTERNATIVE

In compliance with the California Environmental Quality Act (CEQA), the impacts identified for each of the development options and the no project alternative have been compared to impacts from the existing facility in the Base Year (2015). This is presented in **Table ES-2** on pages ES-5 through ES-12 of the Draft EIR. In addition, consistent with CEQA and to provide a complete and accurate understanding of the magnitude of the impacts disclosed, it is valuable to also compare the impacts of the development options against the no project alternative in the future.

Table F-1 provides a comparison of the impacts of each of the development options with the impacts of the no project alternative in the future (i.e., comparing the conditions that would occur in 2025 for each development option against the conditions in 2025 that would occur for the no project alternative). This table shows that the impacts of each development option generally are the same or similar to the impacts that would occur under the no project alternative. Most of the impacts that would be greater are generally related to construction impacts. The operational impacts for the development options that are greater than the operational impacts for the no project alternative are generally related to relocated access to the replacement passenger terminal compared to the access for the existing passenger terminal. Thus, the impacts associated with the implementation of each of the development options is related to relocating the passenger terminal to another location at the Airport, not to the increase in aircraft operations or annual passengers.

This master response is being added as Section ES-6 in the Executive Summary of the EIR.

Table F-1

Comparison of Development Options to the No Project Alternative in 2025

	Adjacent Property Full-Size Terminal Option Compared to the No Action Alternative	Southwest Quadrant Full-Size Terminal Option Compared to the No Action Alternative	Southwest Quadrant Same-Size Terminal Option Compared to the No Action Alternative
Environmental Impact Categories			
Aesthetics			
Impacts on Scenic Vistas	Same	Same	Same
Impacts on Scenic Resources	Greater, but not Significant	Greater, but not Significant with Mitigation	Greater, but not Significant with Mitigation
Impacts on Visual Character of Airport Vicinity	Similar	Similar	Similar
Impacts on Light and Glare	Similar	Similar	Similar
Cumulative Impacts on Aesthetics	Same	Same	Same
Agriculture and Forestry Resources			
Impacts to Farmlands	Same	Same	Same
Impacts to Forestry Lands	Same	Same	Same
Cumulative Impacts to Farmlands and Forestry Lands	Same	Same	Same
Air Quality			
Consistency with Applicable Plans and Policies	Same	Same	Same
Violation of Construction Air Quality Standards	Greater, but not Significant	Greater, but not Significant	Greater, but not Significant
Violation of Operational Air Quality Standards	Same and Significant	Same and Significant	Same and Significant
Increase in Non-Attainment Criteria Pollutants	Same and Significant	Same and Significant	Same and Significant
Generation of Pollutant Emissions Greater Than Localized Significance Thresholds	Same	Same	Same
Contribution to an Exceedance of CO Standards	Same	Same	Same
Generation of Toxic Air Contaminants	Greater, but not Significant	Greater and Significant	Greater and Significant
Creation of Objectionable Odors	Same	Same	Same
Cumulative Air Quality Impacts	Same	Greater and Significant	Greater and Significant

Table F-1 (cont.)

Comparison of Development Options to the No Project Alternative

	Adjacent Property Full-Size Terminal Option	Southwest Quadrant Full-Size Terminal Option	Southwest Quadrant Same-Size Terminal Option
Environmental Impact Categories			
Biological Resources			
Impacts on Special-Status Species	Same	Same	Same
Impacts on Riparian Habitat or Sensitive Natural Communities	Same	Same	Same
Impacts on Wetlands	Same	Same	Same
Impacts on Wildlife Movement	Greater, but not Significant with Mitigation	Greater, but not Significant with Mitigation	Greater, but not Significant with Mitigation
Conflict with Local Policies or Ordinances	Same	Greater, but not Significant with Mitigation	Greater, but not Significant with Mitigation
Conflict with Adopted Plans	Same	Same	Same
Cumulative Impacts on Biological Resources	Same	Same	Same
Cultural Resources			
Impacts on Archaeological Resources	Greater, but not Significant with Mitigation	Greater, but not Significant with Mitigation	Greater, but not Significant with Mitigation
Impacts on Paleontological Resources	Greater, but not Significant with Mitigation	Greater, but not Significant with Mitigation	Greater, but not Significant with Mitigation
Impacts on Tribal Cultural Resources	Same	Same	Same
Impacts on Historical Resources	Greater, but not Significant	Greater, but not Significant with Mitigation	Greater, but not Significant with Mitigation
Cumulative Impacts to Cultural Resources	Same	Same	Same
Energy Considerations	Less	Less	Less
Geology and Soils			
Expose People or Structures to Surface Rupture	Less	Less	Less
Expose People or Structures to Strong Seismic Ground Shaking or Liquefaction	Less	Less	Less
Result in Substantial Soil Erosion or the Loss of Topsoil	Same	Same	Same
Potential for Impacts from a Landslide	Same	Same	Same

Table F-1 (cont.)

Comparison of Development Options to the No Project Alternative

	Adjacent Property Full-Size Terminal Option	Southwest Quadrant Full-Size Terminal Option	Southwest Quadrant Same-Size Terminal Option
Environmental Impact Categories			
Geology and Soils (cont.)			
Impacts due to Expansive or Corrosive Soils	Same	Same	Same
Cumulative Impacts related to Seismic Shaking, Liquefaction, Landslide, and Expansive Soils	Same	Same	Same
Greenhouse Gas Emissions			
Generation of Greenhouse Gas Emissions	Same	Same	Same
Conflict with Applicable Plan, Policy, or Regulation Regarding Emissions of Greenhouse Gases	Same	Same	Same
Hazards and Hazardous Materials			
Impacts Related to Transport, Use, or Disposal of Hazardous Materials	Greater, but not Significant with Mitigation	Greater, but not Significant with Mitigation	Greater, but not Significant with Mitigation
Impacts from Release of Hazardous Materials Through Foreseeable Upset or Accident Conditions	Greater, but not Significant with Mitigation	Greater, but not Significant with Mitigation	Greater, but not Significant with Mitigation
Impacts Related to Hazardous Emissions Near a School	Greater, but not Significant with Mitigation	Greater, but not Significant with Mitigation	Greater, but not Significant with Mitigation
Impacts Related to Location on a Site on the Cortese List	Greater, but not Significant	Greater, but not Significant	Greater, but not Significant
Impacts Related to Safety Hazard for People in Airport Vicinity	Same	Same	Same
Impacts Related to Emergency Response or Evacuation Plans	Same	Same	Same
Impacts Related to Wildland Fires	Same	Same	Same
Cumulative Impacts Related to Hazards and Hazardous Materials	Same	Same	Same

Table F-1 (cont.)

Comparison of Development Options to the No Project Alternative

	Adjacent Property Full-Size Terminal Option	Southwest Quadrant Full-Size Terminal Option	Southwest Quadrant Same-Size Terminal Option
Environmental Impact Categories			
Hydrology and Water Quality			
Violation of Water Quality Standards	Same	Same	Same
Groundwater Impacts	Same	Same	Same
Impacts to Drainage Patterns	Same	Same	Same
Change in Runoff / Flooding	Same	Same	Same
Impacts to Drainage System Capacity	Same	Same	Same
Water Quality Impacts	Same	Same	Same
Impacts Related to Placement of Structures in a Floodplain	Same	Same	Same
Exposure of People or Structures to Flooding	Same	Same	Same
Cumulative Impacts Related to Hydrology and Water Quality	Same	Same	Same
Land Use and Planning			
Division of an Established Community	Same	Same	Same
Consistency with Existing Plans and Zoning	Same	Same	Same
Cumulative Land Use Impacts	Same	Same	Same
Mineral Resources			
Impacts on Mineral Facilities	Same	Same	Same
Cumulative Impacts on Mineral Facilities	Same	Same	Same
Noise			
Impacts Related to Construction Vibration	Same	Greater, but not Significant with Mitigation	Greater, but not Significant with Mitigation
Impacts Related to Aircraft Noise	Same	Same	Same
Cumulative Impacts on Noise	Same	Same	Same
Population and Housing			
Impacts Related on Population Growth	Same	Same	Same
Impacts on Housing Demand	Same	Same	Same
Cumulative Impacts on Employment, Population, and Housing	Same	Same	Same

Table F-1 (cont.)

Comparison of Development Options to the No Project Alternative

	Adjacent Property Full-Size Terminal Option	Southwest Quadrant Full-Size Terminal Option	Southwest Quadrant Same-Size Terminal Option
Environmental Impact Categories			
Public Services			
Impacts on Fire Protection Services	Same	Same	Same
Impacts on Police Protection Services	Same	Same	Same
Impacts on School Services	Same	Same	Same
Cumulative Impacts to Public Services	Same	Same	Same
Recreation			
Construction-Related Impacts on Recreational Facilities	Same	Same	Same
Impacts on Recreational Facilities	Same	Same	Same
Cumulative Impacts on Recreational Facilities	Same	Same	Same
Traffic and Transportation			
Traffic at Signalized Intersections	Less, with Mitigation	Same	Same
Traffic at Unsignalized Intersections	Less, with Mitigation	Less, with Mitigation	Same
Impacts Related to Congestion Management Program	Same	Same	Same
Impacts to Caltrans Facilities	Same	Same	Same
Impacts to Local Streets in Burbank	Greater, but not Significant	Same	Same
Construction-related Traffic Impacts	Greater, but not Significant with Mitigation	Greater, but not Significant with Mitigation	Greater, but not Significant with Mitigation
Utilities and Service Systems			
Impacts to Water Supply Systems	Similar	Similar	Similar
Impacts to Wastewater Systems	Similar	Similar	Similar
Impacts to Landfill Capacity	Same	Same	Same
Compliance with Statutes and Regulations Related to Solid Waste	Same	Same	Same
Cumulative Impacts Related to Utilities and Service Systems	Same	Same	Same

N.4.7 Master Response G: HISTORICAL CONTEXT OF ENVIRONMENTAL CONDITIONS

Many of the impacts disclosed for each of the development options are based on an increase in aircraft operations and annual passengers in comparison to the Base Year (2015). For example, the total number of aircraft operations is forecast to increase from 126,347 in 2015 to 145,500 in 2025. This is an increase of 15% over the 10-year period, or about 1.5% per year. However, in 2007, the total number of aircraft operations was 224,591, which is 77% greater than the Base Year (2015) and also is 54% greater than the forecast number of aircraft operations for 2025. Similarly, the number of annual passengers is forecast to increase from about 3.9 million passengers in 2015 to 4.9 million passengers in 2025. This is an increase of 25% over the 10-year period, or about 2.5% per year. However, in 2007, the total number of annual passenger was 5.8 million, which is 49% greater than the Base Year (2015) and also is 18% greater than the forecast number of annual passengers for 2025.

Likewise, the amount of air pollutant emissions that occurred in 2007 was much greater than what occurred in the Base Year (2015) or what would occur in 2025 for each of the development options. This is due to two factors: (1) the number of aircraft operations and the number of motor vehicle trips were greater in 2007 than in either the Base Year (2015) or what is forecast to occur in 2025; and (2) the technology associated with engines (both aircraft and motor vehicles) has reduced the amount of air pollutant emissions over time.

The noise related to aircraft operations was also greater in 2007 than what was experienced in the Base Year (2015) or what would be forecast to occur in 2025 under each of the development options. This is due to two factors: (1) the number of aircraft operations was greater in 2007 than in either the Base Year (2015) or what is forecast to occur in 2025; and (2) the technology associated with aircraft engines has reduced the amount of noise produced for both arriving and departing aircraft. This has resulted in an overall reduction in the number of people significantly affected by noise when compared to conditions in 2007.

The water demand and wastewater generated at the Airport was also greater in 2007 than what was experienced in the Base Year (2015) or what would be forecast to occur in 2025 under each of the development options. This is due to the fact that the water demand and wastewater generated is largely a function of the number of passengers using the Airport, which was greater in 2007 than in either the Base Year (2015) or what is forecast to occur in 2025.

This master response is being added as Section ES-7 in the Executive Summary of the EIR.

N.5 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

N.5.1 Agencies Commenting on the Draft EIR

Four written comments on the Draft EIR were received from agencies during the 45-day comment period. These four comment letters and responses to those comments are on the following pages.

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
www.dot.ca.gov

*Serious drought.
Help save water!*

June 2, 2016

Mr. Mark Hardyment
Burbank Glendale Pasadena Airport Authority
2627 Hollywood Way
Burbank, CA 91505

RE: Burbank Bob Hope Airport Replacement Terminal
Vic. LA-05/PM 31.226; LA-170/PM R17.21
SCH # 2015121095
Ref. IGR/CEQA No. 160103AL-NOP
IGR/CEQA No. 160506AL-DEIR

COMMENTER # 1

Dear Mr. Hardyment:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is proposing to construct 14-gate replacement passenger terminal and related facilities at Bob Hope Airport in one of two location at the Airport.

1 Caltrans sent a NOP comment letter on May 25, 2016 and requested a traffic study on SR-170 and related ramps. In that letter Caltrans also stated that the traffic consultant should work with Caltrans to confirm the final off-ramp study locations prior to the preparation of the traffic study. We note that the requested study was not provided in the DEIR. Please provide an explanation as to why the study was not conducted.

2 Based on information on pages 32 (existing condition) and 34 (2025 condition) of the Traffic Impact Study, prepared in April 2016, the project will generate a net 4,304 daily trips and net 172/461 AM/PM peak hour trips. The project site is about 5,000 feet away from the State facilities. There are 41 related projects near the airport, including the NBC Universal Evolution Plan project, therefore cumulative impacts may occur. As a reminder, the decision makers should be aware of this issue and be prepared to mitigate cumulative traffic impacts in the future.

3 Specifically, since the terminal is being replaced and a new traffic pattern is being generated, based on the analysis in the report, Caltrans concluded that by 2023 significant cumulative traffic impacts will occur at study location #6 (signalized) Hollywood Way & I-5 NB Ramps (LOS B/C existing condition to LOS E/F 2025 condition) and study location #5 (un-signalized) Hollywood Way & I-5 Southbound Ramps (LOS F/C existing condition to LOS F/F 2025 condition). Additional capacity may be needed to mitigate cumulative traffic impact. Caltrans recommends that the Lead Agency works closely with Caltrans, the City of Burbank, and the City of Los Angeles to identify feasible traffic mitigation at both locations.

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COMMENTER # 1

4 Although a queuing analysis is provided on Table 51 of page 155, in the traffic study, queue length with safety factor (as threshold) is not identified, as requested in Caltrans letter dated January 21, 2016.

5 Please be reminded that any work performed within the State Right-of-way will require an Encroachment Permit from Caltrans. Any modifications to State facilities must meet all mandatory design standard and specifications.

6 Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without any storm water management plan.

7 Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods.

8 Caltrans staff is available to work with the Lead Agency in an effort to evaluate traffic impacts, identify potential improvements, and establish a funding mechanism that helps mitigate cumulative transportation impacts in the project vicinity.

If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 160506AL-DEIR.

Sincerely,

DIANNA WATSON
Branch Chief
Community Planning & LD / IGR Review

cc: Scott Morgan, State Clearinghouse

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

RESPONSES TO COMMENTER #1 (CALIFORNIA DEPARTMENT OF TRANSPORTATION)

1-1 The comment requests an explanation as to why SR-170 and related ramps were not included in the study area for the Traffic Study. As described in Master Response D, the proposed project is not a development project which generates new trips, but instead consists of the relocation of an existing generator (i.e., the passenger terminal at the Airport) resulting in a change of access. As a result, while local traffic patterns around the Airport will change as a result of the proposed project, the regional distribution is largely unaffected. SR-170 is located three miles west of Hollywood Way, and no substantial changes in airport traffic patterns are expected that far from the site, especially since only a minority of overall traffic to and from the Airport uses SR-170. Since the purpose of the Traffic Study was to identify the effects of project traffic, locations where project traffic was determined not to have an effect were excluded from the analysis.

1-2 As a point of clarification to the comment's claim, the *Airport* is expected to experience an increase in traffic associated with passenger trips of approximately 4,304 daily trips between 2016 and 2025, whether or not the replacement passenger terminal is constructed. The proposed project itself does not generate traffic, but would instead result in local traffic pattern shifts associated with changes in access. An analysis of potential cumulative traffic impacts was conducted as part of the Traffic Study (see Appendix L). Tables 32 and 33 of the Revised Traffic Study show the results of the cumulative Completion Year 2025 intersection analysis. It identifies cumulatively significant traffic impacts at 14 signalized and 3 unsignalized intersections. Additionally, the Caltrans facility analysis in Chapter 8 of the Revised Traffic Study forecasts operating conditions for year 2025 on I-5 freeway mainline segments, at ramp intersections, and on ramp queues. The future year traffic forecasts were based on the City of Burbank Travel Demand Model, which accounts for the traffic estimates associated with the 41 related projects, including the NBC Universal Evolution Plan. Further, it should be noted that the airport passenger volume forecasts used in the Draft EIR throughout the analysis period (i.e., from years 2016 to 2025) are substantially lower than the passenger volumes the Airport experienced in year 2007, when about 5.8 million passengers emplaned or deplaned at the Airport. Vehicular trips to and from the Airport are similarly lower than they were at that time.

1-3 The comment claims that cumulatively significant traffic impacts would occur by year 2025 at the signalized intersection of Hollywood Way and I-5 Northbound Ramps and the unsignalized intersection of Hollywood Way and I-5 Southbound Ramps. However, as noted on page 145 of the Traffic Study (see Appendix L), the proposed project would not contribute to the traffic volume at the southbound ramp location. In the case of the northbound off-ramp, completion of the Empire Interchange Project will substantially lessen the amount of airport traffic using the Hollywood Way off-ramp. Upon completion of that infrastructure project, Caltrans should modify signage on I-5 North to direct airport traffic to the Empire Avenue off-ramp (it currently directs passengers to the Hollywood Way off-ramp). With the reduction of northbound I-5 traffic exiting at Hollywood Way, there will be a corresponding reduction of southbound through traffic at the I-5 Southbound Off-ramp to Hollywood Way.

Regarding potential mitigations for cumulatively significant impacts at these locations, one improvement has already been made and one is in process. At the I-5 Northbound Off-ramp to Hollywood Way, the Authority was a key partner in the implementation of an improvement in which the right-turn-only lane of the off-ramp was converted into a shared left/right-turn lane, effectively providing dual left turn lanes from the off-ramp and substantially reducing overall delays and improving LOS at that location. The I-5 Southbound Off-ramp to Hollywood way is on Caltrans'

programmed list of improvements for upcoming signalization, and is expected to be signalized within two years. However, the comment suggesting inter-agency cooperation to identify feasible mitigation measures for cumulative traffic impacts on Caltrans facilities is acknowledged and will be forwarded to and considered by the Authority decision-makers.

1-4 The comment acknowledges that a queuing analysis was provided at Caltrans off-ramps, but requests that it incorporate a "safety factor." Caltrans traffic study guidelines do not specify the use of a safety factor and the comment does not provide the suggested factor. However, to satisfy the request in the comment, the Revised Traffic Study included the addition of a 20% margin of safety for the queuing analysis. Application of this safety factor results in the assumption that the total length of an off-ramp is 20% less than it actually is, so that a calculated vehicle queue would be shown to exceed the ramp length even when only 80% of the ramp capacity was used. The ramp queuing analyses are provided in Tables X, Y and Z in the Revised Traffic Study for years 2016, 2023, and 2025, respectively. The results with the safety factor are similar to the results without it. Only one location, the I-5 Southbound Off-ramp to Hollywood Way, would experience queues exceeding the length of the off-ramp and onto the mainline under each analysis year.

1-5 The comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding encroachment permits and design standards is acknowledged and will be forwarded to and considered by the Authority decision-makers.

1-6 The comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding storm water run-off is acknowledged and will be forwarded to and considered by the Authority decision-makers.

1-7 Mitigation Measure ADJ PROP FULL-TRANS-6 on page 3.17-20 of the Draft EIR (see also Mitigation Measure SW QUAD FULL-TRANS-6 on page 3.17-29 of the Draft EIR and Mitigation Measure SW QUAD SAME-TRANS-6 on pages 3.17-37 and 3.17-38 of the Draft EIR) is generally accepted to reduce the potential temporary traffic impacts associated with project construction. The mitigation measure, which requires the implementation of a Construction Management Plan, is a common and accepted measure to reduce temporary construction traffic impacts for developments throughout the region. The specifics of the mitigation will be developed when detailed construction activities are planned, and will be designed to ensure that construction traffic does not result in significant traffic impacts on local streets, including Cohasset Street. The most important of these measures for reducing peak hour intersection impacts is that "construction-related deliveries, haul trips, etc., would be scheduled so as to occur outside the commuter peak hours to the extent feasible".

1-8 The comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding storm water run-off is acknowledged and will be forwarded to and considered by the Authority decision-makers.

COMMENTER # 2

CITY OF BURBANK
OFFICE OF THE CITY COUNCIL

June 9, 2016

Burbank-Pasadena-Glendale Airport Authority
Attn: Mark Hardyment
Director, Government & Environmental Affairs
2627 Hollywood Way
Burbank, CA. 91505

RE: CITY OF BURBANK COMMENTS ON DRAFT ENVIRONMENTAL IMPACT REPORT (SCH No. 2015121095) FOR A PROPOSED 14-GATE REPLACEMENT TERMINAL AT THE BURBANK BOB HOPE AIRPORT.

Dear Mr. Hardyment:

The City of Burbank has reviewed the Draft Environmental Impact Report (EIR) for the proposed Replacement Terminal project at the Burbank Hollywood Bob Hope Airport. The following is a list of the City's comments on the environmental analysis and findings, generally organized according to the section numbers in the Draft EIR.

Project Description (Chapter 2)

1. Table 2-4 "Comparison of Development Options – General Aviation and Air Freight Facilities (pg. 2-14) shows that General Aviation Hangar and Office Space square footage for existing and all three development options is 449,305. Section 2.4.5, Southwest Same Size option, however, states that "GA activities under this development option would be absorbed to the **extent practical** within the existing GA facilities in the northwest quadrant." There is no analysis or statement of the amount of General Aviation square footage that may reasonably be absorbed and there is no indication of how much General Aviation may be lost in this development option. This lack of specificity undermines the analysis in the DEIR as to potential impacts from relocation of General Aviation, especially as it relates to construction impacts and potential traffic impacts.

2. Section 2.4.4, Southwest Quadrant Full Size option, contemplates that 4.5 acres of rental car storage will be relocated from the Southwest to the northeast quadrant. However, Section 2.4.5, Southwest Quadrant Same Size option, states that the 4.5 acres would no longer be available and each rental car company will need to find its own vehicle storage space, if needed. The number of rental cars stored on the 4.5 acres is not identified. There is no analysis of trips generated between a new rental car storage on northeast quadrant and the existing rental facilities at the RITC for Southwest Quadrant Full Size option. Further, there is no analysis concerning trips generated from relocating car rental storage off the Airport for Southwest Quadrant Same size option. Impacts related to relocation or elimination of rental car storage are, therefore, not disclosed.

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3. In Section 2.6.3 Southwest Quadrant Same-Size Terminal Option (Approvals), the Authority should identify the City as a Responsible Agency for all three development options, given that the Authority is proposing Parcel C-1 for the relocation of air cargo airlines (FedEx and UPS) in the "Southwest Quadrant Same-Size Terminal Option" (see Section 2.4.5), and that the City asserts that Parcel C-1 is subject to City approval under Public Utilities Code Section 21661.6.

Aesthetics (Section 3.2)

4. Light and glare impacts are noted, but the Draft EIR does not provide any contextual discussion of the impact that the existing Regional Intermodal Transportation Center (RITC) previously had on the community and generally, but yet the report concludes that the glare and light are not dissimilar to adjacent industrial uses. This is a conclusion not supported by evidence. A photometric study and analysis was not provided to evaluate the future light glare of the proposed terminal and associated parking garages.

5. Page 3.2-2 states, "All project lighting should be designed to eliminate glare onto adjacent properties. The design of light standards should be compatible with the building architecture and adjacent light standards in the public right-of-way and adjacent properties." Because no information is provided on the project architecture, including proposed lighting and light fixtures, nor any photometric, the impact analysis cannot be evaluated in terms of the potential impact on nearby adjacent properties.

6. The following mitigation measure is required:

   AES-1 (all three Options): All outdoor lighting for individual buildings, other than signs, shall be limited to those required for safety, security, low-level architectural illumination, and landscaping. It is assumed that the Airport Authority will comply with all applicable rules/regulations of the Federal Aviation Administration (FAA), California Division of Aeronautics, and Los Angeles County Airport Comprehensive Land Use Plan pertaining to lighting and glare control. Prior to issuance of any building permits, the Airport Authority shall submit a comprehensive site lighting plan and photometric report, including light pole/fixture/sconce placement and specifications. Project design features implemented throughout the site shall include:

   a) Utilize high-cutoff and/or shielded light fixtures that shall direct light downward (i.e., not allowing illumination above the horizontal);
   b) Lumens and spillover shall be contained with the property boundaries;
   c) Install LED or bulb colors (e.g., orange or off-white chroma) that cannot be confused with airfield lighting, navigational aids, or other airfield operational lighting.
   d) Except for FAA-required lights, there shall be no other flashing or strobing lighting directed upward into the sky.
   e) Glare (existing and proposed) within the airport property should be minimized to the maximum extent feasible primarily for the safety of landing and take-off operations.

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COMMENTER # 2

Enforcement Agency: FAA; City of Burbank, Community Development Department
Monitoring Agency: City of Burbank, Planning Division & Building Division
Monitoring Phase: Pre-Construction, Construction
Monitoring Frequency: Once during Plan Check prior to issuance of building permit(s); as needed during inspections prior to building permit sign-off
Action Indicating Compliance with Mitigation Measure(s): Submittal of a comprehensive site lighting plan including light pole/fixture/sconce placement and specifications, and photometric report; issuance of building permit(s); final sign-off of building permit(s) if applicable

7. Terms are used as geographic determinants without definition or illustration: "Airport vicinity"; "Airport area"; "the viewing area"; "the site."

8. Specify the person who will act as the "project building officer." This official is charged with final approval of plans related to relocation of historic structures.

9. Visual character is defined as not pedestrian friendly, without noting the significant pedestrian paths. Many pedestrians in the area are traveling to multiple destinations (as on-the-ground observations would attest). Both factors should be noted.

10. Page 3.2-20 states, "Additionally, there are several existing multi-story commercial and industrial buildings and residences in the vicinity of the Airport that currently block scenic views. Therefore, impacts to scenic vistas are considered minimal." What buildings and what views? Specific buildings/views not articulated. This is a conclusory statement with no evidence based on data.

11. Page 3.2-25 states, "Given the location of the replacement terminal . . . when combined with other potential future development in the area, would not block viewing areas of any visual resources." What future development and what viewing area? These are not articulated. Increases in light and glare are noted, but then the statement is made, "Given the commercial, industrial, and residential development in the area, the increase is considered compatible and less than significant." Based on what data? Photometric data not provided for comparison (were ambient light and glare analyzed, were increases projected, and the difference/change described?). Reference is made to the City of Los Angeles reviewing any future projects in the Airport vicinity; that is not correct.

12. Because no information is provided on the project architecture, the style, building materials, massing and size cannot be assessed in terms of the impact on the area.

13. No reference is made to the design process for addressing some of these aesthetic issues, although this would be an obvious mitigation measure (i.e., the design review process). The following mitigation measure is required:
    a. **AES-2 (all three Options):** Add a mitigation measure inserting the language regarding design review (insert language from the draft Development Agreement).

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Enforcement Agency: City of Burbank, Community Development Department
Monitoring Agency: City of Burbank, Planning Division & Building Division
Monitoring Phase: Pre-Construction, Construction
Monitoring Frequency: Once during Plan Check prior to issuance of building permit(s); as needed during inspections prior to building permit sign-off
Action Indicating Compliance with Mitigation Measure(s): Submittal of complete architectural plans, elevations, full-color renderings, and material/color sample board(s), consistent with the final design approved though the Airport Authority's public design charrette process; issuance of building permit(s)

14 The parking garage/structure is repeatedly referred to as multi-story. Without specifically identifying the height, it is impossible to assess the impact of the new building on the views from the public right-of-way.

15 View obstruction should be assessed based on view sections, field of view analysis, line of sight analysis, or other similar methods. Both focal views and panoramic views should be addressed. The extent to which a project affects recognized views available from a length of a public roadway should also be considered. Photos of massing diagram are from airport property or from a bird's eye; neither provide information on the impact of the aesthetic resources of the area. The methodology used is generally limited to calling out similar land uses and similar heights, and then concluding that there will be no impact; this is not a true analysis.

Air Quality (Section 3.4)

16 Air contaminant modeling maps were not provided as exhibits for any of the three proposed development options. Provide appropriate air contaminant dispersion modeling maps as exhibits (to accompany the data) and graphically demonstrate the degree of impact to surrounding areas, neighborhoods, and any sensitive receptors.

17 *Overall Need for Clear Transition from Appendix F to Section 3.4:* A number of inconsistencies exist between the values presented in Section 3.4 tables and the data presented in Appendix F. The air quality impact analysis would be greatly improved if a clear series of transitional tables was provided that guided the reader from the "raw" data in Appendix F to the final values in Section 3.4. It is not clear to most readers how much of the final summary values in Section 3.4 was actually developed from the Appendix F data. In particular, the peak day construction emissions are hard to follow. Providing a set of tables that shows the construction phases and elements on the left against the project years (or calendar quarters) along the top for each pollutant, which showed how each construction element/activity contributed to emission for each year (or quarter) would go a long way towards clarifying the peak day construction emission values in Section 3.4. Finally, a quality control task needs to be completed before the Final EIR is published that verifies consistency between the Appendix data and Section tables for both operations and construction.

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18 *Construction Start and End Date Inconsistencies:* The construction start and end dates that were reportedly used in the CalEEMod calculations are presented in two separate tables in Appendix F. The dates by major construction activity and phase are presented in the Section F.1 table titled "Construction Schedule and California Emissions Estimator Model (CalEEMod) Inputs," (DEIR Volume 2 PDF page 231), and again in the Section F.2 table titled "Construction Schedule, Demolition and Soil Excavation Quantities, and Vehicle Trips," (DEIR Volume 2 PDF page 369). These two tables indicate that Phase 1 would start in 2020 and end in 2023, and Phase 2 would start in 2023 and end in 2025. However, the first set of CalEEMod output files (DEIR Volume 2 PDF pages 235 - 294) indicate construction starting in 2017, with the first phase ending in 2021. It is not clear why the CalEEMod output would have different dates than those supposedly used as CalEEMod inputs. One might speculate that the final CalEEMod files were not included in Appendix F, or that some previous CalEEMod files were accidentally included with the final files. It is the CalEEMod output files beginning in 2017 that create several other issues noted above, specifically the apparent ROG and NOx exceedance of CEQA thresholds and apparent ROG exceedance of the Clean Air Act general conformity de minimis threshold.

19 *Potential ROG Emissions Above CEQA Significance Thresholds:* The values in Section 3.4, Table 3.4-4 do not resemble the values presented Appendix F, Section F.1. The CalEEMod summary values in Appendix F, Section F.1 (DEIR Volume 2 PDF pages 256 - 257) and CalEEMod detailed values (DEIR Volume 2 PDF pages 271-273) indicate Architectural Coating ROG emissions are over 773 lbs/day in 2020 and 2021. There is no explanation as to how the values in Table 3.4-4 above are reconciled with the Appendix F values. Appendix F does include some tables regarding architectural coatings (DEIR Volume 2 PDF page 233), but how these values are used to develop architectural coating emissions are not clear, especially since no surface areas for the Terminal Building construction are included. The values in Appendix F (>773 lbs/day max) are above the CEQA construction emissions threshold and should be identified as significant, and mitigation should be provided for Architectural Coating, assuming that these are the final CalEEMod files.

20 *Potential NOx Emissions Above CEQA Significance Thresholds:* The values in Table 3.4-4 also appear to be inconsistent with data provided in Appendix F for NOx emissions. For example, attempting to determine the daily NOx emissions from Demolition (Lot A) + Grading (1st row of Table 3.4-4), it appears that one would estimate 113 lbs/day, with 43 lbs/day from demolition (DEIR Volume 2 PDF page 259) and 70 lbs/day from grading (DEIR Volume 2 PDF page 263), all in 2017. This result would be above the NOx construction emission significance threshold (100 lbs/day) and would require mitigation. However, the year that this occurs, 2017, is not a year listed in the construction phasing table (DEIR Volume 2 PDF page 231).

21 *Operational Emission Inconsistencies Between Section 3.4 and Appendix F:* Operational emissions presented in Tables 3.4-5, 13, and 21 do not exactly match the operational emission values in Appendix F (DEIR Volume 2 PDF beginning at page 387). One could speculate that the Appendix F data was not updated with the

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final modeling analyses. If one used the Appendix F data, the emissions of most criteria pollutants in Table 3.4-5 would be higher than currently shown. Of some concern are the emissions of CO, which would exceed the CEQA operational emissions threshold (i.e., CO would be significant for the Adjacent (NE Quadrant) Property Full-Size Terminal Option) if the Appendix F values for peak day increments were used (2025 values from DEIR Volume 2 PDF pages 393, 493, and 494, minus 2015 values from DEIR Volume 2 PDF page 390, 493, and 494). This change would make this option equivalent to the other build options; CO was already identified as significant for two Southwest Quadrant options. Note that all three options were identified as significant for NOx and VOC operational emissions in the DEIR.

22 As one more note on operational emissions, it would be useful to include tables of the:

a. Aircraft/engine combinations and daily or annual operations of each combination used in each of the AEDT 2b modeling runs to generate the resulting emissions tables. While there are tables in Appendix E that give daily operations by generic aircraft types, it does not provide the detail appropriate for completing the emission calculations for aircraft.
b. GSE assumptions, such as number of GSE and operating time per LTO, or airport-wide GSE inventory and operating hours per year for each alternative.
c. APU assignments for each aircraft and operating times per LTO.
d. Also, the fuel loading adjustment for ROG emissions from future project scenarios is based on a ratio of NOx emissions between each alternative and the baseline. A better surrogate for determining this ratio would have been CO2 or SO2 emissions since CO2 and SO2 are directly related to fuel consumption. The calculations were shown in Appendix F, Section F.6 (DEIR Volume 2, PDF page 403 of 676).

23 *Comparison of Construction Truck Trips in Section 3.4/Appendix F and Section 5:* Section 5.4 provides a discussion of energy (fuel) consumption associated with construction, including truck trips for material and soil hauling, and construction equipment. Regarding the truck trips, they discuss two (2) numbers (Section 5, Page 5-4, last paragraph):

a. "Based on the proposed development program and engineering estimates that form the basis of the construction-related impact analyses, it is estimated that a maximum of approximately 16,250 one-way truck trips would be required to haul the material to off-site reuse and disposal facilities over the construction period."
b. "It is conservatively estimated that a maximum of approximately 28,900 one-way vendor truck trips would be required to deliver building materials and supplies to the site over the construction period."
   i. The 16,250 value matches the number of truck trips required to haul exported soil offsite presented in the table titled "Construction Schedule and California Emissions Estimator Model (CalEEMod) Inputs," in Appendix F, Section F.1 (DEIR Volume 2, PDF page 231 of

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676). Assuming that "the material" in Section 5 refers to the soil exporting trips, this value appears to be appropriate.

ii. The second value does not directly match any values in Section 3.4 or Appendix F. However, the table noted above in Section F.1 does include maximum daily vendor trips for "Building Construction" – 301 trips/day (assumed to be terminal building), "Building Construction (Air Cargo)" – 160 trips/day, and "Taxiway Construction" – 50 trips/day. How total project-related vendor trips were determined from daily trips is not discussed.

iii. More notably, the demolition material haul truck trips, totaling 22,300 demo haul trips for the project (from the same table in Section F.1) does not appear to be included in the construction-related energy consumption estimates in Section 5. Therefore, it appears that the energy consumption related to construction truck trips is underestimated.

c. As well, the number of one-way truck trips to haul demolition debris during construction, 22,300 total trips, appears to be determined appropriately in Appendix F and incorporated in Section 3.4; and the mileage for these trips was calculated correctly for the hazards evaluation in Section 3.9, page 3.9-22. However, Section 3.9 reports the value as roundtrips (Section 3.9, Page 3.9-22, middle paragraph, 10th sentence). The number of round trips should be 11,150, or the value of trips in Section 3.9 (22,300) could be identified as one-way trips.

24 *Lack of Mitigation for Significant Impacts:* Under CEQA, "An EIR shall describe feasible measures which could minimize significant adverse impacts..." (CEQA Guidelines, Section 15126.4). The CEQA Guidelines do not limit measures to be only those that would reduce impacts to a level below the applicable significance threshold.

a. A number of municipalities in Southern California have been implementing mitigation measures for impacts to air quality from mobile sources, including mobile construction equipment, heavy duty trucks used for construction haul and delivery trips, and programs to encourage airlines and airport tenants to use preconditioned air and gate power, as well as replace existing ground support equipment with lower-emitting units. Such measures that have been considered feasible on other infrastructure projects in the region with similar sources should be considered for this EIR to reduce significant air quality impacts. Note that if the ROG impacts discussed above from architectural coatings are determined to be significant, potential mitigation measures also exist (reducing the VOC content of coatings, for example).

25 In addition, for construction-related impacts, the following mitigation measure is required:

AIR-1 (all three options): Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's

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Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

a. All active portions of the construction site shall be watered every three hours during daily construction activities and when dust is observed migrating from the project site to prevent excessive amounts of dust;
b. Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering shall occur if dust is observed migrating from the site during site disturbance;
c. Any on-site stockpiles of debris, dirt, or other dusty material shall be enclosed, covered, or watered twice daily, or non-toxic soil binders shall be applied;
d. All grading and excavation operations shall be suspended when wind speeds exceed 25 miles per hour;
e. Disturbed areas shall be replaced with ground cover or paved immediately after construction is completed in the affected area;
f. Gravel bed track-out aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) shall be installed to reduce mud/dirt track-out from unpaved truck exit routes;
g. On-site vehicle speed shall be limited to 15 miles per hour;
h. All on-site roads shall be paved as soon as feasible, watered twice daily, or chemically stabilized;
i. Visible dust beyond the property line which emanates from the project shall be prevented to the maximum extent feasible;
j. All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site;
k. Reroute construction trucks away from congested streets or sensitive receptor areas;
l. Track-out devices shall be used at all construction site access points; and
m. All delivery truck tires shall be watered down and/or scraped down prior to departing the job site.
n. Neighborhood noticing of construction activities: Airport Authority shall provide information about all grading, demolition, and construction activities on its website and shall provide periodic updates at the City Council meetings. A 24-hour contact number shall be provided for any input from the public. Notices shall be published in the Burbank Leader, and provided by U.S. Mail to all property owners and occupants located within 1,000 feet of the boundaries of the Airport regularly after aforementioned activities begin, and until completion.
Additional notice shall be provided to all sensitive receptors before any activity that exceeds certain air quality standards. The notices shall occur prior to and at least 24 business hours before the potential exposure of significant air quality impacts occurs. This requirement shall continue until the completion of the project.

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Enforcement Agency: City of Burbank, Public Works Department (public right-of-way) and Building Division (private property)
Monitoring Agency: City of Burbank, Public Works Department & Building Division
Monitoring Phase: Construction
Monitoring Frequency: Once during Plan Check prior to issuance of building permit(s); daily (or more frequently as needed) during site visits and inspections
Action Indicating Compliance with Mitigation Measure(s): Issuance of grading permit(s)

Cultural Resources (Section 3.6)

26. CEQA checklist includes the following topics under cultural resources: a) historical; b) architectural; c) archeological; d) paleontological. The analysis of historical features is strong, while the remainder is conclusory.

27. The Airport Authority seems to have no intention of preserving one of the two hangars worthy of designation as an historic structure (Hangar 2) under the Southwest Quadrant Full Size Terminal Option. And, as described in the aesthetic resources section, apparently plans to make one building available to the public to move, rebuild and maintain (and the public to bear the burden of being financially responsible for the likely high cost). It appears that a possible alternative where the Airport Authority takes responsibility for moving and maintaining Hangar 2 elsewhere on airport's property was not considered (this could be a potential mitigation measure).

28. Page 3.6-18 calls for the plans for re-use of Hangar 1 to be reviewed by the City's Office of Historic Resources; this should refer to the City's Community Development Department. Final approval of the plan rests with the project building official; who is that person?

29. Page 3.6-19 determines that the relocation of Hangar 2 and the re-use of Hangar 1 will reduce the impact related to historic resources to less-than-significant. Given that the relocation of Hangar 2 is dependent upon other parties, it seems unreasonable to assume its implementation. The loss to historic resources should instead be described as significant and unavoidable. It appears that the alternative of the Airport Authority taking responsibility to move and maintain Hangar 2 elsewhere on airport's property was not considered (this could be a potential mitigation measure).

30. Page 3.6-7 states, "no exposed native ground surface was present at the airport," and then proceeds to use this finding to discount the likelihood of archeological or paleontological resources. The Draft EIR fails to describe the vast portions of the airport property covered with parking lots and how such lots represent effective "caps" that can preserve remains below.

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31 Page 3.6-10 notes the possibility of locating resources in the soils below the fill, which resources may exist in previously undisturbed native soil/sediment associated with younger-aged Holocene alluvial fan deposits. The Draft EIR concludes, "Thus where construction excavation is planned in Holocene-aged undisturbed native soils, impacts to prehistoric archeological resources and human remains are considered potentially significant." There is no discussion of how these soils will be identified prior to beginning excavation so that appropriate precautions are in place. Instead, there is standard language about if something is found/noticed when it is found; protections will then later be put in place.

32 Significant finds (if any) are to go to a curated public non-profit institution, and if not accepted then it should be donated to a local school or historical society. This should be revised to make this a Burbank historical society or school (see page 3.6-11 and multiple repetitions throughout Section 3.6).

33 Provisions for discovery of paleontological resources are contemplated, and should similarly be provided for archeological resources (for all three Options). Page 3.6-12 states, "Paleontological resources may exist in previously undisturbed native soil/sediment associated with older Pleistocene-aged alluvium within the airport. Thus, where construction excavation is planned in undisturbed native soil/sediment associated with older Quaternary alluvial soils, impacts to buried paleontological resources are considered to be potentially significant." The report than states that a qualified paleontologist shall be retained to develop and implement a paleontological monitoring program for construction excavations that would encounter the older deposits. Likewise, a qualified archeologist should be retained to develop and implement an archeological monitoring program for construction excavations that would encounter the older deposits (should be repeated for all three Options).

34 Page 3.6-14 notes the presence of evidence from the year 1932 of water sources which existed at the airport and could have attracted prehistoric inhabitants. Again, the Draft EIR ignores all of the surface parking lots and limited fill, and the report concludes (without any evidence) that, "It is likely that any historic and prehistoric archeological resources have been displaced." This conclusion is not supported by facts including information on the same page that states, "Fill soils have been encountered to depths of approximately 2 to 13 feet below the found surface...." A qualified archeologist should be retained to develop and implement an archeological monitoring program for construction excavations that would encounter the older deposits (should be repeated for all three Options).

Hazards & Hazardous Materials (Section 3.9)

35 The Appendices do not include any of the technical reports cited in the Section 3.9. Numerous footnotes and references in Section 3.9 cite reports from Ardent (2015), Tetra Tech (2014), Ninyo & Moore (2010), A.L. Burke Engineers (1990), plus multiple RWQCB letters, none of which were provided in the appendices.

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36 Terms are used as geographic determinants without definition or illustration, such as multiple existing Areas of Concern (AOC) identified in the vicinity of the project site(s). Readers must obtain the Ardent (2015) and Tetra Tech (2014) reports with their exhibits to have any understanding of the locations, sizes, and data sets pertaining to each AOC.

37 The RWQCB has not closed the site as might be interpreted from the Draft EIR text (the cited NFA letters appear to be applicable only for certain wells and groundwater monitoring). Because other off-site Areas of Concern (AOC) still need further evaluation, the RWQCB has not issued a NFA letter for the entire site. This case is actually considered open with the RWQCB.

38 Page 3.9-19 states, "The Adjacent Full-Size Terminal Option site is on AOC 12 and adjacent to AOC 13 and 16, which is part of the Overton Moore Property and wasn't included in the VOC sampling." Page 3.9-20 continues, "Operation of the Adjacent Property Full-Size Terminal Option would not result in any impacts to current groundwater remediation efforts in the vicinity. Therefore, impacts would be less than significant." There is no discussion of the likelihood or impacts of vapor intrusion or exposure (from soil or groundwater), given the prior acknowledgement on page 3.9-19 that no VOC sampling was done to screen for human health risks.

39 The proposed Project Design Feature for a Soil Management Plan ("PDF-HYDRO-2") does not appear to address temporary on-site stockpiling of any excavated contaminated soils before haul-off, nor construction dewatering (if necessary), nor importing fill soils (if necessary). The following mitigation measures are required:

a. **HAZ-1 (all three Options):** Any contaminated soils stockpiled at the site shall be stored in such a manner that underlying soils are not cross-contaminated. This could be accomplished by the use of heavy-duty plastic sheeting placed under and on top of the stockpiled materials, or other suitable methods. The management, treatment, or disposal of such material shall comply with all federal, state, and local regulations related to hazardous waste.
   Enforcement Agency: Regional Water Quality Control Board; California Department of Toxic Substances Control (if applicable); U.S. EPA (if applicable).
   Monitoring Agency: Regional Water Quality Control Board; California Department of Toxic Substances Control (if applicable); U.S. EPA (if applicable).
   Monitoring Phase: Pre-Construction, Construction
   Monitoring Frequency: Once at execution of construction contracts; monthly during construction
   Action Indicating Compliance with Mitigation Measure(s): Issuance of grading permit(s); execution of construction contracts with mitigation measure provisions; Monthly Statements of Compliance
b. **HAZ-2 (all three Options):** All stockpiled contaminated materials shall be protected in order to prevent material from being washed into storm drains. This could be accomplished by the use of sand bags around material, heavy-duty plastic sheeting placed on top of smaller stockpiles of materials, or other suitable methods.

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Enforcement Agency: Regional Water Quality Control Board; California Department of Toxic Substances Control (if applicable); U.S. EPA (if applicable).
Monitoring Agency: Regional Water Quality Control Board; California Department of Toxic Substances Control (if applicable); U.S. EPA (if applicable).
Monitoring Phase: Pre-Construction, Construction
Monitoring Frequency: Once at execution of construction contracts; monthly during construction
Action Indicating Compliance with Mitigation Measure(s): Issuance of grading permit(s); execution of construction contracts with mitigation measure provisions; Monthly Statements of Compliance

c. **HAZ-3 (all three Options):** Grading and demolition contractors shall be required by construction specifications to secure approval of haul routes to export or otherwise transport off-site excavated materials prior to commencement of such activity, pursuant to Burbank Municipal Code Title 7.
Enforcement Agency: City of Burbank, Public Works Department
Monitoring Agency: City of Burbank, Public Works Department and Community Development Department
Monitoring Phase: Pre-Construction, Construction
Monitoring Frequency: Once at execution of construction contracts; monthly during construction
Action Indicating Compliance with Mitigation Measure(s): Issuance of grading permit(s); execution of construction contracts with mitigation measure provisions; Monthly Statements of Compliance

d. **HAZ-4 (all three Options):** Prior to issuance of a grading permit or Industrial Waste Discharge Permit for activities involving construction dewatering, evidence shall be provided to the City of Burbank Building Division and/or the Public Works Department, as appropriate, that a valid National Pollutant Discharge Elimination System (NPDES) and/or Industrial Waste Discharge permit is in place. The National Pollutant Discharge Elimination System (NPDES) and/or Industrial Waste Discharge permit shall include provisions for evaluating the groundwater for potential contamination and, if necessary, the need for treatment of dewatering discharge.
Enforcement Agency: Regional Water Quality Control Board; City of Burbank, Public Works Department (public right-of-way); City of Burbank, Building Division (private property)
Monitoring Agency: Regional Water Quality Control Board; City of Burbank, Public Works Department (public right-of-way); City of Burbank, Building Division (private property)
Monitoring Phase: Pre-Construction
Monitoring Frequency: Once at issuance of grading permit(s)
Action Indicating Compliance with Mitigation Measure(s): Issuance of grading permit(s); evidence of valid NPDES or Industrial Waste Discharge permit

e. **HAZ-5 (all three Options):** The Airport Authority shall implement a soil import procedure to evaluate imported soils, satisfactory to the Regional Water Quality Control Board. The procedure shall include investigation of historical uses at the borrow site, soil sampling and analysis of soil prior to excavation and hauling to the airport property, and comparison of detected concentrations of any chemicals

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found in soil with appropriate health-based screening levels. Only soils that pass the screening shall be imported to the project site and used as fill.
Enforcement Agency: Regional Water Quality Control Board; City of Burbank, Public Works Department
Monitoring Agency: Regional Water Quality Control Board; City of Burbank, Public Works Department
Monitoring Phase: Construction
Monitoring Frequency: Once at issuance of grading permit(s); monthly
Action Indicating Compliance with Mitigation Measure(s): Issuance of grading permit(s); Monthly Statement of Compliance

f. **HAZ-6 (all three Options):** Cal/OSHA worker safety requirements provide for air monitoring during subsurface excavation activities including borings, grading, and trenching (on-site and off-site) to check for unsafe levels of hexavalent chromium, TCE, PCE, other VOCs, carbon monoxide, etc. Should unsafe levels occur, appropriate safety measures shall be implemented, as required.
Enforcement Agency: Cal/OSHA
Monitoring Agency: Cal/OSHA
Monitoring Phase: Pre-Construction, Construction
Monitoring Frequency: Prior to issuance of grading or building permit(s)
Action Indicating Compliance with Mitigation Measure(s): Approval of contractor health and safety plan

40 Only groundwater was screened for contaminants, not risks to human health. Based on the Ardent (2015) review, there is a low likelihood that the residual contaminants would pose a human health risk through dermal contact, and there is a high likelihood that residual contaminants would pose a potential threat to human health to future occupants through vapor intrusion. Therefore, one or more mitigation measures should be included to address the potential risks to human health (occupants, workers, residents, etc.):

a. A soil gas survey should be completed to assess current conditions at the site based on human health risk criteria, using current regulatory guidelines based on human health risk criteria (i.e., Federal EPA Regional Screening Levels for industrial/commercial land use [RSLi] and Department of Toxic Substances Control Screening Levels for industrial/commercial land use [DTSC-SLi]);
b. Prepare a Health Risk Assessment based on recent laboratory data;
c. Include a mitigation measure for engineering controls (e.g., vapor barriers, ventilation, and on-going monitoring if needed) that are needed beneath the proposed building(s) to limit vapor intrusion.
d. The following mitigation measure is required (for all three Options):
HAZ-7 (all three Options): Prior to the issuance of any building or engineering permit(s), the Airport Authority shall demonstrate to the satisfaction of the Directors of Public Works and Community Development that remedial actions, in accordance with adopted State standards, have been implemented on-site and/or that new buildings shall include all necessary engineering controls (e.g., vapor barriers, passive or active ventilation system, on-going monitoring, etc.).
Enforcement Agency: Regional Water Quality Control Board; California Department of Toxic Substances Control (if applicable); U.S. EPA (if applicable)

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Monitoring Agency: Regional Water Quality Control Board; California Department of Toxic Substances Control (if applicable); U.S. EPA (if applicable)
Monitoring Phase: Pre-Construction, Construction
Monitoring Frequency: Once at execution of construction contracts; monthly during construction
Action Indicating Compliance with Mitigation Measure(s): Issuance of building or engineering permit(s); execution of construction contracts with mitigation measure provisions; Airport Authority's submittal of construction plans/documents with mitigation measure provisions; Statement of Compliance prior to final permit sign-off or issuance of a Certificate of Occupancy

41 In Section 3.9.3.3 (page 3.9-31) it states, "Uncontaminated groundwater may be treated and pumped to the storm drain system or used for on-site dust control purposes." This language also appears in the following EIR pages: 3.9-43, 3.10-28, 3.10-30, 3.10-46, 3.10-48, 3.10-62, and 3.10-63. Please note that dewatering an area where water accumulates (i.e., crawl space, foundation, or basement) is now considered a prohibited discharge into the storm drain system. As such, private property applicants have the following options for dewatering accumulated volumes of water:

a. Depending on the volume and having controls in place to keep the discharge on-site, direct the dewatering discharge to a planted/vegetated area located on private property; or
b. Apply for an individual NPDES permit with the Regional Board to allow the dewatering discharge into the storm drain system through ORDER No. R4-2013-0095: pages 8 and 9 of this Dewatering Order state that temporary dewatering including subterranean seepage dewatering, requires individual coverage and is no longer covered/allowed under the MS4 permit. Questions need to be directed to the Regional Board at (213) 576-6600.

Hydrology & Water Quality (Section 3.10)

42 Comment on the California Building Code (page 3.10-5, paragraph 4): Appendix G now references the mechanical and electrical requirements (not CBC Section 1612). The structural requirements are still in Section 1612.

43 Comment on the County of Los Angeles' Low Impact Development Standards Manual (page 3.10-6): the City of Burbank now has its own Low Impact Development Standards Manual (which is based on L.A. County's).

44 The two new mitigation measures identified in Hazards & Hazardous Materials (*supra*) are also applicable to Hydrology & Water Quality, and should be repeated in Section 3.10.

45 Page J-6, Volume 3 indicates that the project is proposing to discharge stormwater flows into the Lockheed Storm Drain Channel. This channel is at capacity, and increased flows or time of concentration into the channel will not be permitted.

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46 Figure 3.10-1 shows that the Northeast Quadrant option's point of discharge is to private property. An easement and/or agreement could be required between property owners. Otherwise, the drainage flows would have to be conveyed to Hollywood Way or Empire Avenue.

47 Development adjacent to Empire Ave. cannot drain onto the street (existing condition). The drainage could require installing underground storm drain facilities connecting to the Lockheed Channel.

48 Project Description: Page J-1 mentions the following: "City officials indicated this FIRM panel has been inaccurate in the past." Public Works is not aware of this panel being inaccurate.

49 The Water Quality element found in Section 3.10.2.1 (page 3.10-15) states, "Compliance with TMDLs can be achieved through an array of BMPs required by the NPDES permit. BMPs are categorized as end-of-pipe full capture structural controls, partial capture control systems, and institutional controls." Please note that compliance with NPDES permit and TMDL mandates requires more than just installing an array of BMPs. On-going maintenance, regular inspections, BMP effectiveness tracking/monitoring, structural retrofits, education, and pollutant point-source reduction are all required to achieve compliance.

50 In Section 3.10.3.3 (page 3.10-49) with regards to Groundwater Impacts, it states, "...Impervious surfaces in Drainage Areas 1, 2, and 4 would be 100-percent and Drainage Area 3 would be 91-percent. Therefore, infiltration at the site is expected to remain relatively the same based on the amount of impervious area and the incorporation of PROJECT DESIGN FEATURE HYDRO-1. Both groundwater usage and infiltration will be to the San Fernando Valley Groundwater Basin. Operation of the Southwest Quadrant Full-Size Terminal Option would not interfere substantially with groundwater recharge and impacts would be less than significant." Unless a LID Feasibility Analysis has been completed demonstrating that on-site capture, infiltration, or reuse is or is not feasible, it is premature to expect that the on-site infiltration will remain relatively the same. A LID Feasibility Analysis first requires on-site capture/infiltration, then on-site capture/reuse, followed by on-site treatment.

51 In Section 3.10.3.3 (page 3.10-57) with regards to the Impacts to Drainage System Capacity, it states "Final storm water control design will be described in the LID Plan... Therefore, the storm water control and treatment features outlined in PROJECT DESIGN FEATURE HYDRO-1 will reduce impacts to existing or planned storm water drainage systems and additional sources of polluted runoff to a less than significant level." Please note that if a LID plan has not yet been prepared, then it is premature to state that polluted runoff will be less than significant.

Noise (Section 3.13)

52 Does not discuss construction-related noise from vehicular routes for heavy equipment and haul/dump trucks. EIR should assess construction impacts for all

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three options: length of time, phases, haul routes, soil remediation etc., and develop a detailed plan to manage the traffic, noise, and dust along Hollywood Way and in the neighborhoods. A mitigation measure may be developed to address various types of construction noise.

53 Additional mitigation measures are required:

a. **NOI-1 (all three Options):** Grading and demolition contractors shall be required by construction specifications to secure approval of haul routes to export or otherwise transport off-site excavated materials prior to commencement of such activity, pursuant to Burbank Municipal Code Title 7.
Enforcement Agency: City of Burbank, Public Works Department
Monitoring Agency: City of Burbank, Public Works Department and Community Development Department
Monitoring Phase: Pre-Construction, Construction
Monitoring Frequency: Once at execution of construction contracts; monthly during construction
Action Indicating Compliance with Mitigation Measure(s): Issuance of grading permit(s); execution of construction contracts with mitigation measure provisions; Monthly Statements of Compliance

b. **NOI-2 (all three Options):** Prior to issuance of the first grading permit (and subsequent grading permits as needed, if applicable), the Airport Authority shall submit to the City of Burbank a construction noise management plan relative to any and all schools (e.g., Providencia Elementary) and residential neighborhoods located within 300 feet of any haul routes. The plan shall set forth the noise management measures to be undertaken when vehicle noise levels are projected to be or are greater than 5 dBA over ambient exterior conditions. The plan shall also set forth the process for notification to the school principal of any construction activities which may affect the school. Noise management measures may include one or more of the following: haul route avoidance of noise-sensitive land uses to the maximum extent feasible; heavy-duty vehicle exhaust mufflers; haul truck activity limited to regular permitted hours only (Monday - Friday, 7:00 am to 7:00 pm; Saturday 8:00 am to 5:00 pm; no construction is permitted by contractors or subcontractors after hours, on Sunday, or on City holidays, without prior written approval from the Community Development Department); or in the case of a school, a haul truck activity limitation during the school's noise-sensitive time periods.
Enforcement Agency: City of Burbank, Public Works Department
Monitoring Agency: City of Burbank, Public Works Department & Community Development Department
Monitoring Phase: Pre-Construction, Construction
Monitoring Frequency: Once at execution of grading or construction contract; once prior to issuance of any demolition or grading permit(s)
Action Indicating Compliance with Mitigation Measure(s): Submittal of noise plan; execution of grading or construction contracts with mitigation measure provisions; issuance of demolition or grading permit(s)

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Public Services (Section 3.15)

54 Section 3.15.1.1, 'California Fire Code' only; delete '~~and Uniform Fire Code~~'

55 Section 3.15.1.1, 'California Fire Code' and add "Specific reference will be made to NFPA 415."

56 In Section 3.15.2.1 Fire Protection Services, make the following changes:

a. "Primary ARFF fire protection services at the airport are provided by the Burbank-Glendale-Pasadena Airport Authority Fire Department (BGPAAFD), with secondary responses provided by the City of Burbank Fire Department (BFD) and the City of Los Angeles Fire Department (LAFD)" is not entirely correct. This may be accurate for aircraft fire response, but not for structure fires or medical responses within or around the terminal. Add the following language for a correct description of fire response responsibility: "Primary structure fire protection services at the airport are provided by the City of Burbank Fire Department (BFD), with secondary responses provided by the Burbank-Glendale-Pasadena Airport Authority Fire Department (BGPAAFD) and on an as needed basis through a mutual aid agreement with the City of Los Angeles Fire Department (LAFD)."

b. The Verdugo Fire Communications Center (VFCC), a regional communications center that was established in 1979 between the cities of Burbank, Glendale and Pasadena, [delete] ~~is a service that provides fire and emergency medical service (EMS) for its members and contracting agencies.~~
ADD: is a communications center that provides a fire and emergency medical service (EMS) 911 call center and dispatch for its members and contracting agencies.

57 On page 3.15-5 City of Burbank Fire Department, first paragraph, last sentence, make the following changes: [delete] ~~"The BFD provides secondary response to the Airport for fire protection and emergency response services."~~ [and replace with] "The BFD provides primary response to the Airport for structure fire protection and emergency response services, and secondary ARFF response."

58 On page 3.15-5 City of Burbank Fire Department, second paragraph, make the following changes: "As shown in Table 5.10-1, Station No. 13 is equipped with [delete] ~~trucks, engines, rescue ambulance, a hazardous material vehicle, and a Battalion 1 vehicle."~~ [and replace with] "one engine and one rescue ambulance."

59 On page 3.15-6, second paragraph, last sentence, make the following changes: [delete] "~~According to the VFCC 2012-2013 Annual Fiscal Report, the BFD has an average response time of 1 minute and 51 seconds for fire incidents and 2 minutes and 16 seconds for EMS incidents, which meets the maximum response time standard of less than 5 minutes that is established within the *Burbank 2035 General Plan.*~~ [and replace with] "According to the VFCC 2014-2015 Annual Fiscal Report, the BFD has an average response time of 1 minute and 30 seconds for EMS incidents and 2 minutes and 15 seconds for fire incidents, which meets the

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maximum response time standard of less than 5 minutes that is established within the *Burbank2035* General Plan."

60 The determinations of "No Impact" for all three Options are not accurate given that the City of Burbank Fire Department is primarily responsible for responding to medical aid and structure fire calls (non-aircraft-related) at the terminal and surrounding property. Payment of applicable Fire and Police development impact fee(s) will ensure that future impacts remain Less Than Significant. Therefore, the following mitigation measure is required:

PS-1 (all three Options): Prior to building permit issuance, the Airport Authority shall pay all applicable City of Burbank Fire and Police development impact fees.
Enforcement Agency: City of Burbank, Fire Department and Building Division
Monitoring Agency: City of Burbank, Fire Department and Building Division
Monitoring Phase: Pre-Construction
Monitoring Frequency: Prior to issuance of any building permit(s)
Action Indicating Compliance with Mitigation Measure(s): Payment of applicable fee(s); issuance of building permit(s)

Traffic & Circulation (Section 3.17)

Traffic Counts

61 Traffic counts from six study intersections were taken on the day following the Martin Luther King Jr. holiday. These counts should be verified against other traffic count data to determine if counts taken immediately after a national holiday can be considered to represent typical roadway conditions.

62 The baseline traffic count data for the study was taken after significant road closures were implemented as part of the Interstate 5 High Occupancy Vehicle (HOV) / Empire Interchange project. At the time of traffic data collection, December 2015 to January 2016, Caltrans closed the southbound left turn lane and eastbound left turn lane of this intersection. Therefore, traffic volumes used for the report do not represent "typical" conditions at this traffic signal. The City recommends that the study use traffic counts prior to June 2015 for accurate level of service calculations for all scenarios.

Trip Generation

63 The Traffic Study describes the methodology for generating vehicle trips from the future passenger activity levels in 2016, 2023 and 2025. Pages 21 and 22 of the Traffic Study document the approach to convert passenger activity into peak hour vehicle trips that are subsequently assigned to the transportation network, and Attachment D to the traffic study provides further description of this methodology. The study uses data from Flightaware to estimate enplanements and deplanements, and then lists other assumptions on how to convert this flight activity to ground trips. However, the traffic study and Attachment D does not adequately describe how data on number of flights from Flightaware is converted to passenger enplanements and

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deplanements. For example, it is unclear if Flightaware or some other data source provides information on individual or average flight passenger occupancy to covert number of flights to passengers. It appears that Appendix E of the Draft EIR (not referenced in the traffic study) describes a methodology to use Flightaware data to convert to passenger enplanements and deplanements by estimating "typical day" airline schedules from Flightaware data and terminal forecasts. However, the enplanement/deplanement data from Appendix E (e.g. Table E-8) does not match the data included in the traffic study (e.g. Table D-1 through D-3).

64. The traffic study provides limited information on trip generation from other, non-passenger trip purposes, such as trips from airport employees and General Aviation activity. The study makes an assumption that 250 employee trips arrive and depart the airport during two shifts that begin at 5AM and 2PM, which is outside the peak hour of adjacent street traffic and therefore not included in the analysis. However, there is no documentation to show how this number is derived. The study should include better information on the number of total employees employed at the airport across all uses including TSA, baggage, ticketing, freight, air crews, administrative staff, and other uses. It should then outline the methodology and assumptions used to determine peak hour travel of these employees.

65. The traffic study estimates trip generation from general aviation using the Institute of Transportation Engineers Trip Generation Land Use Code of "General Aviation" (ITE Code 022). This trip generation rate is based on a very small sample size (3 studies) and has no coefficient of determination (R2) for the peak hour trip generation rate. ITE advises caution when using this rate due to the small sample size and other options should be considered when ITE trip generation rates have this level of detail. The study should instead utilize empirically derived general aviation trip generation rates from current Bob Hope Airport operations.

66. Given the lack of discussion of how the study's trip generation was derived, and the lack of detail on some elements of the trip generation, City staff turned to a prior 2001 study, the "Burbank-Glendale-Pasadena Airport Traffic Study Airport" completed by (then) Meyer, Mohaddes Associates, Inc. for the City of Burbank in concert with the Airport Authority. That study identified daily and peak hour trip generation rates per Airport Million Annual Passengers (MAP) based on trip generation estimates from the Draft Supplemental FEIR of a previous replacement terminal project and verified by the City's traffic consultant using two-weeks of traffic count data taken in 1999. Using the assumptions from that study, a 3.9 MAP airport activity (the 2016 existing conditions assumed in the traffic study) could generate as many as 1950 peak hour trips and 23,900 daily airport trips. These numbers are twice the trip generation estimates assumed in this study. Given this large discrepancy between the traffic study and previous studies, the Draft EIR should provide further information and data on how trip generation for the airport was derived.

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Trip Mode Split

67 The Traffic study references mode split and Average Vehicle Occupancy (AVO) data as "developed based on data provided by Airport staff" but does not provide detail on how these figures were derived. The 2012 Bob Hope Airport Ground Access Study included a detailed survey of passengers arriving and departing the airport produced by Unison. The study used intercept surveys of passengers to quantify how passengers traveled to and from the airport, where they traveled from, and what routes they used to make their trip. A seven page excerpt from this study is included as Appendix I.6 of the Air Quality Analysis. In some cases, the traffic study assumptions are inconsistent with the excerpted Unison study data. For example, Table 5 of the traffic study states 16% of trips are self-park, however the one page of the Ground Access Study included in EIR Appendix I states 31% are self-park. The traffic study should include a full copy of this study and provide more details on how Average Vehicle Occupancy, mode split, and other assumptions were derived.

Trip Distribution and Assignment

68 The City maintains a Travel Demand Model that can be used to estimate trip generation, distribution, and assignment of vehicle trips on the city street network, and use of this tool is recommended for projects with large trip generation or for projects that have horizon years of five years or more. The City's travel demand model was not used for any part of this traffic study, however, a check of the distribution assumptions in the study were made to a previous study of the airport terminal relocation and opportunity site development started in 2015 but not completed. The City travel demand model was used for this prior study. This comparison showed that although the traffic study for this project did not document how distribution assumptions were made, the assumptions were generally consistent with the partial study conducted in 2015.

69 Since the Terminal Relocation Project itself is assumed not to generate new trips, this Project's trip assignment represents the traffic shifts anticipated as a result of the terminal's relocation under each of Project options. The review of the Project's trip assignment is limited since the Traffic Study does not provide trip assignment figures illustrating the redistribution and reassignment of traffic under each Project option. Additionally, the report text does not describe in detail, which intersections are assigned airport traffic without and with the Project. Also trips that are generated at any of the new driveways and traffic shifts related to the infrastructure improvements accounted for under future conditions are not explicitly stated to thoroughly determine the accuracy of the trip assignment assumptions. The City requests that future volumes at all the proposed project driveways and trips redistributed by alternatives and/or infrastructure improvements be shown in figures, to clearly explain how those trips are accounted for in the trip assignment. Overall, project turning movement volume figures are necessary to assist the reader in understanding the resulting changes in assignment of trips by location of the Terminal under each alternative.

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70 Page 68 of the traffic study states "*The geographic distribution of the traffic generated by the Related Projects is dependent on the same types of factors as the geographic distribution of Airport traffic*". It is not clear why the related projects trips were distributed and assigned based on the Airport trip distribution. Airport trips are regional in nature, as demonstrated by the Unison Survey, *Bob Hope Airport Ground Access Study*. Therefore airport trips have different characteristics than commercial, industrial, and retail land uses. The study should, at a minimum, reference the traffic studies of the related projects to compile a cumulative trip assignment to the study area. The report should justify and detail the specific methodology for distribution and assignment of related project trips to ensure the accuracy of interim year and opening year level of service calculations.

Cumulative Traffic Forecasts

71 The traffic study documents the approach to development of the cumulative forecasts. CEQA Guidelines provide for two approaches related to the Cumulative project analysis. The first approach is to use the "list" approach that layers traffic from expected future projects onto existing traffic counts and applies an ambient growth factor to account for other non-specified regional traffic growth. The traffic study for the project uses this approach in the study of Cumulative traffic impacts. It assumed the application of a growth factor (1% per year) for ambient changes in traffic for 7 years between 2016 and 2023 in addition to the growth in traffic assumed from the City's related development project list. It also applied the same factor for changes in traffic between 2016 and 2025. Because of the magnitude of the airport's trip generation and the long length of time between base year and project horizon year conditions, this approach results in a very conservative and misleading estimate of future intersection Level of Service (LOS), particularly along the Hollywood Way arterial. Several of the intersection LOS calculation for future without project conditions result in very high volume-to-capacity ratios well in the F level that exceed 1.5 V/C in many cases. These LOS figures were compared to the LOS values in Burbank2035 and were determined to be considerably worse than what has been predicted under the buildout of the General Plan. For example, traffic at the intersection of Hollywood Way and Winona increases nearly 100 percent between 2016 and 2025. This is questionable, as no arterial intersection in the City has ever experienced traffic growth of this magnitude in less than 10 years. The preferred approach to estimating cumulative project traffic for a project of this magnitude is to use the City's travel demand model or other traffic forecasting tool, which includes traffic assumptions for all of the City's growth under the Burbank2035 General Plan as well as traffic growth from the surrounding region. Because this cumulative traffic growth is so large and conservative, the study has the possibility for either overstating or understating traffic impacts based on the relationship between cumulative and project traffic at each study intersection. It also provides misleading information to the public on the extent of traffic congestion assumed under future conditions.

72 The traffic study and Draft EIR make the assumption that all traffic from increases in airport MAP between 2016 and 2023 (and 2025) is solely attributable to background

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cumulative traffic. No share of this traffic growth is attributable to the terminal relocation. This assumption differs from prior studies, particularly the 2001 "Burbank-Glendale-Pasadena Airport Traffic Study Airport" completed by (then) Meyer, Mohaddes Associates, Inc., which assigned a portion of traffic growth due to increases in MAP to project traffic. If this prior assumption that some future traffic growth is attributable to the relocated terminal, then several more significant traffic impacts would likely be identified, particularly along Hollywood Way. The traffic study and Draft EIR should explain more clearly why additional airport traffic attributable to growth in Airport MAP should not be considered project traffic.

Relation of Related Infrastructure Projects to Project and Cumulative Project Traffic

73. The traffic study states "The decision not to specifically account for traffic shifts as a result of the other infrastructure improvements is the conservative approach." The study ignores the completion of the Buena Vista railroad overpass and could be a critical error that can have a significant impact on the traffic shifts of the "Adjacent Property option". The "Adjacent Property option" moves the main access point to Hollywood Way and Winona Avenue, but assigns virtually no project trips to Winona Avenue from Interstate 5. The use of smart phone application software for navigating vehicle trips has grown rapidly. Current software such as Google Maps and Waze use existing, past, and predicted travel times to select paths. It is highly likely that smart phone application navigation software may direct vehicles to use Winona Avenue via the Buena Vista Street ramps at Interstate 5 due to faster travel times from the Buena Vista railroad overpass, the widening of Interstate 5, and shorter distance between the "Adjacent Property option" terminal and Interstate 5.

74. Further, the traffic study may underestimate the relationship between completion of significant freeway improvements on Interstate 5 and the shifting of project traffic. For example, the study does not assume completion of the Interstate 5 carpool lanes, which may attract new airport trips off of city streets and onto freeways and freeway interchanges in the study area. Also, a review of the future without project conditions on ramp intersections associated with the Empire Interchange show very low volumes of traffic are expected to use this new interchange. The study mentions that some airport trips were redirected to the new Empire Avenue Interchange from other nearby freeway access points but does not document these traffic shifts. The study should be updated to reflect more reasonable assumptions for these major freeway improvements and to clarify how future airport trips use this new interchange.

Mitigation Measures

75. The traffic study identifies two project-related significant impacts and five cumulative-related significant impacts for the Adjacent Property alternative, and one project-related and one cumulative-project related significant impact with both of the southwest quadrant alternatives. Proposed mitigation measures are identified for all project and cumulative impacts. Most proposed mitigations are to signalize

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intersections without traffic signals. Two physical street widening improvements are identified.

76. The Draft EIR identifies all intersection traffic impacts to be significant and unavoidable. This is because the construction of all mitigation measures identified for these impacts are under the jurisdiction of a public agency other than the Airport Authority (in this case the City of Burbank) and therefore the Airport Authority as lead agency cannot be responsible for their implementation. Nonetheless, the City has identified two of the intersection widening mitigations proposed in the traffic study to be infeasible, and a third that requires more analysis. These infeasible or potentially infeasible mitigations are discussed below:

a. Intersection 6: Hollywood Way & San Fernando Boulevard Ramps
The intersection of Hollywood Way and San Fernando Boulevard Ramps is impacted in the AM and PM peak hours under the "plus Adjacent Property Option" conditions for existing year 2016 and future years 2023 and 2025. The Traffic Study identified that installation of traffic signal control for the south side of Hollywood Way and the addition of a second right-turn lane on the San Fernando Boulevard Ramp would fully mitigate the impacts. Although the existing right-of-way on the eastbound San Fernando Boulevard Ramp is 20 feet wide and the addition of a second a right-turn lane can be accommodated within this existing right-of-way (assuming 10 feet wide lanes), the resulting narrow lanes within this very tight loop ramp system may not be physically feasible. The Traffic Study should include a conceptual sketch of the improvements showing the reconfiguration of the ramp to provide two lanes and should include large-vehicle turn templates to verify turn radiuses. If this sketch shows that the ramp roadway needs to be widened, then this should be shown to confirm that the required widening can be accomplished within the existing street right of way. Required widening of these narrow ramps could require right of way acquisition from adjoining properties that could trigger a Mobility Element Policy Impact and could result in the mitigation measure being infeasible. Further, this mitigation measure would create two closely-spaced traffic signals (the proposed signal would be close to the Hollywood Way / Tulare signalized intersection), therefore the traffic study should discuss how this mitigation measure would be constructed or operated to minimize additional vehicle delay caused by closely spaced signals.

b. Intersection 10: Hollywood Way & Winona Avenue
The intersection of Hollywood Way and Winona Avenue is impacted in the PM peak hour under the "plus Adjacent Property Option" condition for existing year 2016, as well as the AM and PM peak hours under the "plus Adjacent Property Option" conditions for future years 2023 and 2025. To mitigate the impacts to less than significant levels, the Traffic Study identified that the intersection would need to be expanded with a fourth southbound through lane and a fourth eastbound lane exiting the Airport plus signal phasing modifications. City staff reviewed the physical requirements of this mitigation measure in relation to existing City right of way. The City also conducted its "policy-based" screening criteria to the improvement as documented in the Burbank2035 FEIR to

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determine if the mitigation measures conflicted with other General Plan goals and policies.

Hollywood Way is a major arterial with an existing right-of-way of 100 feet. As illustrated in Figure 21 in the Traffic Study, these proposed improvements will require encroaching 10 feet outside of the roadway's right-of-way on the west side of Hollywood Way. This requires right of way acquisition from the Airport Authority as well as property acquisition and condemnation from a private property owner on the west side of Hollywood Way north of Winona Avenue (the Trust Property of the former B-6 property). Because the result of the condemnation is uncertain, this improvement should be deemed infeasible because the City of Burbank does not currently have adequate right of way necessary to construct the improvement. Further, the acquisition of private property for intersection mitigation measures conflicts with Mobility Element Policy 3.4 that states, "All street improvements should be implemented within the existing right-of-way. Consider street widening and right-of-way acquisition as methods of last resort." Thus, implementation of the mitigation measure is infeasible because it requires condemnation of private property and the result of this condemnation would be uncertain, and because implementation creates a land-use policy conflict with Policy 3.4 of Burbank2035. In addition, the proposed improvement could conflict with the "scale and design" Mobility Element policies because it would result in an excessively-wide street that is wider than the maximum street width proposed in the Burbank2035 General Plan, and could conflict with the "complete streets" Mobility Element Policies because it would alter the existing on-street bicycle lane on southbound Hollywood Way. The traffic study should describe how the improvement would be constructed so as not to conflict with these additional policy conflicts of Burbank2035.

c. <u>City Alternative Mitigation Measure: Hollywood Way & Winona Avenue</u>
City staff identified an alternate physical improvement for the Hollywood Way / Winona intersection that could mitigate both project and cumulative project impacts while not requiring land acquisition from private property owners (it would still require Airport Authority Property). This improvement would install a second northbound through lane on Hollywood way from just south of Thornton Avenue to just north of Cohasset Street, while still maintaining the existing on-street bicycle lanes. This improvement is already contemplated in the Burbank2035 General Plan. In addition, the mitigation measure would also add a second northbound left turn lane at the Hollywood Way / Winona intersection so that the northbound approach to the intersection would become 2 left , 2 through, and 1 shared through-right lane. The improvement would require widening on airport authority property between 250 feet north of the Runway 8-26 centerline and just north of Winona Avenue, but would not require acquisition of private property. The improvement would not create a conflict with Mobility Element 3.4. It is also consistent with an earlier improvement identified in the 2001 "Burbank-Glendale-Pasadena Airport Traffic Study Airport" completed by (then) Meyer, Mohaddes Associates, Inc. The improvement would still result in General Plan "scale and design" policy conflict because it would result in a street wider than

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that contemplated in the Burbank2035 General Plan. It would also slightly narrow the existing on-street bicycle lanes on Hollywood Way and therefore conflict with the "complete streets" policies. However, these policy conflicts could be mitigate by constructing the improvement in such a way that the existing bicycle lanes on Hollywood way could become Class IV "buffered" bicycle lanes and therefore provide further protection of bicycles from vehicle traffic. A sketch of this alternate mitigation measure is attached as Enclosure 2 to this letter.

d. Intersection 12: Hollywood Way & Airport/Avon Avenue
The intersection of Hollywood Way and Airport/Avon Avenue is impacted in the PM peak hour under the "plus Southwest Quadrant Options" conditions for future years 2023 and 2025. To mitigate the impacts to less than significant levels, the Traffic Study identified that the intersection would need to be expanded with a dedicated northbound right-turn lane. City staff reviewed the physical requirements of this mitigation measure in relation to existing City right of way. The City also conducted its "policy-based" screening criteria to the improvement as documented in the Burbank2035 FEIR to determine if the mitigation measures conflicted with other General Plan goals and policies.
This improvement would require the roadway be widened into the abandoned northbound frontage road ramp east of Hollywood Way between Empire Avenue and Avon Street. It would likely require demolition and reconstruction of the retaining wall on the northeast corner of the existing Hollywood Way / Vanowen Street & Empire Avenue railroad underpass, and would require the relocation of several large utilities. Because a structural modification to the existing Empire Avenue overpass would likely be required, the City believes this mitigation measure is physically infeasible. Because no alternative mitigation is identified, this intersection impact could result in a significant and unavoidable impact for a reason other than the one identified in the Draft EIR. Further, this roadway modification would alter the existing on-street bicycle lane on the east side of Hollywood Way; therefore the proposed mitigation could conflict with Burbank2035 policies related to complete streets.

Transit Connectivity

77. The traffic study and Draft EIR does not include any discussion of transit linkages to the proposed terminal relocation alternatives, particularly with regard to how each proposed alternative improves or worsens transit connectivity to the airport. In particular, all three relocated terminal alternatives lengthen the distance between the terminal and the Airport Regional Intermodal Transportation Center. As proposed, all terminal alternatives increase the number of transfers needed to connect bus transit users from local bus networks to the terminal. Also, all terminal alternatives eliminate the ability for bus and commuter rail transit users to walk to the terminal directly from the RITC. Under all alternatives, all transit trips would require a transfer to an airport shuttle, which must then travel in mixed-flow traffic on city streets and airport terminal roadways to access the terminal. Further, all relocated terminal alternatives remove the ability for passengers and employees using the current terminal to walk to several of the office, commercial, and restaurant, and hotel land

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uses currently within walking distance of the airport terminal. It appears that all relocated terminal alternatives worsen transit and pedestrian connectivity between the airport and surrounding land uses. The traffic study and Draft EIR should describe how all terminal relocation alternatives reduce transit and walking connectivity. Further, the City has identified additional traffic mitigation measures to partially offset all significant and unavoidable traffic impacts that would improve transit connectivity, or restore connectivity improvements of the current terminal that are worsened with any of the alternative terminal locations.

Proposed New or Modified Traffic Mitigation Measures

78 Given the comments provided in #74(b) above, the **City of Burbank Proposes the following Alternative Mitigation Measure to ADJ PROP FULL-TRANS-1A:**

TRANS-1 (Adjacent Property Option): Construct a third northbound travel lane on Hollywood Way between just south of Thornton Avenue and just north of Cohasset Street. This requires restriping and a minor street widening between Thornton Avenue and Burton Way in City right of way. The intersection of Hollywood Way and Winona Avenue would also be widened to provide a second northbound left turn lane. The ultimate configuration of the northbound approach of the Hollywood Way / Winona Ave intersection would therefore be 2 left turn lanes , 2 through lanes, and 1 shared through-right lane. In addition, widen the eastbound approach to provide 2 left turn lanes, 1 through-right lane, and one right turn lane. This improvement would require widening the west side of Hollywood Way on Airport Authority property by up to 13 feet between 250 feet north of the Runway 8-26 centerline and just north of Winona Avenue. To remain consistent with the City's Complete Streets General Plan policies, the existing bicycle lanes on Hollywood Way would be upgraded to Class IV "buffered bicycle lanes" (with a 2-foot buffer) along Airport property from Thornton Avenue to just north of Winona Avenue. To carry the buffered lanes to Thornton Ave, a 3-foot sidewalk easement from 250 feet south of the Runway 8-26 centerline to Thornton Avenue is required, as well as a minor 1 to 3 foot widening within city right of way on the east side and west side of Hollywood Way between Thornton Avenue and Burton Way.

Enforcement Agency: City of Burbank, Community Development Department, Public Works Department
Monitoring Agency: City of Burbank, Community Development Department
Monitoring Phase: Pre-Construction, Construction
Monitoring Frequency: Prior to issuance of grading or building permit(s)
Action Indicating Compliance with Mitigation Measure(s): Construction of Improvement

79 Given the comments provided in #75 above, the **City of Burbank Proposes the following new Mitigation Measures ADJ PROP FULL-TRANS-7A, SQ QUAD FULL-TRANS-7A, SQ QUAD SAME-TRANS-7A:**

TRANS-2 (all three Options): To mitigate worsened transit connectivity of the relocated terminal relocation alternatives and to partially mitigate all significant unavoidable traffic impacts, all terminal relocation alternatives should be revised

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to include provision for all airport shuttles, Metro buses, and BurbankBus vehicles to access the terminal via dedicated, transit-only travel lanes connecting each roadway access point to the main terminal entrance. This will allow local and regional bus service, any bus transit connection between the Metro North Hollywood Station and the Airport, any bus transit connection between existing and Future Metrolink Stations and the Airport, as well as all airport shuttles, to bypass general airport terminal traffic and provide direct connections to the terminal via a transit stop located at the terminal entrance.
Enforcement Agency: City of Burbank, Community Development Department
Monitoring Agency: City of Burbank, Community Development Department
Monitoring Phase: Pre-Construction, Construction
Monitoring Frequency: Prior to issuance of grading or building permit(s)
Action Indicating Compliance with Mitigation Measure(s): Mitigation measure incorporated into project development plans

80 Given the comments provided in #75 above, the **City of Burbank Proposes the following new Mitigation Measures ADJ PROP FULL-TRANS-7B, SQ QUAD FULL-TRANS-7B, SQ QUAD SAME-TRANS-7B:**

TRANS-3 (all three Options): To mitigate worsened transit and pedestrian connectivity of the relocated terminal relocation alternatives and to partially mitigate all significant unavoidable traffic impacts, this mitigation measure would require the airport to provide dedicated passenger shuttles -- having a minimum frequency of 10 minutes during peak hours and 20 minutes during non-peak hours -- between the main airport terminal entrance and the following locations: 1) the Airport RITC, the Burbank Airport Metrolink Station, the future Hollywood Way Metrolink Station, a future development on the former B-6 property, existing hotel, office, and restaurant uses adjacent to the current airport terminal. Alternatively, the airport could provide funding to an outside transit agency, such as BurbankBus, to provide this connectivity.
Enforcement Agency: City of Burbank, Community Development Department
Monitoring Agency: City of Burbank, Community Development Department
Monitoring Phase: Pre-Construction, Construction
Monitoring Frequency: Prior to issuance of grading or building permit(s)
Action Indicating Compliance with Mitigation Measure(s): Mitigation measure incorporated into project development plans or appropriate memorandum of understanding executed between Airport Authority and applicable transit operator or contractor.

81 Given the comments provided in #75 above, the **City of Burbank Proposes the following new Mitigation Measures ADJ PROP FULL-TRANS-7C, SQ QUAD FULL-TRANS-7C, SQ QUAD SAME-TRANS-7C:**

TRANS-4 (all three Options): To mitigate worsened transit and pedestrian connectivity of the relocated terminal relocation alternatives and to partially mitigate all significant unavoidable traffic impacts, this mitigation measure would require the airport to participate with the City in ongoing maintenance of the Future Hollywood Way Metrolink Station and Existing Burbank Airport Metrolink Station to ensure that these facilities remain available for air travelers and

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employees of the Airport. The airport share of Hollywood Way Station maintenance should be estimated based on the share of airport passengers and employees using each station but should in no case be less than 33 percent based on an equal share between the jurisdictions receiving benefit from the station (Burbank, Los Angeles, Airport).
Enforcement Agency: City of Burbank, Community Development Department
Monitoring Agency: City of Burbank, Community Development Department
Monitoring Phase: Pre-Construction, Construction
Monitoring Frequency: Prior to issuance of grading or building permit(s)
Action Indicating Compliance with Mitigation Measure(s): Mitigation measure incorporated into project development plans or appropriate memorandum of understanding executed between Airport Authority and City of Burbank

82 The **City of Burbank Proposes the following new Mitigation Measures ADJ PROP FULL-TRANS-7D, SQ QUAD FULL-TRANS-7D, SQ QUAD SAME-TRANS-7D:**

TRANS-5 (all three Options): To mitigate worsened transit and pedestrian connectivity of the relocated terminal relocation alternatives and to partially mitigate all significant unavoidable traffic impacts, the Airport Authority shall collaborate with Metro or other transit providers to accommodate any future extension of the Metro Orange Line, Metro Red Line, or other regional transit facility, to provide a direct connection to all terminal alternatives.
Enforcement Agency: City of Burbank, Community Development Department
Monitoring Agency: City of Burbank, Community Development Department
Monitoring Phase: Post-Construction
Monitoring Frequency: Annually until applicable regional transit project study underway
Action Indicating Compliance with Mitigation Measure(s): Collaboration with applicable regional transit agency

83 The City agrees that the following transportation mitigation measures are physically feasible and are compatible with the Burbank2035 General Plan, and agrees to fully cooperate with the Authority to implement the measures as described:

a. Hollywood Way Southbound Ramps and San Fernando Blvd
b. San Fernando Boulevard and Cohasset Street
c. San Fernando Blvd. / Naomi St. / Winona Ave.
d. Alternate Mitigation Measure for Hollywood Way / Winona Ave.

The City agrees to fully cooperate with the Authority to implement the following measures if they can be found to be physically feasible and compatible with the Burbank2035 General Plan after addressing the deficiencies discussed in this comment letter:

e. Hollywood Way / San Fernando Boulevard Southbound Ramps
f. Hollywood Way / Avon Street

84 The Relocated Airport Terminal project is subject to the City's Development Impact Fee Ordinance. Certain mitigation measures identified in the Draft EIR are also improvements identified on the City's Transportation Development Impact Fee

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Nexus Study. Thus, the Airport Authority is eligible for a credit against any fees owed for costs incurred to construct improvements at the following locations:

a. Alternate Mitigation Measure for Hollywood Way / Winona

85. There were a number of comments the City of Burbank sent to the Airport Authority as part of the Project EIR Notice of Preparation. Many of these comments were not addressed in the Draft EIR. A summary of the traffic-related comments not addressed in the Draft EIR is included below. Responses to these scoping comments should be included in the Draft EIR:

a) NOP Comment #6: Trips were not identified between off-site administrative land use options and the main terminal.
b) NOP Comment #11: The City's travel demand model was not used in the analysis of the project.
c) NOP Comment #13: Trip generation rates expressing peak hour trips generated per Million Annual Passengers (MAP) were not provided in the document.
d) NOP Comment #15: The traffic study did not ascertain any trip reduction benefit achieved by improving direct connectivity between the proposed terminal on the northeast quadrant and future private development on the B-6 property. The B-6 was however included as a related project.
e) NOP Comment #17: A conceptual circulation diagram was included in the Traffic Study/draft EIR. This does not provide sufficient detail for a project level EIR.
f) NOP Comment #18: The planned grade separation at Clybourn Avenue was not included in the analysis.
g) NOP Comment #19: Impacts to transit connectivity were not considered in the study. It is difficult to determine trips between the new terminal and the RITC from the study.
h) NOP Comment #21: No evaluation was included of the proposed internal circulation system.
i) NOP Comment #22: Detailed site plans were not included in the Traffic Study or Section 3.17 of the draft EIR
j) NOP Comment #24: There is no discussion of the parking required to support High Speed Rail (HSR) exclusive of airport parking.
k) NOP Comment #25: No discussion of passenger seats in the Traffic Study or Section 3.17.
l) NOP Comment #26: Increases in MAP are discussed in the Traffic Study, but no reference is made to them being induced by the new terminal or occurring independently of the terminal.
m) NOP Comment #27: Internal roadway circulation to the proposed terminal in the southwest quadrant (SWQ) is not discussed or analyzed. Figure 4 of the traffic study conceptually describes the internal terminal access road. No reference to emergency vehicles is made in the Traffic Study.
n) NOP Comment #28: The path of travel to the RITC from the proposed terminal options is not detailed in the Traffic Study or Section 3.17 of the draft EIR.
o) NOP Comment #29: The Traffic Study does not discuss the connection from the Trust Property to the airport loop road.

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p) NOP Comment #45 (Cumulative Projects): The traffic study does not include any discussion of High Speed Rail except to mention it as a future infrastructure project.

Utilities & Service Systems (Section 3.18)

86 A clear distinction is not made between future use of potable water versus use of recycled water (for all three Options). The text may be interpreted to imply that all future water use would be potable for all purposes and facilities. Therefore, the following mitigation measure is required:

UTL-1 (all three Options): When available, recycled water shall be used for landscape irrigation and cooling towers. A separate recycled water meter and service shall be installed for each irrigation and HVAC cooling tower. The Southwest Quadrant Option must be designed to accommodate existing 12-inch water main, which traverses across the airport property in the south-north direction. A "Utility Corridor" may need to be provided to make room not only for the water main but also for an existing 8-inch City sewer main. For construction/dust control purposes, recycled water shall be used instead of potable water.
Enforcement Agency: Burbank Water & Power
Monitoring Agency: Burbank Water & Power; City of Burbank, Building Division
Monitoring Phase: Construction
Monitoring Frequency: Prior to issuance of any building permit(s)
Action Indicating Compliance with Mitigation Measure(s): Submittal of construction plans demonstrating connection to BWP's recycled water system and use of recycled water in the new terminal; issuance of building permit(s)

87 There is currently insufficient electricity distribution facilities and infrastructure to serve the project site(s). The Draft EIR fails to identify this as an issue, and does not describe and discuss the facilities/infrastructure needed to construct and operate the Replacement Terminal Project. The following considerations should be included in Section 3.18.3 under a heading 'Electrical Systems' as well as appropriate mitigation measure(s) to reduce potentially significant impacts to a level less than significant.

a. Existing Airport Terminal Electric Service: The subject property is currently receiving electrical service from two underground 12kV feeders on Empire Avenue. The 12kV feeders are transformed to 2400V on-site to supply the current terminal. 2400V services are not standard in Burbank; a 12kV feeder serving similar loads is typically transformed to 277/480V and distributed to the service panels.

b. New Airport Terminal Electric Service – Under Five Megawatts (5MW): The replacement terminal will require new electrical equipment to meet current BWP standards. If the adjacent property full-size terminal is selected, new off-site electrical underground substructure will be built on Hollywood Way from Empire Avenue to the new terminal. If either Southwest Quadrant alternatives are

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chosen, the existing off-site substructure; however, the existing on-site 2400V system will need to be upgraded to current BWP standards. This may require new substructure to be built on the airport site to the new service panels.
Enforcement Agency: Burbank Water & Power
Monitoring Agency: Burbank Water & Power; City of Burbank Building Division
Monitoring Phase: Pre-Construction, Construction
Monitoring Frequency: Once prior to issuance of any building or electrical permit(s); on-going during construction (inspections)
Action Indicating Compliance with Mitigation Measure(s): Submittal of electrical plan(s) and related plans/documents; issuance of building/electrical permit(s)

c. New Airport Terminal Electric Service – Over Five Megawatts (5MW): If the replacement terminal has a connected load of 5MW or above, a new substation will be required. Two options may be considered for feeding an airport load above 5MW: Option 1 is to build a customer substation on the airport site to solely feed the terminal; Option 2 is to partner with nearby B-6 property development to build a customer substation on either site to feed both sites at 12kV. These two options will require an easement or a dedication of a minimum of 10,000 square feet of land for the on-site substation. The feed to an on-site substation will originate from a local sub-transmission line on San Fernando Boulevard. Electrical substructure will need to be built to bring the sub-transmission line from the street into the substation and to distribute the electrical service from the substation. (BWP can consider alternatives to a customer substation if requested by the Airport Authority.)
Enforcement Agency: Burbank Water & Power
Monitoring Agency: Burbank Water & Power; City of Burbank Building Division
Monitoring Phase: Pre-Construction, Construction
Monitoring Frequency: Once prior to issuance of any building or electrical permit(s); on-going during construction (inspections)
Action Indicating Compliance with Mitigation Measure(s): Submittal of electrical plan(s) and related plans/documents; issuance of building/electrical permit(s)

88 Off-site Construction General Notes: Construction of off-site electrical underground substructure would require potholing, trenching, installation of new facilities, and resurfacing of roadways. Also, construction of off-site electrical underground substructure will have a temporary impact on traffic, emergency services, parking, and access to residences and businesses.

89 Table 3.18-1 refers to both potable and non-potable water supplies and demand and refers to Burbank Water and Power's 2010 Urban Water Management Plan (UWMP). Please note that the 2015 UWMP is now available for public comment and may have revised potable and non-potable water supplies and demand numbers. Accurate numbers are important given the on-going drought conditions.

90 In Section 3.18.2.2, Table 3.18-3 on page 3.18-16 uses existing wastewater generation rates that do not match the City's wastewater generation rates. Using City wastewater generation rates, the City estimates a peak wastewater discharge of 66,331 gallons per day (GPD). Also, please note that the area quantities

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described in the Existing Airport Terminal Project Plans do not match the area quantities described in Table 3.18-3 on page 3.18-16 of the EIR. This may result in sewer capacity impacts.

91. In Section 3.18.3.1 (Adjacent Property Full-Size Terminal Option), with regards to Impacts to Wastewater Systems, the Operations section on pages 3.18-19 states "The Adjacent Property Full-Size Terminal Option would require a connection to the existing 10-inch sewer line along Winona Avenue or the 8-inch sewer line along Hollywood Way." The sewer capacity analysis will dictate where the improvements are allowed to connect, or what additional sewer improvements will be necessary to properly convey sewage to the Burbank Water Reclamation Plant.

92. In Section 3.18.3.1 (Adjacent Property Full-Size Terminal Option), with regards to Impacts to Wastewater Systems, the Operations section on page 3.18-20 states "The increase of 13,568 GPD can be accommodated by the City of Burbank using existing wastewater treatment system. Thus, implementation of the Adjacent Property Full-Size Terminal Option would not require or result in the construction of new wastewater treatment facilities or the expansion of existing facilities ... Sewers to convey wastewater would be constructed on-site as required and would be sized according to projected flows, including peak day flows. Therefore, operational impacts related to wastewater treatment would be less than significant." The capacity of the existing sewer collection system will need to be analyzed to determine if there is sufficient capacity to convey flows to the Burbank Water Reclamation Plant. As a result, it is presumptive to state that the operational impacts related to wastewater conveyance is "less than significant." If sufficient capacity does not exist in the City's sanitary sewer collection system, the Public Works Director may restrict discharge until sufficient capacity is available, or require the construction of a public sewer to provide sufficient capacity. The City may refuse service to persons locating facilities in areas where their proposed quantity or quality of sewage is unacceptable [BMC 8-1-301A and BMC 8-1-304].

93. In Section 3.18.3.1 (Adjacent Property Full-Size Terminal Option), Table 3.18-7 on page 3.18-20 uses proposed improvement wastewater generation rates that do not match the City's wastewater generation rates. Using City wastewater generation rates, the City estimates a peak wastewater discharge of 113,437 GPD resulting in a net increase of 47,106 GPD. Also, please note that the area quantities described in the Adjacent Property Airport Terminal Project Plans do not match the area quantities described in Table 3.18-7 on page 3.18-20 of the EIR. This may result in sewer capacity impacts.

94. In Section 3.18.3.2 (Southwest Quadrant Full-Size Terminal Option), with regards to Impacts to Wastewater Systems, the Operations section on pages 3.18-24 states "The Southwest Quadrant Full-Size Terminal Option would require a connection to the existing 8-inch sewer line along Hollywood Way. This sewer line is adequately sized to accommodate the wastewater generated by the replacement passenger terminal." The sewer capacity analysis will dictate where the improvements are

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allowed to connect, or what additional sewer improvements will be necessary to properly convey sewage to the Burbank Water Reclamation Plant.

95 In Section 3.18.3.2 (Southwest Quadrant Full-Size Terminal Option), with regards to Impacts to Wastewater Systems, the Operations section on page 3.18-24 states "The increase of 14,307 GPD can be accommodated by the City of Burbank using existing wastewater treatment system. Thus, implementation of the Southwest Quadrant Full-Size Terminal Option would not require or result in the construction of new wastewater treatment facilities or the expansion of existing facilities … Sewers to convey wastewater would be constructed on-site as required and would be sized according to projected flows, including peak day flows. Therefore, operational impacts related to wastewater treatment would be less than significant." The capacity of the existing sewer collection system will need to be analyzed to determine if there is sufficient capacity to convey flows to the Burbank Water Reclamation Plant. As a result, it is presumptive to state that the operational impacts related to wastewater conveyance is "less than significant." If sufficient capacity does not exist in the City's sanitary sewer collection system, the Public Works Director may restrict discharge until sufficient capacity is available, or require the construction of a public sewer to provide sufficient capacity. The City may refuse service to persons locating facilities in areas where their proposed quantity or quality of sewage is unacceptable [BMC 8-1-301A and BMC 8-1-304].

96 In Section 3.18.3.2 (Southwest Quadrant Full-Size Terminal Option), Table 3.18-11 on page 3.18-25 uses proposed improvement wastewater generation rates that do not match the City's wastewater generation rates. Using City wastewater generation rates, the City estimates a peak wastewater discharge of 114,606 GPD resulting in a net increase of 48,275 GPD. Also, please note that the area quantities described in the Southwest Quadrant Airport Terminal Project Plans do not match the area quantities described in Table 3.18-11 on page 3.18-25 of the EIR. This may result in sewer capacity impacts.

97 In Section 3.18.3.3 (Southwest Quadrant Same-Size Terminal Option), with regards to Impacts to Wastewater Systems, the Operations section on pages 3.18-29 states "The Southwest Quadrant Same-Size Terminal Option would require a connection to the existing 8-inch sewer line along Hollywood Way. This sewer line is adequately sized to accommodate the wastewater generated by the replacement passenger terminal." The sewer capacity analysis will dictate where the improvements are allowed to connect, or what additional sewer improvements will be necessary to properly convey sewage to the Burbank Water Reclamation Plant.

98 In Section 3.18.3.3 (Southwest Quadrant Same-Size Terminal Option), with regards to Impacts to Wastewater Systems, the Operations section on page 3.18-29 states "The increase of 4,808 GPD can be accommodated by the City of Burbank using existing wastewater treatment system. Thus, implementation of the Southwest Quadrant Same-Size Terminal Option would not require or result in the construction of new wastewater treatment facilities or the expansion of existing facilities … Sewers to convey wastewater would be constructed on-site as required and would

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be sized according to projected flows, including peak day flows. Therefore, operational impacts related to wastewater treatment would be less than significant." The capacity of the existing sewer collection system will need to be analyzed to determine if there is sufficient capacity to convey flows to the Burbank Water Reclamation Plant. As a result, it is presumptive to state that the operational impacts related to wastewater conveyance is less than significant. If sufficient capacity does not exist in the City's sanitary sewer collection system, the Public Works Director may restrict discharge until sufficient capacity is available, or require the construction of a public sewer to provide sufficient capacity. The City may refuse service to persons locating facilities in areas where their proposed quantity or quality of sewage is unacceptable [BMC 8-1-301A and BMC 8-1-304].

99. In Section 3.18.3.3 (Southwest Quadrant Same-Size Terminal Option), Table 3.18-15 on page 3.18-29 uses proposed improvement wastewater generation rates that do not match the City's wastewater generation rates. Using City wastewater generation rates, the City estimates a peak wastewater discharge of 66,829 GPD resulting in a net increase of 498 GPD. Also, please note that the area quantities described in the Existing Airport Terminal Project Plans do not match the area quantities described in Table 3.18-15 on page 3.18-29 of the EIR. This may result in sewer capacity impacts.

Thank you for your attention to this matter. The City of Burbank, as a Responsible Agency under CEQA in this case, looks forward to receiving the Airport Authority's Responses to Comments in the Final EIR in accordance with the provisions of CEQA. If you have any questions regarding this letter, please contact Brian Foote, AICP, Senior Planner, at (818) 238-5250 or email bfoote@burbankca.gov.

Sincerely,

The City Council of the City of Burbank

JESS A. TALAMANTES
Mayor

WILL ROGERS
Vice Mayor

BOB FRUTOS
Council Member

EMILY GABEL-LUDDY
Council Member

DR. DAVID GORDON
Council Member

Enclosure 1: City of Burbank Scoping Letter dated 01-27-2016
Enclosure 2: Hollywood Way / Winona Avenue Alternate Mitigation Sketch

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CITY OF BURBANK

OFFICE OF THE CITY COUNCIL

January 27, 2016

Mark Hardyment
Director, Government and Environmental Affairs
Burbank-Glendale-Pasadena Airport Authority
2627 North Hollywood Way
Burbank, CA 91505

RE: CITY OF BURBANK COMMENTS ON NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR A PROPOSED 14 GATE REPLACEMENT TERMINAL AT THE BURBANK BOB HOPE AIRPORT AUTHORITY.

Dear Mr. Hardyment:

The City of Burbank has reviewed the Notice of Preparation for the Proposed Replacement Terminal at the Burbank Bob Hope Airport. The following is a list of the City's comments on the scope of the environmental analysis.

Project Description

1. The project description should be sufficiently detailed to provide the specific amount of floor area that would be allotted to each proposed use, including any retail or restaurant space.

2. Provide a *specific* definition for an "Airport Terminal gate"

3. All maps should be consistent and should show not only the terminal but the cargo facility, General Aviation (GA) facilities (if relocated), Authority offices, what buildings will be demolished, and what parking lots will be closed.

4. Provide a full and detailed description of the proposed changes to the JPA as described on pages 9 and11 needs to be provided in the form of a new draft document. The "Conceptual Term Sheet" is insufficiently detailed or specific for this purpose.

City as Responsible Agency

5. The Authority should identify City as a responsible agency for all three options given the fact that Authority is proposing Parcel C-1 for the relocation of air cargo airlines (FedEx and UPS) in the "Southwest Quadrant Same-Size Terminal Option." City asserts that Parcel C-1 is subject to Public Utilities Code Section 21661.6.

Traffic and Transportation

6. The Authority should identify possible Authority administrative office locations in the smaller southwest quadrant terminal option and should identify and include trips between possible off-site administrative options and the main terminal as part of the traffic analysis.

7. The Authority should clarify the location of general aviation and freight facilities (Fedex, UPS) under all terminal alternatives including square footage, and include adequate assumptions for ground traffic shifts to these locations.

8. The City is requesting the traffic study include additional study intersections along Hollywood Way, Empire Avenue, and at ramp intersections with Interstate 5 and Hollywood Way, Buena Vista Street, and Empire Avenue.

9. The City requests the Authority account for the future Empire Interchange and improvements currently being made to Interstate 5 in the analysis of traffic shifts caused by relocated terminal options.

10. The intersection Level of Service (LOS) methodology used in the traffic study should be the same methodology used for other development projects in the City to ensure consistency with prior studies.

11. The Authority should utilize either 1) the City's travel demand model or 2) the airport passenger survey data collected as part of the LinkBurbank study to help distribute and assign vehicle trips on roadways around the airport. Either the model or survey data includes information on airport passenger trip origins that will help accurately estimate the roadways airport travelers will use to access the airport.

12. The Authority should clarify the expected year of project opening for each terminal alternative, and should include traffic from cumulative projects, ambient growth, and a share of traffic growth attributable to expected increases in air traffic between the current year and the opening of the new terminal.

13. The Authority should update previous peak hour trip generation rates established for the airport (usually expressed as number of peak-hour trips generated per million annual passengers) to establish trip generation for the airport. This generation rate is needed to estimate future traffic caused by increases in air travel expected between today and the future terminal completion.

14. The traffic study should include reasonable assumptions for new development on the former B-6 site that was recently sold for private development and include traffic from this development as a cumulative project.

15. The traffic study should ascertain any trip reduction benefit achieved by improving direct connectivity between a terminal built on the northwest quadrant and a future private development on the B-6 property.

16. If a new airport access point for a terminal at the northeast quadrant is proposed to connect to Cohasset Street, then the traffic study should study the intersection of Cohassett / San Fernando and should study the ability for Cohasset (a local street) to carry future airport terminal traffic as well as potential impacts on Lockheed Drive.

17. The terminal alternatives located on the southwest quadrant assume a very circuitous roadway system to carry terminal traffic between Hollywood Way / Empire Avenue and the relocated terminal. These alternatives should include more reasonable direct connections between these streets and the proposed terminal.

18. The terminal alternatives located on the southwest quadrant are within close proximity to the existing rail grade crossing at Clybourn Avenue / Empire Avenue / Vanowen Street. The traffic study should include an analysis of how future traffic shifts may be directed over this grade crossing, and should consider impacts to a contemplated grade separation of this crossing.

19. The traffic study should identify impacts to transit connectivity between the Airport RITC and all terminal alternative locations. It should also identify possible increased vehicle trips by airport rental car shuttle vehicles between all terminal alternatives and the Consolidated Rental Car facility at the RITC. Currently all trips between the terminal and the RITC are contained within the internal airport roadway system.

20. List specific roadways and specific intersections to be studied to ensure sufficient capacity for the anticipated uses.

21. A study of the internal vehicle circulation system to insure minimal impact of the adjacent and surrounding roadway systems.

22. A detailed site plan needs to be provided for each alternative so that a licensed traffic engineer can determine the adequacy of the proposed internal circulation.

23. The Transportation and Traffic study identified on page 13 of the NOP needs to incorporate a list of intersections that could be impacted by the proposed project that the City Traffic Engineer will provide.

24. EIR should discuss impact of parking required to support HSR exclusive of airport parking.

25. In looking at future traffic generated by additional passengers, the airport should consider the increase in passenger seats as planes have added seats to their existing 737's or others in their fleets.

26. If increased passenger activity is projected to be induced by the new terminal or merely to occur independently of the new terminal, the EIR should discuss the amount of increased passenger traffic under each scenario.

27. The SW quadrant seemed to propose the circuitous route to the terminal that goes behind the take-off runway the airport should study added risks to the public. This circulation study must address emergency vehicle access.

28. What will the path of travel be from the terminal property to the RITC? The airport should study an above grade route (ie. down Hollywood Way) as well as a tunnel underneath the landing runway.

29. Traffic study should account for traffic patterns assuming a road is constructed through the Trust Property connecting to an Airport loop road on the Adjacent Property/terminal site.

Land Use

30. Parking needs to be added to the list of potential impacts that need to be analyzed on pages 12 and 13 of the NOP. ***The parking study will need to be prepared by a licensed parking consultant*** to determine the number of parking spaces that will be required for the proposed replacement terminal. If the project description does not preclude the future re-development of the existing terminal site then the potential parking demands for such redevelopment also needs to be included. The parking study needs to address the number of **on-site** parking spaces required for:

    - Airline passengers (short term and long term)
    - Airport employees
    - Non-Airport employees working at the Airport
    - TSA employees,
    - All tenant floor area in the replacement terminal allocated to commercial retail sales and services, and any other concessions.
    - Public buses
    - Shuttle buses
    - The future re-use of the existing terminal site allowed by the current zoning.

31. On page 3 of the NOP under Replacement Terminal there is mention of development on the second floor of the 355,000 square foot Operational Sized Option that would include "space for tenants", the TSA, airport management staff, and concessions. The total floor space on the second floor that is to be allocated to these uses needs to be identified, so that the parking demand for *each of* these uses can be accurately incorporated into a parking study to confirm the total number of parking spaces required for the proposed project, and the adequacy of the proposed 6,637 passenger parking spaces identified on page 9.

32. A detailed study of the parking required for *each of* the proposed uses. If credit is proposed for off-site parking then a detailed shuttle service plan should be submitted.

33. The development ***potential*** of the existing terminal site and all other areas where existing facilities are to be demolished as described on the top of page 9 allowed under the current zoning needs to be identified so that parking demand for ***the most intense uses*** can be identified and incorporated into a parking study to determine the actual number of additional parking spaces that would need to be provided.

34. A study of the airline passenger potential for the three replacement terminal proposals needs to be prepared so that the parking requirements ***for worse case situation*** can be identified and incorporated into a parking study.

35. Include an analysis of whether non-Authority parking is anticipated to be developed as a result of the ceiling on the number of Authority-controlled parking spaces

Noise

36. Clarify the noise rules that are in effect at the Airport including the voluntary curfew when establishing the baseline.

37. The Noise Study should be updated to insure any changes to number of take-offs and landings, or the patterns of take-offs and landing are acknowledged, and the impact of any changes on surrounding uses are identified and mitigation measures proposed.

38. EIR should assess construction impacts for all three options: length of time, phases, haul routes, soil remediation etc., and develop a detailed plan to manage the traffic, noise dust along Hollywood Way and in the neighborhoods.

39. Clearly present and describe which Noise Exposure Map(s) (NEM[s]) and Noise Compatibility Program(s) (NCP[s]) have been FAA approved, FAA grant funded and are currently being utilized by the Airport Authority for implementation of the Airport Residential Acoustical Treatment Program (ARATP) and when were they last approved by the FAA.

40. Clearly identify which areas of Airport surrounding cities are currently identified as being incompatible land uses being impacted by noise levels exceeding 65 decibels CNEL.

Utilities

41. A study of the sanitary sewer system directly adjacent to the project site to insure there is sufficient capacity at the site, and down-stream to handle the anticipated outflow from the project site based on the floor area assigned to each of the proposed uses.

42. A study of the municipal water system adjacent to the project site to insure there is sufficient water available for the proposed uses.

43. A complete analysis of water consumption is needed to determine what impacts any new terminal will have on future projected water supplies.

Cumulative Projects

45. The airport needs to account for any and all HSR locations on the Trust Property or nearby properties whether above or below ground. It is a very complex linkage and would benefit from forward thinking through the CEQA process.

Alternatives

46. The EIR should study a reasonable range alternatives to the three project options, including the following:

- No Project – no change in existing condition
- Adjacent Property Same-Size Terminal (232,000 SF), all operations onsite, no movement of GA, FEDEX or UPS
- Adjacent Property Same-Size Terminal (232,000 SF) with admin offices in specified offsite locations, no movement of GA, FEDEX or UPS
- Southwest Quadrant Same-Size with all operations onsite (as in existing condition), full description of where GA, FedEx and UPS are to be relocated
- Southwest Quadrant Sane-Size but all GA, FedEx and UPS are no longer part of the Airport.

47. The alternatives to the three project options should also incorporate an analysis of alternative configurations to the existing general aviation development, including:

- Existing GA, FedEx and UPS configuration.
- Moving all GA, FEDEX and UPS operations to Adjacent Property.
- Splitting GA, FedEx and UPS between the Adjacent Property and C-1

The City thanks the Authority in advance for consideration of these scoping comments. If there are any questions related to the comments in this letter please contact Senior Planner, Brian Foote at bfoote@burbankca.gov or (818) 238-5250.

Sincerely,

Bob Frutos, Mayor

Jess Talamantes, Vice Mayor

Emily Gabel-Luddy, Council Member

Dr. David Gordon, Council Member

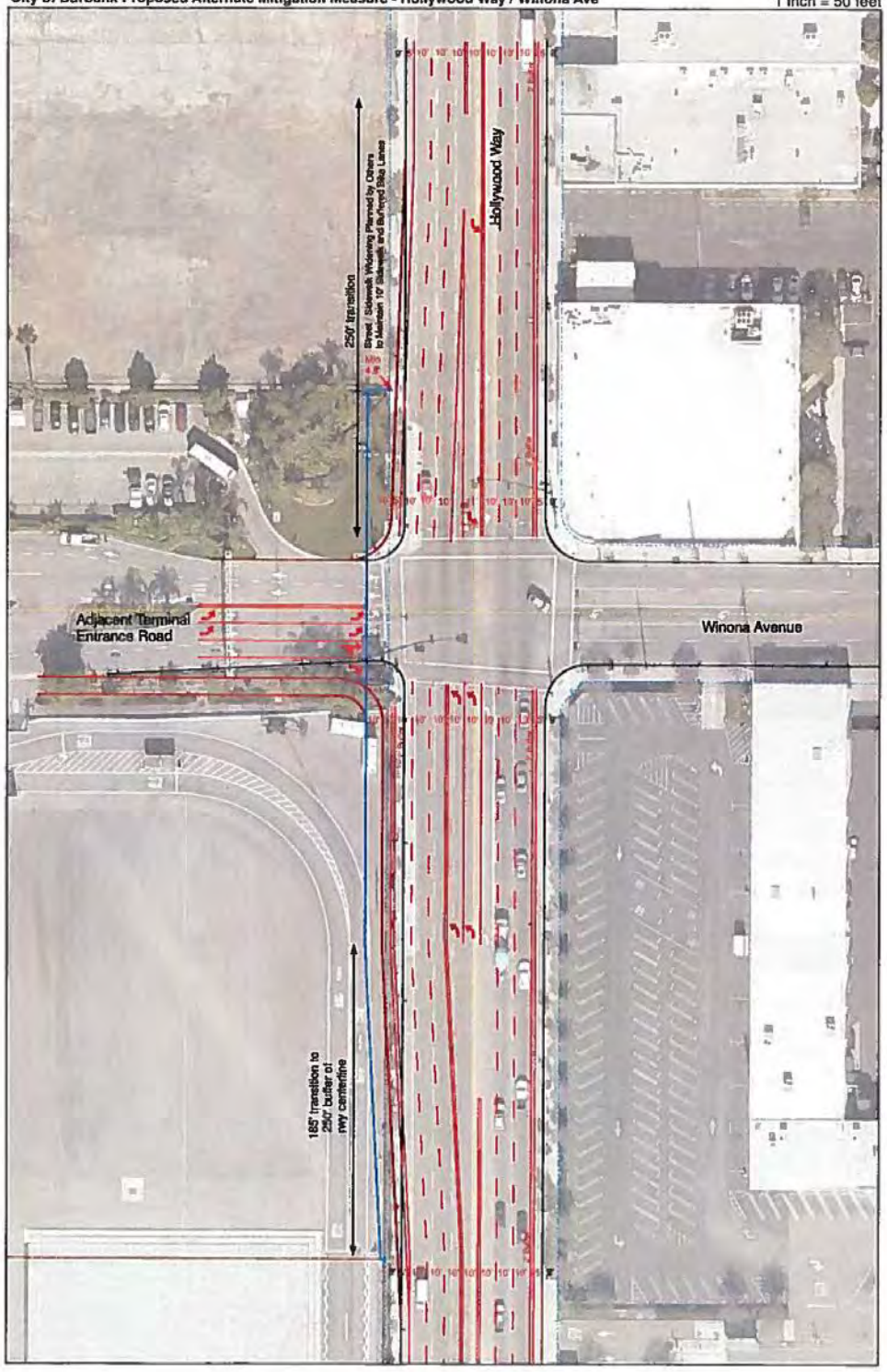
Will Rogers, Council Member

Encl: List of Study Intersections

TRAFFIC STUDY INTERSECTIONS

No.	North/South Street	East/West Street
1.	Sunland Boulevard	San Fernando Road
2.	Arvilla Avenue	San Fernando Road
3.	Lockheed Drive	San Fernando Road
4.	San Fernando Boulevard	Cohasset Street
5.	Vineland Avenue	Sherman Way
6.	Clybourne Avenue	Sherman Way
7.	Hollywood Way	Tulare Avenue
8.	Hollywood Way	Winona Avenue
9.	Hollywood Way	Thornton Avenue
10.	Clybourne Avenue	Empire Avenue
11.	Clybourne Avenue	Vanowen Street
12.	Airport	Empire Avenue
13.	Hollywood Way	I-5 Northbound Ramps
14.	Hollywood Way	I-5 Southbound Ramps
15.	Ontario Street	Winona Avenue
16.	San Fernando Boulevard / Naomi Street	Winona Avenue
17.	I-5 Southbound Ramps	San Fernando Boulevard
18.	Buena Vista Street	I-5 Northbound Ramps
19.	Buena Vista Street	Winona Avenue
20.	Buena Vista Street	San Fernando Boulevard
21.	Hollywood Way (including ramp to Empire)	Airport / Avon Avenue
22.	Avon Avenue	Empire Avenue
23.	Hollywood Way	Victory Boulevard
24.	Hollywood Way	Burbank Boulevard
25.	Hollywood Way	Magnolia Boulevard
26.	Hollywood Way Southbound Ramps	San Fernando Boulevard
27.	Hollywood Way Northbound Ramps	San Fernando Boulevard
28.	Hollywood Way	San Fernando Boulevard Ramps
29.	Ontario Street	Thornton Avenue
30.	Ontario Street	Empire Avenue
31.	Buena Vista Street	Empire Avenue
32.	I-5 Southbound Ramps	Empire Avenue
33.	I-5 Northbound Ramps	Empire Avenue

Enclosure 2
Hollywood-Burbank Airport Replacement Terminal Project
City of Burbank Proposed Alternate Mitigation Measure - Hollywood Way / Winona Ave



RESPONSES TO COMMENTER #2 (CITY OF BURBANK)

2-1 Based on existing vacancies within the northwest quadrant of the Airport, the Authority believes that existing GA activities in the southwest quadrant can be absorbed in the northwest quadrant of the Airport. This absorption would occur under the Southwest Quadrant Same-Size Terminal Option. Therefore, page 2-26, paragraph 7, two new sentences are added at the end of the paragraph and read as follows:

> In the northwest quadrant of the Airport, there are currently five vacant hangars and available land to accommodate all of the GA activities that would currently desire to remain at the Airport. It is unknown what the demand for GA hangars would be in the 2025 study year.

2-2 For the Southwest Quadrant Full-Size Terminal Option, the rental car storage area in the northeast quadrant would be about 4.5 acres. According to the rental car companies, these 4.5 acres accommodate space for about 936 vehicles. This space is used for a "holding area" for rental car companies when delivering new vehicles for use at the Airport.

For the Southwest Quadrant Same-Size Terminal Option, the rental car companies would need to time the delivery of vehicles to allow for the vehicles to be moved into the RITC without use of a holding area.

2-3 The commenter asserts that the City of Burbank should be identified as a responsible agency for the Southwest Quadrant Same-Size Terminal Option. As noted in the scoping report in response to a similar comment (City 5 at page B-80 of Appendix B) the Authority does not agree that the City has discretionary review authority regarding the Southwest Quadrant Same-Size Terminal Option.

2-4 The existing Regional Intermodal Transportation Center (RITC) is one facility at the Airport that contributes to the general visual character of the Airport. The Authority acknowledges that the lighting of the RITC has been the subject of complaints among residents in the Airport vicinity. However, because of the difference in functions of the facilities, the lighting associated with the replacement passenger terminal would be different from that of the existing RITC. Given the distance from the replacement passenger terminal to any public street or vista, as well as the intervening structures between the replacement passenger terminal and any public street or vista, a photometric study is not warranted. Figures 3.2-8 and 3.2-9 on pages 3.2-17 and 3.2-18, respectively, of the Draft EIR provide massing diagrams associated with a replacement passenger terminal for the Adjacent Property Full-Size Terminal Option. Similarly, Figures 3.2-10 and 3.2-11 on pages 3.2-23 and 3.2-24, respectively, of the Draft EIR provide the massing diagrams for the Southwest Quadrant Full-Size Terminal Option. Together, these figures provide the information needed to conclude that the replacement passenger terminal is similar to the existing visual character of the Airport vicinity.

2-5 For a discussion of how the Authority would ensure that the lighting for the replacement passenger terminal would not have any effect on other land uses in the Airport vicinity, see the response to comment 2-6 of this letter.

2-6 The lighting associated with the replacement passenger terminal and the parking structures have not been designed. The Authority has included the following Project Design Feature to minimize

any lighting impacts on surrounding land uses. Page 3.2-12, new Section 3.2.2.6 of the Draft EIR is added and reads:

3.2.2.7 Project Design Features

The Authority would implement the following PDFs to enhance the visual character of the Airport vicinity.

PDF-AESTH-1: All outdoor lighting for individual buildings, other than signs, would be limited to lighting required for safety, security, low-level architectural illumination, and landscaping. The Authority would comply with all applicable rules/regulations of the FAA, the California Division of Aeronautics, and the Los Angeles County Airport Comprehensive Land Use Plan pertaining to lighting and glare control. Specific features would include the following:

- Use high-cutoff and/or shielded light fixtures that shall direct light downward (i.e., not allow illumination above the horizontal).
- LED or bulb colors would be installed that cannot be confused with airfield lighting, navigational aids, or other airfield operational lighting.
- Except for FAA-required lighting, no other flashing or strobing lighting directed upward into the sky would be included.
- Glare within the property of the Airport would be minimized to the maximum extent feasible primarily for the safety of arrival and departure of aircraft.

2-7 The terms "Airport area" and "Airport vicinity" were used interchangeably throughout Section 3.2 of the Draft EIR. The term "viewing area" was used to describe the areas that are or would be visible from a specific location. The term "site" was used to designate the location where components of the proposed project would be constructed.

2-8 For the Authority, the "project building officer" is the Director, Government and Environmental Affairs or his / her designee.

2-9 The commenter is not correct in stating that the Draft EIR does not indicate that pedestrian paths exist in the Airport vicinity. Page 3.2-12 states that "although there are sidewalks on the majority of the street surrounding the Airport, the area is generally not pedestrian friendly due to the abundance of industrial-related uses and the lack of pedestrian-oriented buildings abutting the sidewalk". Based on on-the-ground observations, this statement regarding the lack of pedestrian-friendly sidewalks is true.

2-10 A number of multi-story commercial and industrial buildings exist along both sides of Vanowen Street west of Clybourn Avenue. These buildings currently block scenic vistas toward the Vergudo Mountains along this public street. Thus, a replacement passenger terminal on the southwest quadrant would be behind the buildings on the north side of Vanowen Street and would not be visible from the public street.

2-11 As stated on page 3.2-25 of the Draft EIR, the cumulative projects (i.e., other future development) are included in Section 3.1 of the Draft EIR. The conclusion that the cumulative aesthetic impacts would not be significant is based on the absence of a scenic vista and the overall visual character in the Airport vicinity.

The reference to the City of Los Angeles is correct for those cumulative projects (i.e., other future development) that would occur within the City of Los Angeles.

2-12 Figures 3.2-8 and 3.2-9 on pages 3.2-17 and 3.2-18, respectively, of the Draft EIR provide massing diagrams associated with a replacement passenger terminal for the Adjacent Property Full-Size Terminal Option. While the commenter is correct in noting that the architecture and design of the replacement passenger terminal have not been completed, the massing diagrams do provide the information to determine the visual impact associated with the development of a replacement passenger terminal. The scale of the replacement passenger terminal and the location adjacent to other industrial and commercial land uses would not result in any degradation in visual character in the Airport vicinity.

Figures 3.2-10 and 3.2-11 on pages 3.2-23 and 3.2-24, respectively, of the Draft EIR provide the massing diagrams for the Southwest Quadrant Full-Size Terminal Option. Similarly, Figure 3.2-12 page 3.2-29 of the Draft EIR provide the massing diagrams for the Southwest Quadrant Same-Size Terminal Option. Because the replacement passenger terminal would be consistent with historical development at the Airport, a replacement passenger terminal on the southwest quadrant would not result in a degradation in visual character in the Airport vicinity.

2-13 As noted in the comment, the draft Development Agreement includes a design review process. The Authority will comply with all of the provisions of the Development Agreement, including the design review process.

2-14 The highest portion of a parking structure for any of the development options would be 102 feet above ground level. This height was used in the development of the massing diagrams presented in Section 3.2 of the Draft EIR. Therefore, the impact associated with a parking structure of this height was considered in the analysis of visual impacts.

2-15 The commenter is not correct in stating that the massing diagrams presented in Section 3.2 of the Draft EIR were from Airport property. In fact, the street-level massing diagrams (see Figure 3.2-8 on page 3.2-17 of the Draft EIR for the Adjacent Property Full-Size Terminal Option, Figure 3.2-10 on page 3.2-23 of the Draft EIR for the Southwest Quadrant Full-Size Terminal Option, and figure 3.2-12 on page 3.2-29 of the Draft EIR for the Southwest Quadrant Same-Size Terminal Option) are from the closest public roadway. In the case of the Adjacent Property Full-Size Terminal Option, the public roadway is Hollywood Way. Even though there is the possibility of development occurring between Hollywood Way and the Adjacent Property Full-Size Terminal Option (i.e., development on the Trust Property) that would effectively block most views of the replacement passenger terminal from Hollywood Way, the Authority chose to show the massing diagram without any such development to be conservative in the analysis of visual impacts. As shown in Figure 3.2-8 on page 3.2-17 of the Draft EIR, the distance between Hollywood Way and the replacement passenger terminal makes it difficult to see the structure. That information was used in determining the change in visual character that would occur as a result of the implementation of the Adjacent Property Full-Size Terminal Option. In the case of the Southwest Quadrant Full-Size Terminal Option and the Southwest Quadrant Same-Size Terminal Option, the public roadway is Vanowen Street. This massing diagram shows that there are a variety of other buildings on the north side of Vanowen Street that would effectively block most of the replacement passenger terminal from the view from the Vanowen Street. Thus, the conclusions reached in Section 3.2 of the Draft EIR are based on

massing diagrams that accurately show the size and placement of a replacement passenger terminal at both potential locations on the Airport.

2-16 Section 3.4 of the Draft EIR determined that the proposed project would have potentially significant air quality impacts for regional operational emissions for volatile organic compounds (VOC) and nitrogen dioxide (NO_X) for the Adjacent Property Full-Size Terminal Option and for VOC, NO_X, and carbon monoxide (CO) for the two development options in the southwest quadrant. The regional operational emissions analysis is an assessment of the potential for operational activities associated with the proposed project to result in or contribute to potentially significant air quality impacts to the South Coast Air Basin (Basin). It is not possible to provide Basin-wide scale maps to identify areas of potential impacts in the Basin from a specific project's emissions without resorting to some degree of speculation. In addition, maps are not required to make a determination of significance under CEQA. Maximum operational toxic air contaminant (TAC) impacts were determined to be less than significant for the Adjacent Property Full-Size Terminal Option but potentially significant for the two development options in the southwest quadrant. A significant TAC impact is determined if a threshold is exceeded even one time. The TAC impact analysis incorporates a high degree of conservative factors. These highly conservative factors used in the analysis summarized in the Draft EIR include age sensitivity factors, breathing rates, and fraction of time at home. The result of these factors is to provide a health protective analysis. Maps are not required to make a determination of significance under CEQA. Impacts for all other air quality significance thresholds, including localized construction and localized operational impacts, as discussed in Section 3.4 of the Draft EIR, would be less than significant and no maps are required.

2-17 Section 3.4, Air Quality, of the Draft EIR is designed to provide the reader with a sufficiently detailed summary of the information and air quality impact determinations. The data provided in Appendix F of the Draft EIR is intended to support the information in Section 3.4 for interested readers. Appendix F has been re-organized to provide the City of Burbank and the public with a greater degree of understanding in terms of identifying the information shown in Section 3.4 of the Draft EIR with the supporting calculations in the Appendix F. The re-organization includes the addition of subdivider pages to group emissions calculations by source type. Also, a table of contents page has been included to assist readers in finding the information. Furthermore, a construction resource loaded schedule has been included in the construction emissions section to assist the reader in identifying the project construction phasing and overlapping construction activities that could occur at the same time. During the re-organization process, minor inconsistencies have been corrected. As is discussed in the subsequent responses below, the inconsistencies were due to a few outdated preliminary modeling files that were run prior to the incorporation of project-specific data and that were inadvertently included in Appendix F. Correction of these inconsistencies does not affect the air quality impact conclusions in the Draft EIR. The information, emissions values, and calculations in Section 3.4 of the Draft EIR were based on the appropriate modeling files that included project-specific data.

After circulation of the Draft EIR, it has been determined that pile driving may be required for construction of the replacement terminal building. Pile driving activities would only occur for a relatively short time and periodically during a portion of a day for several days in a month for approximately two months. Emissions from pile driving have been incorporated into Appendix F, which is included in the Final EIR. The emissions from pile driving would be minimal and would not occur on days that are expected to result in the peak daily emissions. The overall short-term duration of pile driving would also not result in a material change to the construction TAC

emissions, health impacts from construction TAC emissions, or the potential for odors affecting a substantial number of people. As a result, pile driving emissions would not change the air quality impact determinations presented in the Draft EIR.

2-18 As discussed in the response to comment 2-17 of this letter, inconsistencies in Appendix F in the Draft EIR were due to a few outdated preliminary modeling files that were run prior to the incorporation of project-specific data and that were inadvertently included in Appendix F. Correction of these inconsistencies does not affect the air quality impact conclusions in the Draft EIR. The information, emissions values, and calculations in Section 3.4 of the Draft EIR were based on the appropriate modeling files that included project-specific data.

2-19 As discussed in the response to comment 2-17 of this letter, inconsistencies in Appendix F in the Draft EIR were due to a few outdated preliminary modeling files that were run prior to the incorporation of project-specific data and that were inadvertently included in Appendix F. Construction of the proposed project would not result in VOC or reactive organic gas (ROG) emissions above the significance threshold. Correction of these inconsistencies does not affect the air quality impact conclusions in the Draft EIR. The information, emissions values, and calculations in Section 3.4 of the Draft EIR were based on the appropriate modeling files that included project-specific data.

2-20 As discussed in the response to comment 2-17 of this letter, inconsistencies in Appendix F in the Draft EIR were due to a few outdated preliminary modeling files that were run prior to the incorporation of project-specific data and that were inadvertently included in Appendix F. Construction of the proposed project would not result in NO_X emissions above the significance threshold. Correction of these inconsistencies does not affect the air quality impact conclusions in the Draft EIR. The information, emissions values, and calculations in Section 3.4 of the Draft EIR were based on the appropriate modeling files that included project-specific data.

2-21 As discussed in the response to comment 2-17 of this letter, inconsistencies in Appendix F in the Draft EIR were due to a few outdated preliminary modeling files that were run prior to the incorporation of Project-specific data and that were inadvertently included in Appendix F. Correction of these inconsistencies does not affect the air quality impact conclusions in the Draft EIR. The information, emissions values, and calculations in Section 3.4 of the Draft EIR were based on the appropriate modeling files that included Project-specific data.

Furthermore, the calculations provided in the comment are based on the use of year 2025 data rather than year 2023 data. As shown in Table 2-5 on page 2-28 of the Draft EIR, construction of the replacement terminal building would be completed by 2023, and would be operational by this time. The use of 2023 data corresponds to the opening year of the replacement passenger terminal and is consistent with the analysis year in the traffic impact analysis. For the cited example of CO emissions provided in the comment, the maximum daily 2023 CO emissions for the Adjacent Property Full-Size Terminal Option would be approximately 3.794 tons for aircraft, 0.694 tons for GSE, and 0.057 tons for APUs. These values converted into pounds would be 7,588 pounds, 1,389 pounds, and 115 pounds, respectively. This corresponds to the emissions values in Table 3.4-5 of the Draft EIR (i.e., 7,588 + 115 = 7,703 pounds per day for Aircraft emissions and 1,389 pounds for GSE emissions). Adding in the 726 pounds of mobile source emissions yields 9,820 pounds of CO per peak day for the Adjacent Property Full-Size Terminal Option. The same calculations for existing 2015 conditions yields 9,438 pounds, and the difference results in the net emission of 382 pounds

per day. This is well below the SCAQMD threshold for CO of 550 pounds and remains consistent with the existing analysis and conclusions of Section 3.4 of the Draft EIR.

2-22 Please refer to Appendix K, Table K-4, of the Draft EIR on page 367 for complete information on the aircraft fleet mix that has been used for completing the emission calculations in the Federal Aviation Administration Aviation Environmental Design Tool (AEDT) model.

The GSE assumptions used for the air quality emissions analysis used the Federal Aviation Administration recommended AEDT modeling defaults for GSE equipment type. The assumptions used in the analysis are conservative as additional GSE equipment were assumed compared to the number of equipment typically used at the Airport. The analysis also assumed that all GSEs were combustion engine vehicles, while the Airport's data indicates that substantial amounts of GSE are electric powered. Approximately 60 percent of GSE used by Southwest Airlines is electric powered. Therefore, as the assumptions used in the analysis are conservative, the air quality analysis results in health protective impact determinations and no changes are required.

The APU emissions estimates are based on default modeling APU types and duration (13 minutes for each operation) as recommended by the Federal Aviation Administration in the AEDT model. The Federal Aviation Administration recommended values are considered to be conservative and result in a health protective air quality analysis.

The calculations shown in Appendix F.6 (Draft EIR Volume 2, PDF page 403 of 676) using a ratio of NO_X emissions between each development option and the baseline existing uses is a more conservative assumption than using CO_2 and SO_2 ratios. As shown in the calculations, the emissions from using NO_X ratios result in fuel ROG emissions of 39.19 lbs/day for the Southwest Quadrant Full-Size Terminal Option and Southwest Quadrant Same-Size Terminal Option and 37.95 lbs/day for the Adjacent Property Full-Size Terminal Option. When using CO_2 or SO_2 ratios, the results are 37.90 lbs/day for the Southwest Quadrant Full-Size Terminal Option and Southwest Quadrant Same-Size Terminal Option scenario and 34.95 lbs/day for the Adjacent Property Full-Size Terminal Option using both ratios. By generating lower emission values, the suggestion to use CO_2 or SO_2 ratios would result in less conservative emissions estimates. As the air quality analysis in Section 3.4 of the Draft EIR results in health protective impact determinations, no changes are required.

2-23 The number of one-way truck trips to haul soil off-site is 16,250, as stated in Section 3.4, Section 5.4, and Appendix F of the Draft EIR. The commenter's claim is consistent with the Draft EIR and no further response is required.

The number of one-way vendor trips has been updated to reflect the correct vendor trip values and is incorporated into the EIR. The updated information does not substantially change the energy consumption data and does not alter the conclusion provided in Chapter 5 of the Draft EIR.

The number of haul truck trips and corresponding energy consumption results have been updated to reflect the correct values and is incorporated into the EIR. The updated information does not substantially change the energy consumption data and does not alter the conclusion provided in Chapter 5 of the Draft EIR.

The number of round trips have been updated to reflect the correct values and is incorporated into the Section N.3, Addenda to the Draft EIR, of the Final EIR. In addition, the energy calculations have

been updated accordingly. The updated information does not substantially change the energy consumption data and does not alter the conclusion provided in Chapter 5 of the Draft EIR.

2-24 As discussed in the responses to comments 2-17 through 2-20 of this letter, inconsistencies in Appendix F in the Draft EIR were due to a few outdated preliminary modeling files that were run prior to the incorporation of project-specific data and that were inadvertently included in Appendix F. Correction of these inconsistencies does not affect the air quality impact conclusions in the Draft EIR. The information, emissions values, and calculations in Section 3.4 of the Draft EIR were based on the appropriate modeling files that included project-specific data. Appendix F has been reissued in the Final EIR and is consistent with the air quality conclusions in the Draft EIR. Construction VOC or ROG emissions would not result in a significant impact and no construction VOC or ROG mitigation measures are required. Potentially significant operational air quality impacts have been identified in Section 3.4, Air Quality, of the Draft EIR.

Operational mitigation measures recommended by the SCAQMD and determined to be feasible have been incorporated into PDF-AIR-1 and as additional mitigation measures in the Final EIR. The additional mitigation measures are included for the Adjacent Property Full-Size Terminal Option (Mitigation Measures ADJ PROP FULL-AIR-3, ADJ PROP FULL-AIR-4, and ADJ PROP FULL-AIR-9); the Southwest Quadrant Full Size-Terminal Option (Mitigation Measures SW QUAD FULL-AIR-3, SW QUAD FULL-AIR-4, SW QUAD FULL-AIR-9); and the Southwest Quadrant Same-Size Terminal Option (Mitigation Measures SW QUAD SAME-AIR-3, SW QUAD SAME-AIR-4, SW QUAD SAME-AIR-9).

2-25 This comment outlines a mitigation measure that is already required to be implemented by the Authority for regulatory compliance pursuant to SCAQMD Rule 402 (Nuisance) and Rule 403 (Fugitive Dust). As the Authority must comply with the applicable provisions of Rule 402 and Rule 403, which are discussed on page 3.4-9 of the Draft EIR along with other SCAQMD rules, the Authority is not required to adopt a measure that would achieve the same emissions reductions that would already occur through regulatory compliance.

2-26 Section 3.6 of the Draft EIR has been modified to incorporate additional information regarding archeological, and paleontological resources. See the responses to comments 2-27 through 2-34 of this letter.

2-27 As stated in Mitigation Measure SW QUAD FULL-CULT-4B on page 3.6-18 of the Draft EIR and in Mitigation Measure SW QUAD SAME-CULT-4B on page 3.6-24 of the Draft EIR, the Authority does intend to move Hangar 2 to another location on Airport property. No additional measures are needed.

To ensure consistency between mitigation measures, Page 3.2-20, paragraph 7, sentences 1 and 2 of the DEIR are revised to read:

> Hangar 2 ~~could~~ would be moved to ~~an appropriate on-site or off-site location~~ another location on Airport property. ~~Should Hangar 2 be relocated, a~~ A Relocation and Rehabilitation Plan shall be commissioned by the Authority and developed by a qualified historic preservation consultant.

In addition, Page 3.2-26, paragraph 7, sentences 1 and 2 of the DEIR are revised to read:

Hangar 2 ~~could~~ would be moved to ~~an appropriate on-site or off-site location~~ another location on Airport property. ~~Should Hangar 2 be relocated, a~~ A Relocation and Rehabilitation Plan shall be commissioned by the Authority and developed by a qualified historic preservation consultant.

2-28 Page 3.6-18, paragraph 3, sentence 5 of the Draft EIR is revised to read:

The memorandum shall be submitted to the City's Community Development Department ~~Office of Historic Resources~~ for review and approval prior to project approval or issuance of a building permit, if any.

Page 3.6-24, paragraph 1, sentence 5 of the Draft EIR is revised to read:

The memorandum shall be submitted to the City's Community Development Department ~~Office of Historic Resources~~ for review and approval prior to project approval or issuance of a building permit, if any.

For the Authority, the "project building officer" is the Director, Government and Environmental Affairs or his / her designee.

2-29 To clarify that the removal of Hangar 2 would be considered a significant impact, page 3.6-18, paragraph 2, sentence 2 of the Draft EIR is revised to read:

While the option to reuse Hangar 1 would result in a reduced impact to historic resources, the impact of the Southwest Quadrant Full-Size Terminal Option on historic resources would be potentially significant due to the removal of Hangar 2. Potentially significant impacts would be reduced to a less than significant level through the implementation of the following mitigation measures.

In addition, page 3.6-23, paragraph 8, sentence 2 of the Draft EIR is revised to read:

While the option to reuse Hangar 1 would result in a reduced impact to historic resources, the impact of the Southwest Quadrant Same-Size Terminal Option on historic resources would be potentially significant due to the removal of Hangar 2. Potentially significant impacts would be reduced to a less than significant level through the implementation of the following mitigation measures.

As stated in Mitigation Measure SW QUAD FULL-CULT-4B on page 3.6-18 of the Draft EIR and in Mitigation Measure SW QUAD SAME-CULT-4B on page 3.6-24 of the Draft EIR, the Authority does intend to move Hangar 2 to another location on Airport property. No additional measures are needed. Contrary to the assertion in the comment, the Authority has considered moving and maintaining Hangar 2 elsewhere on the Airport property, and in effect requires that by adoption of the above referenced mitigation measure.

2-30 The commenter is correct in noting that property covered with parking lots can represent effective "caps" that preserve any below-ground archaeological resources. As a result, page 3.6-7, paragraph 5, sentence 5 is revised to read:

In addition, modern aerial photography research revealed that no exposed native ground surface was present at the Airport, as it is currently developed with surface parking lots, hangars, airfield pavement, and other airport-related uses.

In addition, page 3.6-7, paragraph 5, new sentence 6 of the Draft EIR is added and reads:

However, the surface parking lots have the potential to cap and seal archaeological resources below the surface as excavations for parking lots are typically shallow and would therefore not disturb or displace deeper archaeological resources while the asphalt pavement could have served as a barrier that prevented further impacts to those resources.

Page 3.6-10, paragraph 2 of the Draft EIR is revised to read:

No known prehistoric archaeological resources have been recorded at the Airport. However, as shown on a topographic map from 1932, evidence of water sources (two unnamed tributaries of the Los Angeles River) are known to once have existed at the Airport, which could have attracted prehistoric inhabitants to the Airport vicinity. It is likely that any historic and prehistoric archaeological resources located on or near the surface have been displaced by the original construction of the Airport and by subsequent improvements. However, it is possible that the surface parking lots have sealed archaeological resources deeper below the surface as excavations for parking lots are typically shallow and would therefore not disturb or displace deeper archaeological resources while the asphalt pavement may have served as a barrier that prevented further impacts to these resources. ~~Therefore, despite the former water sources in the area, the potential to encounter buried archaeological resources and human remains during project implementation is considered to be low~~. Proposed construction excavations associated with implementation of the project would extend from approximately the surface to 30 feet below the surface. Geotechnical borings at the Regional Intermodal Transportation Center (RITC) reveal that fill soils have been encountered to depths of approximately 2 to 13 feet below the ground surface in that particular area of the Airport. It is therefore possible that fill soils underlie other areas of the Airport at currently unknown depths and thicknesses. There is limited potential to encounter archaeological resources and human remains in fill soils; however, there is still at least a moderate, potential~~, albeit low, that~~ to encounter buried resources in certain areas where undisturbed native soil/sediment associated with younger-aged Holocene alluvial fan deposits are located, such as those areas found underneath paved surface parking lots which could have served as effective caps for the preservation of buried historic and prehistoric archaeological resources. Thus, where construction excavation is planned in younger Holocene-aged undisturbed native soils and underneath surface parking lots, impacts to buried ~~prehistoric~~ archaeological resources and human remains are considered potentially significant.

Page 3.6-14, paragraph 2 of the Draft EIR is revised to read:

No known prehistoric archaeological resources have been recorded at the Airport. However, as shown on a topographic map from 1932, evidence of water sources (two unnamed tributaries of the Los Angeles River) are known to once have existed at the Airport, which could have attracted prehistoric inhabitants to the Airport vicinity. It is likely that any historic and prehistoric archaeological resources located on or near the surface have been displaced by the

original construction of the Airport and by subsequent improvements. However, it is possible that the surface parking lots have sealed archaeological resources deeper below the surface as excavations for parking lots are typically shallow and would therefore not disturb or displace deeper archaeological resources while the asphalt pavement may have served as a barrier that prevented further impacts to these resources. ~~Therefore, despite the former water sources in the area, the potential to encounter buried archaeological resources and human remains during project implementation is considered to be low~~. Proposed construction excavations associated with implementation of the project would extend from approximately the surface to 30 feet below the surface. Geotechnical borings at the Regional Intermodal Transportation Center (RITC) reveal that fill soils have been encountered to depths of approximately 2 to 13 feet below the ground surface in that particular area of the Airport. It is therefore possible that fill soils underlie other areas of the Airport at currently unknown depths and thicknesses. There is limited potential to encounter archaeological resources and human remains in fill soils; however, there is still at least a moderate, potential~~, albeit low, that~~ to encounter buried resources in certain areas where undisturbed native soil/sediment associated with younger-aged Holocene alluvial fan deposits are located, such as those areas found underneath paved surface parking lots which could have served as effective caps for the preservation of buried historic and prehistoric archaeological resources. Thus, where construction excavation is planned in younger Holocene-aged undisturbed native soils and underneath surface parking lots, impacts to buried ~~prehistoric~~ archaeological resources and human remains are considered potentially significant.

Page 3.6-20, paragraph 2 of the Draft EIR is revised to read:

No known prehistoric archaeological resources have been recorded at the Airport. However, as shown on a topographic map from 1932, evidence of water sources (two unnamed tributaries of the Los Angeles River) are known to once have existed at the Airport, which could have attracted prehistoric inhabitants to the Airport vicinity. It is likely that any historic and prehistoric archaeological resources located on or near the surface have been displaced by the original construction of the Airport and by subsequent improvements. However, it is possible that the surface parking lots have sealed archaeological resources deeper below the surface as excavations for parking lots are typically shallow and would therefore not disturb or displace deeper archaeological resources while the asphalt pavement may have served as a barrier that prevented further impacts to these resources. ~~Therefore, despite the former water sources in the area, the potential to encounter buried archaeological resources and human remains during project implementation is considered to be low~~. Proposed construction excavations associated with implementation of the project would extend from approximately the surface to 30 feet below the surface. Geotechnical borings at the Regional Intermodal Transportation Center (RITC) reveal that fill soils have been encountered to depths of approximately 2 to 13 feet below the ground surface in that particular area of the Airport. It is therefore possible that fill soils underlie other areas of the Airport at currently unknown depths and thicknesses. There is limited potential to encounter archaeological resources and human remains in fill soils; however, there is still at least a moderate, potential~~, albeit low, that~~ to encounter buried resources in certain areas where undisturbed native soil/sediment associated with younger-aged Holocene alluvial fan deposits are located, such as those areas found underneath paved surface parking lots which could have served as effective caps for the preservation of buried historic and prehistoric archaeological resources. Thus, where construction excavation is planned in younger Holocene-aged undisturbed native soils and underneath surface parking

lots, impacts to buried ~~prehistoric~~ archaeological resources and human remains are considered potentially significant.

2-31 It is not possible to identify the location (i.e., areal extent, depth, or thickness) of the Holocene-aged soils across the project site pre-construction. The best method of identifying and distinguishing these soils from other soil/sediment types is to look for particular indicators in the actual soil as it is being excavated.

Page 3.6-10, new paragraph 3 is added and reads:

Mitigation Measure ADJ PROP FULL-CULT-1A
A qualified archaeologist shall be retained to develop and implement an archaeological monitoring program for construction excavations that would encounter younger Holocene-age native soils. The archaeologist shall attend a pre-grading/excavation meeting to discuss an archaeological monitoring program. The qualified archaeologist shall supervise an archaeological monitor who shall be present during construction excavations (e.g., demolition, grading, trenching, or clearing/grubbing) into non-fill Holocene-aged native soils that are located underneath surface parking lots. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus artificial fill soils and/or older versus younger alluvial soils), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring can be reduced to part-time inspections or ceased entirely if determined adequate by the archaeologist.

Page 3.6-10, paragraph 3 heading is revised to read:

Mitigation Measure ADJ PROP FULL-CULT-1~~A~~B

Page 3.6-11, paragraph 3 heading is revised to read:

Mitigation Measure ADJ PROP FULL-CULT-1~~B~~C

Page 3.6-14, new paragraph 4 is added and reads:

Mitigation Measure SW QUAD FULL-CULT-1A
A qualified archaeologist shall be retained to develop and implement an archaeological monitoring program for construction excavations that would encounter younger Holocene-age native soils. The archaeologist shall attend a pre-grading/excavation meeting to discuss an archaeological monitoring program. The qualified archaeologist shall supervise an archaeological monitor who shall be present during construction excavations (e.g., demolition, grading, trenching, or clearing/grubbing) into non-fill Holocene-aged native soils that are located underneath surface parking lots. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus artificial fill soils and/or older versus younger alluvial soils), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring can be reduced to part-time inspections or ceased entirely if determined adequate by the archaeologist.

Page 3.6-14, paragraph 4 heading is revised to read:

Mitigation Measure SW QUAD FULL-CULT-1~~A~~B

Page 3.6-15, paragraph 3 heading is revised to read:

Mitigation Measure SW QUAD FULL-CULT-1~~B~~C

Page 3.6-20, new paragraph 4 is added and reads:

Mitigation Measure SW QUAD SAME-CULT-1A
A qualified archaeologist shall be retained to develop and implement an archaeological monitoring program for construction excavations that would encounter younger Holocene-age native soils. The archaeologist shall attend a pre-grading/excavation meeting to discuss an archaeological monitoring program. The qualified archaeologist shall supervise an archaeological monitor who shall be present during construction excavations (e.g., demolition, grading, trenching, or clearing/grubbing) into non-fill Holocene-aged native soils that are located underneath surface parking lots. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus artificial fill soils and/or older versus younger alluvial soils), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring can be reduced to part-time inspections or ceased entirely if determined adequate by the archaeologist.

Page 3.6-20, paragraph 4 heading is revised to read:

Mitigation Measure SW QUAD SAME-CULT-1~~A~~B

Page 3.6-21, paragraph 3 heading is revised to read:

Mitigation Measure SW QUAD SAME-CULT-1~~B~~C

2-32 Page 3.6-11, paragraph 1, sentences 3 and 4 of the Draft EIR are revised to read:

If no institution accepts the archaeological material, they shall be donated to a ~~local~~ Burbank school or historical society for educational purposes. ~~The archaeologist shall determine the need for archaeological construction monitoring in the vicinity of the find thereafter.~~

Page 3.6-15, paragraph 1, sentences 8 and 9 of the Draft EIR are revised to read:

If no institution accepts the archaeological material, they shall be donated to a ~~local~~ Burbank school or historical society for educational purposes. ~~The archaeologist shall determine the need for archaeological construction monitoring in the vicinity of the find thereafter.~~

Page 3.6-21, paragraph 1, sentences 4 and 5 of the Draft EIR are revised to read:

> If no institution accepts the archaeological material, they shall be donated to a ~~local~~ Burbank school or historical society for educational purposes. ~~The archaeologist shall determine the need for archaeological construction monitoring in the vicinity of the find thereafter.~~

2-33 The Authority would retain a qualified archaeologist to develop and implement an archaeological monitoring program for construction excavations. See the response to comment 2-31 of this letter for this mitigation measure.

2-34 See the responses to comments 2-30 and 2-33 of this letter.

2-35 The technical reports cited in Section 3.9, which were used to develop the existing conditions for the Airport, are available for review. Pursuant to the request by the commenter, this information was provided to the commenter for review. As provided by CEQA, the Draft EIR incorporates by reference these long, descriptive, and technical materials that provide general background but do not contribute directly to the analysis of the problem at hand.

2-36 The Tetra Tech revised report, "Additional Site Investigation Work Plan Former Lockheed Martin Plants A-1 North B-1, B-6 and C-1, Burbank, California" (January 2014) contains a number of figures, including Figure 3-7, that depict all of the specified 20 "Areas of Concern (AOC)." This report is available to the public on-line at the State Water Board site, specifically at http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=SL603798614 under the tab "site maps/documents."

For convenience, a chart showing the relationship of the original Lockheed Plant B-6 area, the designated subparts of that area that the Regional Board determined in 1996 did not require further investigation based upon soil and soil gas studies done prior to that time, and the 20 AOC designated by Lockheed for further investigation in its 2013 and 2014 reports, has been added to Appendix H. This chart should assist readers in understanding the various physical areas, even if different naming conventions were utilized for the same physical area.

The separate Ardent report referenced in the comment is not directly relevant to the 20 AOC designations, since it was a Phase I for a different area, the Trust Property, which constituted part, but not all of the former Lockheed Plant B-6. A site map prepared for it and describing the area included in the Trust Property also has been added to Appendix H. As indicated in that Appendix, none of the development options for the replacement terminal building are included in the Trust Property.

2-37 The Los Angeles Regional Water Quality Control Board (LA Board) states in its case summary for the Lockheed Plant B6 (the Authority's preferred site for the location of the new airport terminal) that: "soil closure was issued in 1996." This case summary is available to the public at the State Water Board's site at: http://geotracker.waterboards.ca.gov/case_summary.asp?global_id=SL603798614. In the LA Board's case summary for the site designated as Lockheed Plant B6, Section X, "General Comments" the LA Board states: "Approximately 6000 tons of metal-, TPH-and VOC-impacted soils were removed from the site. Soil closure was issued in 1996." The LA Board documented its determination that Lockheed's cleanup was sufficient in a series of "no further requirements" letters it issued in November 1996 for various subparts of the Lockheed B6 plant,

including subparts designated as "D" and "E." The Authority has attached copies of the pertinent "no further requirement" letters in Appendix H.

Thus, although technically the LA Board has not designated the "entire site" that constitutes either the preferred alternative (part of the former Lockheed Plant B6) or other alternatives (including part of the former Lockheed Plant B5) as completely "closed" the sites considered for the location of a potential new terminal are within the scope of the LA Board's "no further requirements" letters issued in 1996 for soils.

In 2013, the LA Board issued a letter to Lockheed Martin Corporation (LMC) requiring a further examination of specified Areas of Concern (AOC), of which AOC Nos. 11,12, 13, 14, 15, 16, 17, 18 and 19 were located within the former Lockheed Plant B6 facility boundaries. LMC proposed a detailed investigation report prepared by Tetra Tech in January 2014 (also available to the public on the State Water Board website for this site), which investigation was approved by the LA Board.

In August 2015, the LA Board issued a letter to LMC summarizing the results of the prior LMC investigation (submitted in December 2014) as follows: "Based on the data collected and the analysis performed the specified features formerly located within each of the following 16 AOCs have been adequately delineated and do not represent a significant potential ongoing or future source of VOCS and/or CrVI in soil or to groundwater: AOC 1, -3, -5, -6, -9, -11,-12, -13,-14,-15, -16, -17, -18,-19, and -20." The LA Board further commented on the LMC investigation in its letter: "The Regional Board concurs that the site assessment activities for the soil, soil vapor, and groundwater have been completed for each of the AOCs except for AOC-2,-4,-7, and -8."

The four AOCs (Nos. 2, 4, 7, and 8) that the LA Board indicated require further study by LMC are all located within the former Lockheed Plant B1 property, which is *not* within the boundaries of any of the development options under consideration by the Authority for the replacement passenger terminal. Indeed, the former Lockheed Plant B1 property is not even directly adjacent to any of the development options. Thus, the 1996 determination by the LA Board based on earlier soil and soil gas investigations, coupled with its review and general approval of LMC's supplemental investigation in August 2015, confirms the absence of significant ongoing (or future) sources of VOCs or hexavalent chromium (Cr^6) in soil or groundwater.

2-38 The Adjacent Property Full-Sized Terminal Option site is located on what has been designated as Areas "D" and "E" of the former Lockheed Plant B6. A map depicting these two areas is included in Appendix H. The LA Board issued a "no further requirements" letter for Parcels D and F in July 1996, which noted that a total of 104 soil gas samples were collected in parcel D, and concluded after a review of those samples, together with soil sampling that no further requirements were necessary at that time. The LA Board issued a "No further requirements" for Parcel E in November 1996, and stated as part of its letter: "During multiple phases of assessment, approximately 694 soil matrix and 190 soil gas-samples were collected at the subject parcel." The LA Board concluded as to Parcel E that the remaining soil contamination in this parcel is not a threat to ground water quality and therefore further cleanup is not warranted." Both of these letters are included in Appendix H.

The comment also suggests that there may be a need to discuss potential impacts to humans from exposure due to "groundwater." But, as the Regional Board determined in 1996, groundwater in this area is located approximately 250 feet below ground surface. Even assuming construction of the replacement passenger terminal goes 20-30 feet below ground surface, that is still more than

200 feet above the first significant groundwater level, and there is no need to consider potential human health risks more than 200 feet beneath the surface that will be excavated for the replacement passenger terminal.

2-39 As discussed in Section 3.10 of the Draft EIR, dewatering is not anticipated to be required for the any of the development options in light of the depth of groundwater. However, in the highly unlikely event that dewatering becomes necessary during excavation activities, the Authority would apply for coverage under RWQCB Order No. R8-2009-0003. With regard to stockpiles, Project Design Feature HAZ-2 would require the project to comply with SCAQMD Rule 1166. Rule 1166 requires specific monitoring activities to be performed on contaminated soil and stockpiles. As the proposed project would comply with RWQCB orders regarding dewatering, and SCAQMD rules regarding potential contaminated stockpiles, the additional measures would not be required.

2-40 The comment relies upon a summary paragraph contained in a Phase I Report by Ardent Environmental Group, Inc. dated in 2015 that involved a prospective purchase of a portion of the former Lockheed Plant B6, a portion known as the Trust Property. But, the Trust Property is not within any of the development options for a replacement passenger terminal and therefore the Ardent report is not directly relevant to the proposed project.

Page 3.9-16, new paragraph 4 of the Draft EIR is added and reads:

> PDF-HAZ-4: The final design of the Replacement Terminal shall include necessary consideration of vapor intrusion strategies and/or technologies as warranted, based upon a refined review of existing soil gas survey data and relevant data collected during construction in accordance with SCAQMD Rule 1166 (PDF-HAZ-2) and PDF-HYDRO-2.

2-41 The Authority has reviewed the cited Regional Board Order, No. R4-2013-0095, which is a general permit for certain types of groundwater discharges to surface waters that are not covered by other permits. Order No. R4-2013-0095 provides that it covers discharges of "treated or untreated groundwater" generated by certain operations, including "subterranean seepage dewatering" (Order, Part III.C.2.f) and groundwater generated from "temporary construction dewatering operations." (Order, Part III.C.1). The Authority understands, based on numerous prior reports and investigations of groundwater in this area, that significant groundwater is not typically found until depths of 250 below ground surface. Thus, the Authority does not contemplate that construction work will involve any need to set up a temporary "dewatering" of subsurface groundwater which might seep into a ditch or other temporary subsurface construction feature given the fact that groundwater is found only at much greater depths than any projected construction for the replacement passenger terminal. If groundwater is encountered during construction, the Authority and/or its contractors will handle it in accordance with NPDES. Additionally, the Authority does not anticipate subterranean seepage to occur, which would result in the need for dewatering.

2-42 The commenter is correct. Page 3.10-5, paragraph 4 and footnote 7 have been revised as follows to reflect that Appendix G applies to mechanical and electrical requirements and Section 1612 applies to structural requirements.

Page 3.10-5, paragraph 4, footnote 7 of the Draft EIR is revised to read:

> [7] California Building Code, Title 24, Part 2 and Appendix G, 2013.

Page 3.10-5, paragraph 4, sentence 3 of the Draft EIR is revised to read:

~~Section 1612~~ Appendix G only allows the placement of mechanical and electrical systems below the base flood elevation if properly protected to prevent water from entering or accumulating within the system components.

Page 3.10-5, paragraph 4, sentence 4 of the Draft EIR is revised to read:

~~Section 1612~~ Appendix G of the CBC outlines the requirements of new or replacement mechanical and electrical systems proposed within flood hazard zones.

2-43 This comment is noted. The City of Burbank LID manual is titled "Municipal Storm Water and Urban Runoff Discharges & Low Impact Development Standards Manual", dated 2015. This manual is almost identical to the LA County LID manual. Most importantly, the design criteria is the same and the required BMPs are the same. Thus, the analysis contained in the Draft EIR does not need to be updated. Also, this is already acknowledged in the report in Section J.2.2.1 in the first sentence. The LID feasibility analysis will look at all options. However, due to the project site lying within the San Fernando Valley Groundwater Basin Superfund Site, infiltration would not be an option in the feasibility study. On-site capture/reuse and on-site treatment will be analyzed. The text in the document has been changed to reflect the City of Burbank Low Impact Development Standards Manual.

Page 3.10-6, paragraph 5 heading of the Draft EIR is revised to read:

1. ~~County of Los Angeles~~ City of Burbank Low Impact Development Standards Manual

Page 3.10-6, paragraph 5, sentence 1 of the Draft EIR is revised to read:

The ~~2014~~ 2015 Low Impact Development (LID) Standards Manual complies with the requirements of the NPDES Municipal Separate Storm Sewer System (MS4) Permit for storm water and non-storm water discharges from the MS4 within the coastal watersheds of Los Angeles County.

Page 3.10-6, paragraph 5, sentence 2 of the Draft EIR is revised to read:

This manual provides guidance for the implementation of storm water quality control measures in new development and redevelopment projects in ~~unincorporated areas of the County~~ the City of Burbank with the intention of improving water quality and mitigating potential water quality impacts from storm water and non-storm water discharges.

Page 3.10-24, Footnote 10 of the Draft EIR is deleted as it no longer applies:

~~[10] County of Los Angeles Department of Public Works, 2014. *Low Impact Development Manual Standards Manual,* is applicable because the City of Burbank Code adopted the LA County SUSMP in 2000 and the SUSMP was subsequently replaced by the LID manual in 2014.~~

Page 3.10-24, Footnote 11 of the Draft EIR is revised to read:

[11] ~~County of Los Angeles Department of Public Works, 2014~~ City of Burbank, 2015. *Municipal Storm Water and Urban Runoff Discharges &* *Low Impact Development Manual Standards Manual.*

Page 3.10-25, paragraph 1, sentence 1 of the Draft EIR is revised to read:

Table 3.10-4, *LID Source Control Measures*, identifies source control measures taken from the City ~~County~~ LID Manual. Of these ~~11~~ 10 measures, storm drainage message and signage, outdoor trash storage, outdoor loading/unloading dock area, vehicle or equipment fueling~~-maintenance~~ area and landscape irrigation are anticipated to be required due to the proposed operations.

Page 3.10-25, Table 3.10-4 of the Draft EIR is revised to read:

Table 3.10-4
LID Source Control Measures

Source Control Measures	
S-1 – Storm Drain Message and Signage	~~S-6 – Outdoor Vehicle/Equipment/Accessory Wash Area~~
S-2 – Outdoor Handling or Storage of Materials ~~Storage Area~~	S-6 ~~7~~ –Vehicle or Equipment Fueling ~~& Maintenance~~ Areas
S-3 – Outdoor Trash Storage/Waste Handling Area	S-7 ~~8~~ – Landscape Irrigation ~~Areas~~ Practices
S-4 – Outdoor Loading/Unloading Dock Area	S-8 ~~9~~ – Outdoor Building Materials
S-5 – Outdoor Vehicle/Equipment Repair/ Maintenance Area, including Washing	S-9 ~~10~~ – Outdoor Animal Care and ~~Handling Facilities~~ Confinement S-10~~11~~ – Outdoor Horticulture ~~Areas~~ Activities

Source: ~~LA County Low Impact Design Manual(2014) – Section 5, 2016~~ City of Burbank, Municipal Storm Water and Urban Runoff Discharge & Low Impact Development Manual, 2015.

2-44 Page 3.10-26, new paragraph 3 of the Draft EIR is added and reads:

PDF-HYDRO-3: The final design of the Replacement Terminal shall include necessary consideration of vapor intrusion strategies and/or technologies as warranted, based upon a refined review of existing soil gas survey data and relevant data collected during construction in accordance with SCAQMD Rule 1166 (PDF-HAZ-2) and PDF-HYDRO-2.

2-45 Page J-6 in Appendix J of the Draft EIR discusses the existing conditions at the Adjacent Property Site. It states that all drainage systems currently on the Adjacent Property Site discharge to the Lockheed Storm Drain Channel. As stated in Section 3.10 of the Draft EIR, about 95% of the property

currently is covered with impervious surfaces and the development of a replacement passenger terminal would not alter the existing drainage pattern of the site.

2-46 The Authority currently understands that the developer of the Trust Property intends to extend Tulare Street and make it a public street with publicly-owned storm drain facilities in the street that would be adequately sized for flows from the Airport as well as from the Trust Property development. The developer of the Trust Property is obligated to size the system because the ability of the Trust Property to receive current surface drainage from the Adjacent Property must be preserved as a property right that the Authority currently enjoys.

2-47 Page 3.10-54, paragraph 1, new sentence 6 of the Draft EIR is added and reads:

> Proposed development on the southwest quadrant requires installation of storm pipes under Empire Avenue to connect the on-site storm drain systems to Lockheed Channel. Drainage from the proposed project would not sheet flow onto Empire Avenue.

2-48 Page J-1, paragraph 5, sentence 6 of the Draft EIR is revised to read:

> The floodplain shown on the effective FIRM panel may not be accurate because the topographic information available is inconsistent with the location shown ~~and City officials indicated this FIRM panel has been inaccurate in the past~~.

2-49 The Authority realizes that compliance includes on-going maintenance, regular inspections, BMP effectiveness tracking/monitoring, structural retrofits, education, and pollutant point source reductions. The Authority is fully committed to complying with the requirements of the NPDES permit and TMDL mandates.

Page 3.10-15, paragraph 5, sentence 5 of the Draft EIR is revised to read:

> Compliance with TMDLs can be achieved through an array of BMPs required by the NPDES permit, on-going maintenance, regular inspections, BMP effectiveness tracking/monitoring, structural retrofits, education, and pollutant point source reduction.

2-50 The current site is covered with approximately 99 percent impervious surfaces. Impervious surfaces as a result of the Southwest Quadrant Full-Size Terminal Option would remain approximately the same. Groundwater infiltration/recharge at the site is currently minimal and would remain minimal with development of the site. In addition, the project area is not a groundwater recharge area, due to past activities at the site. The LID feasibility analysis will look at all options. However, due to the project site lying within the San Fernando Valley Groundwater Basin Superfund Site, infiltration would not be an option in the feasibility study. On-site capture/reuse and on-site treatment will be analyzed.

2-51 The PROJECT DESIGN FEATURE HYDRO-1 is the development of the LID plan prior to final design of the project. The LID plan would be developed by the Authority per requirements in the City of Burbank Low Impact Development Manual and submitted to the City of Burbank Community Development Director for approval. Since the LID plan must be approved by the City of Burbank, it would reduce impacts to existing or planned storm water drainage systems and additional sources of polluted runoff to a less than significant level.

2-52 Phasing and duration of construction activities associated with each option considered is presented in Table 2-5 and Table 2-6 of the Draft EIR. Table 3.13-2b discusses the existing traffic noise levels along 21 roadway segments that would be used as haul routes during construction of the proposed project. A detailed analysis disclosing the potential effects associated with using these 21 roadway segment for the Adjacent Property Full-Size Terminal Option, the Southwest Quadrant Full-Size Terminal Option, and the Southwest Quadrant Same-Size Terminal Option is respectively presented in Table 3.13.6b, Table 3.13.9a, and Table 3.13-8b. The Construction Management Plan prepared as part of this project discloses methods to manage traffic and dust along haul routes. Mitigation measures to address construction noise are not necessary since the construction noise analysis presented in Section 3.13 and Appendix K of the EIR determined that none of the development options would result in significant construction-related noise impacts.

2-53 The construction noise analysis presented in Section 3.13 determined that no significant noise impact would occur as a result of onsite or offsite construction-related traffic; therefore, no additional noise mitigation measures are required. The Authority recognizes the need to comply with the City of Burbank permit requirements regarding grading activities. As shown in Table 3.13.6b, Table 3.13.9a, and Table 3.13-8b, no development options would result in a 5 dB increase along any haul route or near any school. Furthermore, the Project Design Features discussed in Section 3.13.4 indicate that construction of the non-airfield portions of the proposed project should only occur during the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, 8 a.m. to 5p.m. on Saturdays and no construction on Sundays or major holidays.

Nighttime airfield construction would be necessary to ensure continued operation of the Airport during daytime hours. Airfield work would include similar equipment types included in the paving and demolition phase noise analysis presented for each development option in Tables 3.13-6a and 3.13-8a. Adding the ten decibel nighttime penalty to the results of these analyses for the paving and demolition phases of the Adjacent Property Full-Size Terminal Option and Southwest Quadrant Full-Size Terminal Option construction noise analysis indicates noise levels would be below the identified thresholds of significance identified in these tables. However, the attenuation distance identified in these tables would be much greater for airfield construction activities since this phase would be restricted to specifically designated portions of the airfield that are even farther from the closest noise sensitive receptors (R1, R2, and R3) used to calculate noise impacts.

2-54 Page 3.15-2, paragraph 2 heading is revised to read:

California Fire Code (~~and Uniform Building Code~~ Specific Reference to NFPA 415)

2-55 See the response to comment 2-54 of this letter.

2-56 Page 3.15-3, paragraph 3 of the Draft EIR is revised to read:

Primary structure fire protection services at the Airport are provided by the City of Burbank Fire Department (BFD)~~Burbank-Glendale-Pasadena Airport Authority Fire Department (BGPAAFD)~~ with secondary responses provided by the ~~City of Burbank Fire Department (BFD)~~ Burbank-Glendale-Pasadena Airport Authority Fire Department (BGPAAFD) and on an as-needed basis through a mutual aid agreement with the City of Los Angeles Fire Department (LAFD).

Page 3.15-3, paragraph 4, sentence 1 of the Draft EIR is revised to read:

> The Verdugo Fire Communications Center (VFCC), a regional communications center that was established in 1979 between the cities of Burbank, Glendale, and Pasadena, is a communications center ~~service~~ that provides a fire and emergency medical service (EMS) 911 call center and dispatch for its members and contracting agencies.

2-57 Page 3.15-5, paragraph 5, sentence 3 of the Draft EIR is revised to read:

> The BFD provides primary ~~secondary~~ response to the Airport for structure fire protection and emergency response services, and secondary ARFF response.

2-58 Page 3.15-5, paragraph 6, sentence 3 of the Draft EIR is revised to read:

> As shown in **Table 5.10-1**, Station No. 13 is equipped with one engine and one ambulance ~~trucks, engines, rescue ambulance, a hazardous material vehicle, and a Battalion 1 vehicle~~.

2-59 Page 3.15-6, paragraph 2, sentence 4 of the Draft EIR is revised to read:

> According to the VFCC 2014-2015 ~~2012-2013~~ Annual Fiscal Report, the BFD has an average response time of 2~~1~~ minutes and 15~~51~~ seconds for fire incidents and 1~~2~~ minute~~s~~ and 30~~16~~ seconds for EMS incidents,[1] which the meets maximum response time standard of less than 5 minutes that is established within the *Burbank2035 General Plan*.

2-60 Section 3.15 of the Draft EIR does indicate that the Authority would pay the City of Burbank's development impact fee to offset any incremental increased demand in fire protection and police services for each of the three development options. Thus, no additional measure is warranted.

2-61 As noted in the comment, the following six study intersections were counted on Tuesday, January 19, 2016, which was the day following the Martin Luther King Jr. federal holiday:

- Unsignalized #6 – Hollywood Way and San Fernando Boulevard Ramps
- Signalized #7 – Hollywood Way Southbound Ramps and San Fernando Boulevard
- Signalized #8 – Hollywood Way Northbound Ramps and San Fernando Boulevard
- Signalized #17 – Ontario Street and Thornton Avenue
- Signalized #18 – Ontario Street and Empire Avenue
- Signalized #22 – Buena Vista Street and Empire Avenue

As requested in the comment, the traffic counts at these locations (available in Attachment B to the Traffic Study and Figure 7 in the Traffic Study – see Appendix L) were compared to the traffic count data collected at the other study locations (in December, 2015) to determine whether they represented typical roadway conditions. The comparison was conducted by identifying the nearest December-counted study intersection to each January-counted study intersection, where applicable, and comparing approach and departure volumes between the two locations. For a comparison to be valid, there must not be a significant generators or attracters of traffic between the two locations.

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[1] Verdugo Fire Communications Center, "Fiscal Year Annual Report," 2012-2013.

Applicable nearby locations were identified for two of the six January-counted intersections. They are:

- Signalized #9 (Hollywood Way and Tulare Avenue) is located approximately 400 feet south of Unsignalized #6, with only a single exit-only driveway serving a small parking lot between the two locations.
- Unsignalized #4 (San Fernando Boulevard and Cohasset Street) is located approximately 650 feet northwest of Signalized #7, with only a few low-activity industrial parcels between the two locations.

For each pair and in each direction, the "departure" volumes at one intersection were summed together and compared with the corresponding "approach" volumes at the other intersection. The analysis was conducted both for the morning and afternoon peak periods (the three-hour periods during which the traffic counts were collected, including 7:00 AM to 10:00 AM and 4:30 PM to 7:30 PM) and the morning and afternoon peak hours in order to provide as complete a comparison as possible.

The following table shows the results of the comparison for the two pairs of intersections listed above. As shown, the comparison between Unsignalized #6 and Signalized #9 indicates that during 6 of the 8 comparisons, the January count was higher than the December count (by between 2.6% and 9.9%). During the afternoon peak period and peak hour in the northbound direction, the December count was higher than the January count by less than 1%. The comparison between Signalized #7 and Unsignalized #4 indicates that during 4 of the 8 comparisons (all those during the morning peak period and peak hour), the January count was higher than the December count (by between 5.2% and 12.4%). During the afternoon peak period and peak hour, the December count was higher than the January count by between 3.8% and 4.8%. This difference is not only lower in every case than the amount that January exceeded December during the morning counts, but it is also within typical daily variation of peak hour traffic counts, which often ranges from 5% to 10%. Based on the analysis of these two pairs of intersections, the January traffic counts were generally higher than the comparable December counts.

In addition to the two pairs of intersections above, a comparison was conducted between Signalized #18 and Signalized #25 (Avon Avenue and Empire Avenue), which is located approximately 900 feet west of Signalized #18. This comparison could not be conducted as directly because there is a large corporate office complex with primary parking access to Empire Avenue between the two intersections. However, by estimating the trips generated by the office complex and accounting for its morning peak hour trip attraction and afternoon peak hour trip generation onto the street between the two intersections, a rough comparison could be conducted. The results suggested that the January count was higher in both directions than the December count, though the magnitude of the difference could not be measured without knowing the specific trip generation of the office complex.

JANUARY 2016 TRAFFIC VOLUME COMPARISON

Location, Direction, and Peak Period	December Count	January Count	Higher Month	% Higher
Unsignalized #6 - Hollywood Way and San Fernando Boulevard Ramps *Compare to Signalized #9 - Hollywood Way and Tulare Avenue*				
Southbound Direction				
Morning Peak Period	6,006	6,172	January	2.8%
Morning Peak Hour	2,201	2,259	January	2.6%
Afternoon Peak Period	2,819	2,891	January	2.6%
Afternoon Peak Hour	1,077	1,133	January	5.2%
Northbound Direction				
Morning Peak Period	2,334	2,495	January	6.9%
Morning Peak Hour	882	969	January	9.9%
Afternoon Peak Period	5,178	5,133	December	0.9%
Afternoon Peak Hour	1,957	1,950	December	0.4%
Signalized #7 - Hollywood Way Southbound Ramps and San Fernando Boulevard *Compare to Unsignalized #4 - San Fernando Boulevard and Cohasset Street*				
Eastbound Direction				
Morning Peak Period	2,629	2,794	January	6.3%
Morning Peak Hour	1,075	1,208	January	12.4%
Afternoon Peak Period	1,324	1,263	December	4.8%
Afternoon Peak Hour	571	550	December	3.8%
Westbound Direction				
Morning Peak Period	961	1,011	January	5.2%
Morning Peak Hour	336	361	January	7.4%
Afternoon Peak Period	1,324	1,268	December	4.4%
Afternoon Peak Hour	522	501	December	4.2%

The remaining three intersections that were counted in January were too far from the nearest December-counted intersections, with too many trip generators and attractors in between, to conduct a comparison. However, the results of the two direct comparisons and the one indirect comparison described above suggest that the January traffic counts were at least comparable to, if not higher than, the December traffic counts. Therefore, the traffic count data counted in January can be considered to represent typical roadway conditions and was valid for use in the Traffic Study.

2-62 The comment notes that the traffic counts conducted at the intersection of Buena Vista Street and San Fernando Boulevard were collected after road closures and construction had begun on the I-5 widening project, which includes grade separation of the railroad crossing at this intersection. As requested by the comment, older data was obtained for this intersection from February, 2014, prior to the commencement of any construction or road closures. This traffic count therefore was used as the existing condition and as a basis for the analysis of future conditions in a revised analysis of potential project traffic impacts. The alternative traffic count exhibited different traffic patterns

through the intersection as compared to the traffic count used in the Traffic Study. However, the operating condition of the intersection during the peak hours was unchanged from the Traffic Study Analysis (LOS B during the morning peak hour and LOS D in the afternoon peak hour). The updated analysis is presented in the Traffic Study. It is important to note that none of the development options would cause a significant traffic impact at this intersection.

2-63 The comment requests further detail on how the flight activity forecasts from FlightAware Aviation Data Services is converted to passenger enplanements and deplanements. Appendix E, Passenger and Aircraft Operations Forecasts, to the Draft EIR provides a detailed explanation of the process by which future flight activity, including passenger enplanements and deplanements, was forecast. As stated on page E-13 of the Draft EIR, "Recognizing that passenger airline schedules may change in response to increasing passenger volumes over time, the hourly profiles of future (2023 and 2025) passenger airline activity are based on 'hypothetical' schedules that account for the possibility that new markets will become economically feasible as the number of potential passengers increase and that larger aircraft may be introduced to serve higher levels of passenger demand more efficiently." Also, as stated on page E-12 of the Draft EIR, "it is not possible to 'forecast' a daily schedule of activity with precision. The purpose of these profiles of activity is to provide conservative peak period activity estimates to support those environmental analyses addressing short-term but intense concentrations of activity." The data was developed specifically for the purpose of supporting the development of future ground-based traffic forecasts for the Traffic Study.

The comment points out that the hourly enplanement and deplanement forecasts in Table E-8 on page E-14 do not precisely match similar forecasts provided in Tables D-1 through D-3 in Attachment D to the Traffic Study. The data provided for use in the Traffic Study was produced in the same manner as the data in Table E-8, but was a slightly older version of the results. However, the peak hour ground-based person trips used in the Traffic Study was higher in nearly every case (i.e., peak hour and forecast year) than it would have been using the data from Table E-8. The only case in which the data from Table E-8 would have resulted in a higher person-trip forecast was the year 2015 data for the afternoon peak hour. During the morning peak hour in 2015, as well as both peak hours in years 2023 and 2025, the data used in the Traffic Study produced higher ground-based person trip forecasts than had the data from Table E-8 been used. And, even if the slightly higher forecast had been used as a basis for the analysis of Existing Year 2016 conditions during the afternoon peak hour, it would not have resulted in additional significant traffic impacts under any of the development options.

2-64 The comment requests additional information on airport employee trips and general aviation trips. For a complete discussion of trips attributable to general aviation activities, please refer to the response to comment 2-65 of this letter.

As described in Chapter 2 of the Traffic Study (see Appendix L), employees at the Airport were accounted for in several groups, including:

- Administrative Employees – Administrative employees generally work a typical office schedule and work in the terminal. There are approximately 45 staff members in this category. Under the Southwest Quadrant Same-Size Terminal Option, these staff would be moved to off-site offices, the location of which is unknown at this time.

- ARFF and ATCT Employees – The Aircraft Rescue and Fire Fighting Station (ARFF) and Air Traffic Control Tower (ATCT) employ approximately 6 people and 8 people per day, respectively. The few trips associated with these employees, most of which occur outside the peak hours, were too few to be of consequence in the Traffic Study.
- General Aviation Employees – Trips associated with general aviation activities, which include employees, visitors, and private flight passengers, were fully accounted for through the estimation of general aviation activity, and is described in detail in the response to comment 2-65 of this letter.
- Other Airport Employees – The largest component of airport employees include general staff, which includes airfield employees, airline employees (flight crews, administrative staff, ticket counters, and ramp personnel), Transportation Security Administration (TSA) employees, and contractor staff. These personnel generally have shifts from 5:00 AM to 2:00 PM and from 2:00 PM to 10:00 PM, and therefore most of their trips to and from the airport occur outside of peak hours.

In order to verify the accuracy of the trip generation estimates in the Traffic Study, parking lot arrival and departure data for the two employee parking lots at the Airport was reviewed for the month of May, 2016. The smaller staff lot for administrative employees is located off of the existing terminal loop road adjacent to the terminal. The other airport employee lot is located north of the air traffic control tower as a subsection of Lot A, accessed from Winona Avenue. At each of these lots, the average weekday arrival and departure totals were calculated by hour.

For the administrative employee lot, the busiest morning hour was from 7:00 AM to 8:00 AM, when an average of 20 vehicles arrived and one vehicle left. This is almost identical to (but lower than) the trip generation estimate for these employees, provided in Table 9 of the Traffic Study, which included 19 arrivals and 3 departures during the morning peak hour. The busiest afternoon hour was from 5:00 PM to 6:00 PM, when an average of 16 vehicles departed with no arrivals. This is also nearly identical to (but lower than) the trip generation estimate in Table 9, in which 17 vehicles departed and 4 arrived. Therefore, the Traffic Study assumption for administrative employee trips, detailed in Table 9, is accurate and no modification is warranted.

For the other airport employee lot, as described in the traffic study, the highest traffic activity levels occurred during the major shift changes. It experiences large numbers of arrivals between 4:00 AM and 6:00 AM and between 12:00 PM and 2:00 PM and large numbers of departures between 1:00 PM and 3:00 PM and between (9:30 PM and 11:30 PM). Some trip activity was counted during the morning and afternoon peak hours, which was not accounted for in the Traffic Study. The average number of peak hour trips - 9 arrivals and 1 departure during the morning peak hour and 5 arrivals and 14 departures during the afternoon peak hour – is too low to have a substantive effect on the results of the analysis given the overall volume of traffic the project shifts around. Nonetheless, the discussion of employee traffic in Chapter 2 of the Traffic Study, as well as the associated analysis of project traffic, was revised to account for peak hour trips associated with the general employee parking lot.

2-65 The comment suggests basing general aviation trip generation estimates on empirical traffic count data rather than on trip generation rates from *Trip Generation, 9th Edition* (Institute of Transportation Engineers (ITE), 2012) due to the small sample size for the data making up the ITE rate. In response to the comment, empirical data was collected at all of the airport access points that serve general aviation uses. The resulting trip generation was higher than the estimate used in

the Traffic Study based on the ITE rates. The discussion of general aviation traffic in Chapter 2 of the Traffic Study, as well as the associated analysis of project-related traffic, was revised and which now uses the empirical data collected at the Airport

2-66 The comment requests additional information regarding the derivation of peak hour trip generation estimates for the airport used in the Traffic Study. The response to comment 2-67 of this letter provides more information on the development and validity of the ground-based passenger transportation mode split assumptions, which are a key component of the trip generation estimates for passengers. In addition to passenger trips to and from the terminal and off-site parking lots, there are shuttle trips, employee trips, and delivery vehicles, among others. Therefore, the passenger trip generation estimates in the Traffic Study are only one component (albeit, the primary component) of trips to and from the passenger terminal and off-site parking lots.

The comment references *Burbank-Glendale-Pasadena Airport – Traffic Study Update* (Meyer, Mohaddes Associates, Inc., June 2001) (the "MMA Study"), which used traffic counts collected in 1999 to verify airport trip generation rates that had historically been used in traffic studies involving the airport ("Historical Airport Rates"). The MMA Study provided very little detail as to how the trip generation study was conducted, and did not provide any of the supporting traffic counts. Regarding the locations included in the traffic count, the MMA Study states on page 34 that it included "all [airport] terminals and all parking lots during weekdays and weekends. The counts were conducted over a two-week period, seven days a week. Counts were conducted at all parking lot access and terminal access points." The data reported in the MMA Study included the average daily total arrivals and departures. While the MMA Study states that "the peak hour counts were also verified," no peak hour traffic count data was provided and there is therefore now no way to confirm the accuracy of that statement.

Further, the MMA Study noted that the traffic counts it collected were in fact approximately 10% lower than the Historical Airport Rates that the counts were intended to verify. It states that the Historical Airport Rates were appropriate to continue using "since they produce a more conservative forecast of the Airport's impacts and could reflect a higher peak activity." However, based on the data provided in the MMA Study, the actual difference between the traffic counts it collected and the Historical Airport Rates is much higher than the 10% reported. The Historical Airport Rates include a daily airport trip generation rate of 6,130 trips per million annual passengers ("MAP"), which when multiplied by the 4.769 MAP reported in 1999 results in a total daily trip generation of 29,234 trips. The traffic counts in the MMA Study resulted in an average daily trip count of 23,012 trips, 27% less than the calculation based on the Historical Airport Rates. Therefore, the use of the Historical Airport Rates to estimate trip generation for the airport is very conservative, even based on data from 1999.

Additionally, any airport trip generation counts conducted prior to year 2001 reflect a dramatically different era in airport security. Prior to the terrorist attacks on September 11, 2001, people could walk freely into airport terminals all the way up to the gates. Family and friends of airline passengers would routinely come to the airport to greet arriving passengers and send off departing passengers. Passengers did not need to arrive at the airport nearly as early to pass through security lines. Ultimately, the change resulted in many fewer people in the terminal relative to the number of enplanements and deplanements, and therefore had a dampening effect on trip generation to and from airport terminals.

For these reasons, the comment suggestion that the Historical Airport Rates may be applicable to the airport for existing trip generation and future trip forecasts is not correct. Further, the intersection turning movement counts collected for use in the Traffic Study support the airport trip generation rates that were developed for the Traffic Study. The traffic counts at the intersections of Hollywood Way and Winona Avenue (which provides access to Lot A) and at Hollywood Way & Thornton Avenue and at Airport and Empire Avenue (both of which provide access to the terminal) provide a rough empirical count of current airport peak hour trip generation patterns. By summing the trips at each of these access points together, it totals approximately 1,250 total morning peak hour trips and 960 total afternoon peak hour trips. During both peak hours, the arrival and departure splits are close to even. (It should be noted that the Historical Airport Rates suggest that afternoon peak hour trip generation is approximately 23% higher than morning peak hour trip generation, rather than approximately 23% lower as in the Traffic Study counts. Also, the Historical Airport Rates suggest that the morning peak hour has a much higher rate of arriving trips (63%) than departing trips (37%), compared to the even split observed in the Traffic Study counts. This further demonstrates that the Historical Airport Rates, and the conclusions of the MMA Study regarding the validity of those rates, are no longer valid for use today).

Lastly, the trip generation estimates used in the Traffic Study closely approximate the empirical trip totals from the traffic counts. Nothing from the empirical data collected at the Airport suggests that it generates anywhere near the trips suggested by the Historical Airport Rates.

2-67 The comment requests further information on how the ground-based passenger transportation mode split assumptions, listed in Table 5 of the Traffic Study, were derived. As noted in the comment, the document titled *Bob Hope Airport Ground Access Study Data Collection and Analysis: Surveys of Airport Passengers and Employees* (Unison Consulting, Inc., Maroon Society, Montbury Consulting, Inc., and David Brownstone, Ph.D., August 2012) (the "Unison Study") contains information about the travel patterns of airline passengers collected in 2012. The results of that survey, though somewhat out of date compared to today's mode split patterns, confirm the validity of the mode split used in the Traffic Study.

The Unison Study reported the following regarding passenger mode split:

- 73% of passengers travel to and from the Airport via private vehicle
    - 42% are dropped off at the terminal by friends or family
    - The remaining 31% park the car
        - 8% use valet
        - 6% self-park at the terminal
        - 17% self-park outside of the terminal
- 13% of passengers travel to and from the Airport via a rental car
- 4% of passengers travel via a paid airport shuttle or van (i.e., Super Shuttle)
- 3% of passengers travel via a free airport shuttle or van (i.e., hotel shuttle)
- 3% of passengers travel via taxi
- 2% of passengers travel via limousine or car service
- 1% of passengers travel via public transit, primarily Metrolink rail

Additionally, it reported that of the 73% of passengers driving private vehicles to the Airport, they had an average occupancy of 1.9 people per vehicle. However, because 57% of those passengers were dropped off, it stands to reason that 1 of the people in 57% of the vehicles was the driver,

who was not an airport passenger. Removing 0.57 people per vehicle results in an average vehicle occupancy of approximately 1.3 airline passengers per private vehicle. The Traffic Study used a rate of 1.2 airline passengers per private vehicle, which resulted in a higher level of vehicle trip generation and therefore a more conservative traffic analysis.

Since the Unison Study was completed in 2012, there have been substantial changes to the transportation infrastructure serving the Airport. The terminal parking area, which included Economy Lot D, was reconfigured with construction of the Replacement Parking Structure ("RPS"), and the Regional Intermodal Transportation Center ("RITC"), which consolidated rental car and transit facilities in one location near the terminal. Also, Economy Lot B, which is located on the east side of Hollywood Way south of Winona Avenue, and Lot D (located north of the RITC) are not currently being used for parking by passengers. The net effect of these changes was to change the availability of close-in self-parking in the terminal area and to expand the availability and convenience of rental cars. Additionally, the emergence of Transportation Network Companies ("TNC") such as Uber or Lyft has substantially changed the way many people travel, a mode that was not foreseen in the Unison Study. Therefore, today's travel modes are different than those surveyed in the Unison Study.

However, the mode split assumptions used in the Traffic Study are consistent with the results of the Unison Study. The Unison Study reported that 1% of passenger trips occurred by public transit, consistent with the Traffic Study. The Unison Study reported that a total of 12% used a paid or free shuttle or van, taxi, or car service, while the Traffic Study assumed a total of 14% used such services, including the use of TNCs, which was not a standard mode in 2012. The Unison Study reported that 42% of passengers were dropped off or picked up at the Airport, and the Traffic Study assumed 40%. The Unison Study reported that 31% of passengers park their car and 13% use a rental car, for a total of 44% that park at the Airport. The Traffic Study assumed a total of 20% of passengers drive their car (between those self-parking and valet parking) while 25% use a rental car, based on data from the Airport. The distinction between driving and parking a personal vehicle vs. picking up or returning a rental car does not affect the number of off-site vehicle trips to or from the Airport.

In summary, the mode split assumptions used in the Traffic Study, which were reviewed for accuracy in detail by airport staff and traffic consultants, is consistent with the survey results from the Unison Study, accounting for infrastructure and travel pattern changes that have occurred in the intervening years since the survey was conducted.

2-68 In preparation of this Final EIR, the City's Travel Demand Model was used to prepare a "select zone analysis" of the distribution of traffic to and from the Airport. As noted in the comment, the regional passenger traffic distribution used in the Traffic Study (and shown in Figure 6 of the Traffic Study) was generally consistent with the distribution pattern from the Travel Demand Model.

Because the Travel Demand Model is not designed to forecast airline passenger travel, the trip generation estimates for the Airport from the Travel Demand Model are not as valid as the estimates used in the Traffic Study based on FlightAware passenger forecasts. In fact, the City's Travel Demand Model's assumption for year 2010 (the base year data included in the model) that the Airport currently generates more than twice as many trips as it actually does. Between the terminal, the RITC and terminal parking, and the land containing Lot A, the Travel Demand Model assumes a total of 2,490 morning peak hour trips and 3,210 afternoon peak hour trips. The actual trip generation, as described in Response to Comment 66, is approximately 1,250 morning peak hour

trips and 960 afternoon peak hour trips. Therefore, use of the Travel Demand Model for estimating airport trip generation is not appropriate.

2-69 The comment requests that traffic shifts resulting from each development option should be shown in detail for study intersections and terminal access points. The primary reason that such figures were not included in the Traffic Study is that with so many different components of traffic (passenger traffic, employee traffic, airport shuttles, delivery trips, general aviation, etc.) shifting with the proposed project, it would require dozens of such figures (between the many types of traffic, the three analysis years, and the three development options) to fully illustrate the traffic shifts individually. Therefore, figures showing the cumulative total project traffic shifts for each development option at the study intersections have been provided in the Traffic Study (see Appendix L). They are Figures 8, 10, and 12 for Existing Year 2016 conditions for the three Project Options, respectively, Figures 16, 18, and 20 for Interim Year 2023 conditions, and Figures 23, 25, and 27 for Completion Year 2025 conditions.

The comment also asks for figures noting the traffic volumes redistributed to account for the various infrastructure projects that are assumed to be completed in the background of the year 2023 and 2025 analyses. The primary infrastructure project that will affect background traffic is the I-5 widening project, which in addition to adding high-occupancy vehicle lanes to I-5 would include the reconstruction of the Empire Avenue interchange and the elimination of the at-grade railroad crossing at Buena Vista Street. The Traffic Study used a manual process of redistributing traffic to account for these infrastructure improvements. However, a revised analysis was using the City's Travel Demand Model and previous approved traffic studies in the City of Burbank to forecast future traffic conditions throughout the study area, and especially at the intersections most affected by the infrastructure projects. The data and methods that were used to forecast future traffic conditions for the Traffic Study are discussed in detail in the response to comment 2-71 of this letter.

2-70 The comment questions the method by which trips generated by the Related Projects were distributed throughout the street system. The comment misconstrues the text it quotes from the Traffic Study. The text from page 68 reads: "The geographic distribution of the traffic generated by the Related Projects is dependent on the same *types of factors* as the geographic distribution of Airport traffic" (emphasis added). Page 22 of the Traffic Study, describing the geographic distribution of airport traffic, states: "The geographic distribution of trips to and from the airport is dependent on the location of residential, commercial, and employment centers from which airport employees and passengers are drawn, characteristics of the street and freeway system, the location of airport access points, and existing traffic conditions." For Related Projects, the same *types of factors* are used to develop trip distribution assumptions. In other words, for each Related Project, the distribution is dependent on the locations of residential, commercial, and employment centers from (and to) which the residents, employees, or patrons of those developments would be drawn, as well as characteristics of the street system, access to the development, and existing traffic conditions. The comment seems to interpret the text on page 68 as indicating that the Related Project trip distribution patterns were the same as the airport trip distribution pattern, which is not accurate. Correctly interpreted, page 68 simply states that a similar process is followed to determine Related Project trip distribution as was followed to determine airport trip distribution.

The comment also suggests that the individual traffic studies for each of the 41 Related Projects should be referenced as part of the development of accurate interim year and completion year

background traffic conditions. This request lacks precedent, and goes well beyond the normal level of detail required for review of Related Projects in a traffic study. The *City of Burbank Traffic Study Guidelines* (Updated June, 2014) provides no specific guidance as to the level of detail that must be considered or provided when preparing trip distribution assumptions for Related Projects. The only specific detail requested is that a map of the locations of Related Projects be provided. The Traffic Study provided such a map in Figure 11. It also included Table 19, which summarizes all of the Related Projects with their names, locations, descriptions, and peak hour trip generation estimates. The distribution of Related Project traffic was conducted in a thorough and deliberate manner, utilizing the factors described in the paragraph above as well as the traffic consultant's familiarity with traffic patterns and anticipated development within the City of Burbank.

Additionally, the response to comment 2-71 of this letter details how the City of Burbank Travel Demand Model was used to develop revised forecasts of future traffic conditions (interim year and completion year). The Travel Demand Model accounts for all Related Project traffic in the City of Burbank, and therefore its use eliminated the need to manually distribute traffic for each of the 41 Related Projects.

2-71 The comment notes that the method used in the Traffic Study to forecast future baseline traffic conditions resulted in very conservative estimates of future traffic conditions. This was acknowledged in the Traffic Study, which stated:

- "[The ambient growth factor of 7% to year 2023] represents a conservative (i.e., likely high) level of growth separate from the traffic growth anticipated from Related Projects..." (pages 66-67)

- "[the Related Project trip generation estimates] are conservative in that they do not in every case account for either the trips generated by the existing uses to be removed of the likely use of other travel modes (transit, bicycle, walk, etc.) Further, they do not fully account for the internal capture trips within a multi-use development, nor the interaction of trips between multiple related projects within the traffic impact analysis Study Area, in which one Related Project serves as the origin for a trip destined for another Related Project." (pages 67-68)

- "[the Related Project trip generation and distribution methodology] is a conservative approach as many of the Related Projects may be reflected in the ambient growth rate." (page 68)

As the comment notes, some LOS values calculated in the Traffic Study are much higher than forecasts in the Burbank2035 General Plan Mobility Element. The comment suggests that the Traffic Study should use the City of Burbank's Travel Demand Model (the "Model") as a basis for forecasting future growth rather than the method of projecting traffic for each Related Project and adding annual ambient growth. The comment suggests that this method would reduce the likelihood that the Traffic Study overstates or understates traffic impacts at study intersections.

In response to the comment, the Model was consulted and forecasts were acquired from the Mobility2035 General Plan traffic study (*Final Transportation Analysis Report – Burbank 2035 General Plan,* Fehr & Peers, July 2012). A Revised Traffic Study was prepared and is included in this Final EIR based on Model forecasts of background traffic conditions for years 2023 and 2025. The

Revised Traffic Study provides a complete description of how the Model was used to develop the traffic forecasts. The forecasts resulted in much lower volume-to-capacity (V/C) ratios and better operating conditions as compared to the results in the Traffic Study. Additionally, some of the significant impacts identified in the Draft EIR as a result of the proposed project would not occur based on the analysis in the revised Traffic Study. While the Traffic Study included in the Draft EIR presented a very conservative analysis of potential future traffic conditions and Project traffic impacts, the analysis in the Revised Traffic Study is more representative of anticipated future conditions (and associated project traffic impacts) based on the City's most up-to-date planning efforts.

2-72 The comment requests an explanation of why anticipated growth in passenger enplanements and deplanements should not be considered attributable to the proposed project. This issue is discussed in detail in Appendix M to the Draft EIR. As stated on page M-1, "Unlike many projects at capacity-constrained airports in which the project is intended to increase the number of gates or runways to address that issue, the proposed replacement passenger terminal at [the Airport] does not include an increase in the number of gates at [the Airport] or the number of or length of runways, because [the Airport] is not capacity constrained. It currently operates well below the level of enplanements and operations it accommodated in 2006-2008 (pre the Great recession) and the levels of activity experienced in 2006-2008 are not projected to occur again at the Airport during the study period whether or not the project is built." Appendix M then provides detailed analysis supporting the assumption that the proposed project would not stimulate passenger growth on its own.

Notwithstanding, Appendix M also presented an analysis of the effects of a hypothetical increase in annual passengers of 10% more than the forecasts used in the Draft EIR, attributable directly to the Project. This analysis was updated for this Final EIR based on the analysis in the Revised Traffic Study. Based on the updated analysis, presented in Appendix M, the Adjacent Property Full-Size Terminal Option would result in potential significant impacts to two signalized intersections and two unsignalized intersections, prior to mitigation (compared with one signalized and one unsignalized intersections without the additional 10% growth), the Southwest Quadrant Full-Size Terminal Option would result in potential significant impacts to three signalized intersections and one unsignalized intersection (compared with one unsignalized intersection without the additional 10% growth), and the Southwest Quadrant Same-Size Terminal Option also would result in potential significant impacts to three signalized intersections and one unsignalized intersection (compared with no impact without the additional 10% growth).

2-73 The comment suggests that the effect of the grade separation of the railroad over Buena Vista Street at San Fernando Boulevard could significantly shift airport traffic to the Buena Vista Street ramps to and from I-5, especially if the Adjacent Property Full-Size Terminal Option is chosen. It suggests that navigation software will likely send traffic to the Buena Vista Street ramps when construction in that area is complete.

Navigation software may route some drivers to the Buena Vista Street ramps to Winona Avenue (as compared to the Empire Avenue ramps, which are anticipated to be the primary access ramps for drivers leaving to the south or arriving from the south), but there are a number of reasons that it may not. The total driving distance using the Empire ramps is shorter compared with using the Buena Vista Street ramps by approximately 0.1 miles for inbound vehicles and by 0.2 miles for outbound vehicles. The Empire Avenue route is less circuitous, essentially involving two streets

(Hollywood Way and Empire Avenue), whereas the Buena Vista Street route travels on three streets (inbound vehicles) or four streets (outbound vehicles) and includes out-of-direction travel for short stretches.

Nonetheless, to account for the possibility that additional traffic would use the Buena Vista Street ramps to and from I-5, additional traffic was routed that way in the Adjacent Property Full-Size Terminal Option in the revised Traffic Study. In total, approximately 25% of the traffic projected to travel up I-5 to the site was assumed to get off the freeway at Buena Vista Street and travel on Winona Avenue to the replacement passenger terminal. Because the outbound route back to I-5 via Buena Vista Street is longer and more circuitous than the inbound route as compared to the routes via Empire Avenue, only half as many outbound trips were assumed to use the Buena Vista on-ramp compared to the Buena Vista Street off-ramp. No additional significant impacts were identified as a result of this shift.

2-74 The comment recommends updating the Traffic Study assumptions regarding traffic using the Empire Avenue interchange upon its completion. In response, and in further consultation with City staff, the Revised Traffic Study included in this Final EIR used projections from *Final Traffic Impact Study for the 3401 Empire Office Project* (Fehr & Peers, February 2013) as the basis for future year forecasts (Interim year 2023 and Completion Year 2025) at the Empire Interchange intersections. These forecasts have been reviewed and approved by City staff. Because they were year 2019 forecasts, they were further increased in accordance with traffic growth estimated by the City of Burbank Travel Demand Model. Please refer to the response to comment 2-71 of this letter for more information about the use of the Travel Demand Model for traffic forecasts in the revised Traffic Study. No additional significant impacts were identified as a result of these traffic volume changes.

2-75 The comment summarizes the project-related and cumulative-related significant impacts of the proposed project, though it is in error. Based on the Traffic Study in the Draft EIR, there would be two "project-related" significant impacts (significant impacts that would occur whether or not any background traffic growth is factored in, i.e., based on the existing year 2016 analysis) and five "cumulative-related" significant impacts (significant impacts that would occur only when cumulative growth is considered, i.e., based on the interim year 2023 or completion year 2025 analyses) for the Adjacent Property Option. For the two Southwest Quadrant Options, the Traffic Study identified one cumulative-related significant impact but no Project-related significant impact (which was claimed in the comment).

The comment then summarizes proposed mitigation measures for the identified significant impacts. It should be noted that while only two of the proposed mitigation measures include street widening (Signalized Intersection #10, Hollywood Way and Winona Avenue, and Signalized Intersection #12, Hollywood Way and Airport / Avon Avenue), a third (Unsignalized Intersection #6, Hollywood Way and San Fernando Boulevard Ramps) would require physical modification of the ramp that may include minor widening within the existing right-of-way.

The comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding significant impacts and mitigation measures is acknowledged and will be forwarded to and considered by the Authority decision-makers.

2-76 The comment correctly notes that all intersection traffic impacts in the Draft EIR Traffic Study were identified as significant and unavoidable in the Draft EIR because they require the approval of a public agency (the City of Burbank) for implementation. The comment provides further discussion on several specific intersections, the responses to which are under the headers below corresponding to the headers in the comment.

a. Intersection 6: Hollywood Way and San Fernando Boulevard Ramps: The comment correctly notes that this intersection (which is currently unsignalized) would be impacted by the Adjacent Property Option during the morning and afternoon peak hours under Existing Year 2016, Interim Year 2023, and Future Year 2025 conditions based on the Draft EIR Traffic Study. It also correctly summarizes the proposed mitigation measure ADJ PROP FULL-TRANS-2B (described on page 3.17-17 of the Draft EIR), but questions whether the proposed improvement could be accommodated within the existing roadway width and right-of-way.

As an initial matter, based on the Revised Traffic Study provided in this Final EIR, this intersection is significantly impacted (prior to mitigation) under all analysis years for the Adjacent Property Option and SWQ Full-Size Option during both the morning and afternoon peak hours. Therefore, the proposed mitigation measure (which successfully mitigates the impact under each analysis scenario) is applicable to all both of those Project Options. It is not applicable to the Southwest Quadrant Same-Size Terminal Option.

Figure 30 in the Traffic Study has been provided in this Final EIR showing the conceptual configuration of the intersection to accommodate two right-turn lanes from the ramp onto southbound Hollywood Way. The improvement would require widening and realigning the existing ramp (within the existing right-of-way) to allow two lanes and to approach Hollywood Way at a 90-degree angle. Trucks would be able to turn from the left lane onto southbound Hollywood Way, which would be ensured during the detailed design of the improvement. With the realignment and signalization, this intersection would be located approximately 400 feet north of the existing signalized intersection of Hollywood Way and Tulare Avenue. There are many existing pairs of signalized intersections within the City of Burbank that are more closely spaced (for example, on San Fernando Boulevard, the intersections with Burbank Boulevard and First Street / Grinnell Drive are located less than 300 feet apart). The two traffic signals, along with the signals at other intersections along Hollywood Way, would be coordinated through the City's Citywide Signal Control System (CSCS).

b. Intersection 10: Hollywood Way and Winona Avenue: The comment correctly notes that this intersection would be impacted by the Adjacent Property Option during the afternoon peak hour under Existing Year 2016 conditions and during the morning and afternoon peak hours under Interim Year 2023 and Future Year 2025 conditions based on the Draft EIR Traffic Study. It also correctly summarizes the proposed mitigation measure ADJ PROP FULL-TRANS-1A (described on page 3.17-14 of the Draft EIR), but asserts that the improvement would be in conflict with the Mobility Element of the Burbank2035 General Plan because it requires acquisition of private property for implementation, suggesting that the mitigation is infeasible.

As an initial matter, based on the Revised Traffic Study provided in this Final EIR, this intersection is significantly impacted only during the afternoon peak hours by the Adjacent Property Option under any analysis year.

The proposed improvement would require condemnation and acquisition of private property, would result in a street wider than the maximum street width in Mobility2035, and would alter an existing on-street bicycle lane on southbound Hollywood Way. Although there are arguments that the mitigation is consistent with the mobility plan, the City proposed an alternative mitigation measure for this location as described and analyzed below.

c. City Alternative Mitigation Measure: Hollywood Way and Winona Avenue: The comment sets forth a potential alternative mitigation measure to ADJ PROP FULL-TRANS-1A for the intersection of Hollywood Way and Winona Street which would not require the acquisition of property not controlled by the City or the Authority. The improvement would narrow the width of existing lanes and install a third northbound through lane on Hollywood Way (rather than a fourth southbound through lane, as proposed in the mitigation measure from the Draft EIR). As noted in the comment, this alternative mitigation measure is already contemplated in the Burbank2035 General Plan, would not conflict with the Mobility Element, and if constructed as recommended by the City would not conflict with other general plan policies.

At the City's suggestion, this proposed alternative improvement was substituted for the mitigation measure included in the Draft EIR Traffic Study (ADJ PROP FULL-TRANS-1A) and incorporated into the Revised Traffic Study included in this Final EIR. It successfully mitigates the identified Project impacts below the level of significance under each analysis year.

d. Intersection 12: Hollywood Way and Airport / Avon Avenue: The comment correctly notes that this intersection would be affected by either southwest quadrant development option during the afternoon peak hour under Interim Year 2023 and Future Year 2025 conditions based on the Draft EIR Traffic Study. It also correctly summarizes the proposed mitigation measure SW QUAD FULL-TRANS-1 (described on page 3.17-22 of the Draft EIR) and SW QUAD SAME-TRANS-1A (described on page 3.17-32 of the Draft EIR), but found the improvement to be likely infeasible because it would require the demolition and reconstruction of a retaining wall and because several large utilities would have to be relocated. The comment also notes that the proposed mitigation measure would alter the existing on-street bicycle lane and would therefore conflict with a Burbank2035 policy.

However, based on the Revised Traffic Study provided in this Final EIR, as requested by the City, this intersection would not be significantly impacted during any analysis year under any of the development options. Given the lack of impact, there is no longer a need for the previously identified mitigation at Hollywood Way and Airport/Avon Avenue under any project option.

2-77 Master Response A provides a detailed summary of how transit connectivity between the proposed terminal (under each Project Option) would be maintained to the RITC, the existing Metrolink Burbank Airport train station, and the proposed future Metrolink Hollywood Way train station. For each Project Option and each transit facility, frequent shuttle service would carry passengers to the terminal within a maximum of 10 minutes, including time waiting for the shuttle. Currently, passengers have no option but to walk from the Metrolink Burbank Airport train station or the RITC to the existing terminal while carrying their luggage. This takes a minimum of 7 minutes at a standard walking speed of 3.0 miles per hour, but often takes longer carrying luggage. For disabled passengers, and those unable to carry their luggage, the only option is to wait for a Skycap service, in which airport employees will be sent from the terminal to pick up a passenger in a wheelchair. The proposed shuttles would provide improved customer service (i.e., riding in a climate-controlled

shuttle bus rather than walking outdoors with luggage) and a comparable overall travel time compared to existing transit connectivity to the airport. While the comment notes that passengers and employees would no longer be within walking distance of the office, hotel, commercial, and restaurant uses located on or near Hollywood Way, the shuttle service would be available to carry people from the terminal back to the RITC (which is closer to most of those off-airport commercial destinations than the existing passenger terminal), thereby maintaining connectivity in a comfortable shuttle bus.

Additionally, transit capacity impacts of the proposed project were reviewed according to the requirements of the Los Angeles County Congestion Management Program (CMP) in Chapter 7 of the Traffic Study and found no significant impact. As there would be no transit capacity impact and transit connectivity with the proposed project would be comparable to existing conditions, there is no significant proposed project impact on the public transit system.

2-78 The alternative mitigation measure proposed in the comment for the intersection of Hollywood Way and Winona Avenue, and its effectiveness at mitigating the impact of the Adjacent Property Option at that location, was discussed in detail in Response to Comment 74(b).

2-79 The comment proposes an additional mitigation measure in which each Project Option would incorporate a dedicated transit-only lane along the entirety of the terminal loop road to serve airport shuttles, Metro buses, and BurbankBus vehicles. However, as described in the response to comment 2-77 of this letter, the proposed project would not result in significant impacts to the public transit system, and therefore no transit mitigation is required.

Importantly, as shown in the site plans provided in Figures 2-11a and 2-11b of the EIR, each development option would provide a two-lane bus-only bypass for pick-up and drop-off in front of the terminal. These lanes, intended primarily for airport shuttles (including parking, RITC, transit, and hotel shuttles), would also be available for use by any transit operator that wished to drive through the terminal loop road.

The size of the roadway was designed to have a relatively slow posted speed limit and to accommodate peak demand for passengers, Authority employees, flight crews, airline and concession employees, and vendors. It is not feasible to accommodate a lane exclusively for buses and shuttles for the whole length of the terminal loop road. This road, which provides one-way travel into and out of the terminal area, is proposed to be two lanes for much of its length under each development option. Also under each development option, it would widen to three lanes adjacent to the terminal, though the third lane would be for curb pick-up and drop-off rather than a travel lane. In order to accommodate the other necessary uses in area around the terminal loop road, including surface parking lots and the parking structure, it is not possible to provide a continuous third lane for shuttles. However, the majority of the terminal loop road (everywhere other than directly in front of the terminal) is expected to operate smoothly, as there is very little to slow traffic (i.e., driveways, signals, pedestrian crossings).

It is not clear that public transit operators (including Los Angeles County Metropolitan Transportation Authority (Metro) and BurbankBus) would modify their existing routes to include looping through the airport terminal. For the Adjacent Property Option, the terminal loop road would be approximately 1.5 miles in length, adding at least 5 minutes to a bus route before accounting for the stop; for the Southwest Quadrant Full-Size Terminal Option and the Southwest

Quadrant Same-Size Terminal Option, the terminal loop road would be approximately 2 miles in length to and from Hollywood Way, adding at least 6 minutes to a bus route even with a dedicated transit-only lane (before accounting for a stop). Also, only one of the five Metro lines that stop at the existing RITC has a route terminus at the airport. The other four lines have a stop at the airport in the middle of a longer route, and therefore a 5-minute detour through the Airport would likely substantially reduce the ridership of any of these routes for transit riders not heading to or from the Airport. The BurbankBus routes operate on loops, and would similarly lose efficiency and convenience for non-airport riders by rerouting through the airport terminal loop road. However, the Authority will provide dedicated curb space at the commercial curb to accommodate Metro and BurbankBus operations if those operators decide to provide service directly to the replacement passenger terminal.

For these reasons, it would be unnecessary and counterproductive to provide a transit-only lane through the terminal loop road for any Project Option. The Authority has a plan to provide shuttle service between the terminal and the RITC, the existing Metrolink Burbank Airport train station, and the proposed future Metrolink Hollywood Way train station. This service will maintain rapid and efficient transit connectivity to the terminal, and is fully discussed in Master Response A.

2-80 The comment proposes an additional mitigation measure in which each Project Option would incorporate frequent shuttle service between the terminal and the RITC, the existing Metrolink Burbank Airport train station, the proposed future Metrolink Hollywood Way train station, potential future development at the B-6 property to the east of the location of the proposed Adjacent Property Option, and to existing commercial uses near the current terminal. However, as described in the response to comment 2-77 of this letter, the proposed project would not result in significant impacts to the public transit system, and therefore no transit mitigation is required. Further, federal law prevents the Authority from paying to provide shuttles to and from private developments that have no direct nexus to airport operations.

Additionally, as detailed in Master Response A, the Authority has committed to providing frequent shuttle service to the first three locations of the five referenced in the comment. As each of those three locations are public transit stations that serve airport passengers, it is essential that this connectivity be provided. It is not made clear in the comment why shuttle service between the terminal and either the B-6 property or the nearby commercial developments on Hollywood Way would be necessary or even used. Nonetheless, the RITC is located adjacent to the commercial developments in question, and therefore the shuttle to and from the RITC would also serve those uses. Should the Adjacent Property Full-Size Terminal Option be developed, it would be immediately adjacent to the potential Trust Property, and there would likely be a vehicular and/or pedestrian connection between the two uses. Should either of the development options in the southwest quadrant be developed, the shuttle between the terminal and the proposed Metrolink Hollywood Way train station would pass the Trust Property on Hollywood Way, and could make a stop along Hollywood Way for those passengers if demand warrants it.

2-81 The comment proposes an additional mitigation measure in which the Authority would be responsible for at least 33 percent of the maintenance costs for the proposed Metrolink Hollywood Way train station. However, as described in the response to comment 2-77 of this letter, the proposed project would not result in significant impacts to the public transit system, and therefore no transit mitigation is required. Further, federal law prevents the Authority from paying fees as mitigation when there is no nexus to actual project impacts.

2-82 The comment proposes an additional mitigation measure in which the Authority would be required to collaborate with Metro or other transit providers to accommodate any future transit facility to provide a direct connection to all terminal alternatives. However, as described in the response to comment 2-77 of this letter, the proposed project would not result in significant impacts to the public transit system, and therefore no transit mitigation is required. The Authority is supportive of any transit operator proposing to provide service to and from the airport, from which the Authority's shuttle service (described in detail in Master Response A) would carry passengers to and from the terminal. Specific details of that support and any associated collaboration would be worked out with that transit operator at the time that such a proposal was set forth.

2-83 The comment does not specifically address the analyses contained in the Draft EIR. However, the statement that the City agrees with and supports the mitigation measures found to be physically feasible and compatible with the Burbank2035 General Plan is acknowledged and will be forwarded to and considered by the Authority decision-makers. It should be noted that the Revised Traffic Study, with analysis and methods suggested in this comment letter, resulted in fewer significant impacts (prior to mitigation) than the Draft EIR Traffic Study, and fewer mitigation measures are required. Specifically, the mitigation measures proposed for the following intersections are no longer required under any development option:

- Hollywood Way Southbound Ramps and San Fernando Boulevard
- San Fernando Boulevard and Naomi Street / Winona Avenue
- Hollywood Way and Avon Street

The remaining three mitigation measures, which are shown to be physically feasible and acceptable to the City of Burbank, would be implemented depending on the development option implemented. Because the City has indicated its commitment to cooperate in the implementation of this mitigation measure as proposed, this impact is mitigated to a less-than-significant level. For a full discussion of the mitigation measures required for each development option, please see Section 3.17 of the EIR.

2-84 The comment does not specifically address the analyses contained in the Draft EIR. However, the statement regarding the Authority's eligibility to credit costs incurred implementing alternative traffic mitigation measures at the intersection of Hollywood Way and Winona Avenue against any development fees is acknowledged and will be forwarded to and considered by the Authority decision-makers.

2-85 The comment identifies a number of points from an earlier letter by the City of Burbank in response to the Project's Notice of Preparation. Each of the points are addressed below:

A) (NOP Comment #6): As explained in "City6 Response" on Page B-80 of the Draft EIR, it is speculative to try to identify the exact location where the Authority administrative offices may be located under the SWQ Same-Size Option. It is a virtual certainty that they would occupy an existing office building, rather than new construction for the purposes of housing the Authority, and therefore the commuter trips to and from that site would already be accounted for in existing traffic conditions associated with the existing building. Further, the number of daily trips between the Airport and the Authority administrative offices would be minimal (estimated at 5 or fewer per day). The vast majority of the administrative employees have no particular need or reason to be physically

at the Airport, and therefore trips from that office to the Airport would be negligible, especially during peak hours.

B) (NOP Comment #11): Please refer to the response to comment 2-71 of this letter, as well as the Revised Traffic Study included in this Final EIR, for more information on how the City's Travel Demand Model was incorporated into the future traffic forecasts and Project traffic analysis.

C) (NOP Comment #13): The trip generation estimates in the Traffic Study were not prepared based on million annual passengers (MAP) at the airport. Rather, they were developed based on hourly flight forecasts and passenger volumes generated by FlightAware software, as detailed in the response to comment 2-63 of this letter. MAP levels do not directly relate to peak hour traffic levels, and therefore it was necessary to use a more detailed planning tool to estimate hourly passenger enplanements and deplanements and convert that to vehicle trips through a series of arrival, departure, and mode split assumptions. This is explained in Chapter 2 of the Traffic Study.

D) (NOP Comment #15): No trip generation credit was assumed resulting from a potential connection between the terminal under the Adjacent Property Full-Size Terminal Option and development on the Trust Property portion of B-6 for two reasons: first, the specific development plan for the Trust Property has not yet been approved by the City of Burbank; and second, such a vehicular connection is not yet guaranteed. Therefore, the Traffic Study conservatively assumed no trip-related interaction between the two properties.

E) (NOP Comment #17): Traffic circulation plans have been added to the EIR as Figures 2-11a and 2-11b.

F) (NOP Comment #18): The potential grade separation of the railroad crossing at Clybourn Avenue south of Empire Avenue is not expected to substantially affect project traffic distribution in that direction. As the installation of that infrastructure improvement is not certain to happen, and it would only serve to increase capacity at that location, the Traffic Study conservatively did not provide for this additional capacity in the analysis.

G) (NOP Comment #19): Please refer to Master Comment A and the responses to comments 2-77, 2-79, 2-80, 2-81, and 2-82 of this letter for detailed information about the Project's effects on transit connectivity.

H) (NOP Comment #21): There are no thresholds of significance related to vehicular circulation within a Project site. Nonetheless, the internal roadways were designed to accommodate the vehicular demands on the terminal loop road even with substantially higher passenger travel levels than are forecast in the Draft EIR. See also the response to comment 2-79 of this letter. Traffic circulation plans have been added to the EIR as Figures 2-11a and 2-11b.

I) (NOP Comment #22): Traffic circulation plans have been added to the EIR as Figures 2-11a and 2-11b.

J) (NOP Comment #24): As explained in "City24 Response" on Page B-82 of the Draft EIR, the high speed rail (HSR) Authority has not provided final alignment or station locations in this area, and therefore any speculation regarding the parking needs of a nearby HSR station would be

hypothetical. The eventual environmental documentation for the HSR would include analysis of parking requirements and impacts.

K) (NOP Comment #25): The vehicular trip generation estimates for passengers used in the Traffic Study were developed based on hourly passenger enplanement and deplanement forecasts using FlightAware software, as described in the response to comment 2-63 of this letter. The FlightAware software accounts for changes to aircraft seating capacity, and therefore these forecasts were inherent in the trip generation estimates.

L) (NOP Comment #26): Please refer to Appendix M to the Draft EIR, as well as to the response to comment 2-72 of this letter, for a detailed discussion of whether the project should be expected to result in growth in passenger activity on its own. Appendix M also provides a summary of potential impacts that could be identified if passenger growth were attributed to the project.

M) (NOP Comment #27): Traffic circulation plans have been added to the EIR as Figures 2-11a and 2-11b. As was described on Page 20 of the Traffic Study in Appendix L, the two development options in the southwest quadrant would maintain the same access as the existing terminal on Hollywood Way at Thornton Avenue and on Empire Avenue. The Southwest Quadrant Full-Size Terminal Option also would add an additional access point on Empire Avenue between Clybourn Avenue and the existing driveway. Emergency vehicle access is discussed in Section 3.15 of the Draft EIR.

N) (NOP Comment #28): Travel between the RITC and each terminal option would be via airport shuttle, as it is too far to walk. For the two development options in the southwest quadrant, the shuttle would travel on the terminal loop road without accessing public streets. For the Adjacent Property Full-Size Terminal Option, the shuttle would travel on Hollywood Way between Thornton Avenue and Winona Avenue to access the terminal loop road. Master Response A provides a complete description of transit connectivity, including shuttle operations, with the Project.

O) (NOP Comment #29): Page 67 of the Traffic Study describes the expectation that the developer of the adjacent B-6 property would include a vehicular connection to the terminal loop road. Please refer to Part D of this response to comment above for information about why the Traffic Study assumed that no traffic would use this connection.

P) (NOP Comment #45): Footnote [a] to Table 3.1-1 on page 3.1-6 of the Draft EIR notes that "the lack of any definitive details regarding a potential Burbank high speed rail (HSR) station preclude any meaningful environmental analysis. Any degree of analysis that could be undertaken would rely on a high degree of speculation, which would undermine the accuracy of and reliability of any information that could be provided."

2-86 Page 3.18-17, new paragraph 3 (following Table 3.18-5) of the Draft EIR is added and reads:

3.18.2.5 Project Design Features

The Authority would implement the following PDFs to enhance the reduce the use of water at the Airport.

PDF-UTIL-1: When available, the Authority would use recycled water for landscape irrigation and cooling towers.

2-87 For the Adjacent Property Full-Size Terminal Option, Burbank Water and Power (BWP) and Burbank Avion (the developer of the Trust Property) have identified an acceptable solution for providing power to both the Avion site and the replacement passenger terminal. The Authority power demand is less than 5 megawatts. This solution for the Adjacent Property Full-Size Terminal Option would bring power to an easement located on the easterly end of the PD Zone 2004-170 parcel, requiring a 30-foot by 25-foot easement. The power would then run north in the portion of the Hollywood Way widening that Avion would provide and then the power would run west along the Tulare Street extension. The power would then enter the Airport at Tulare Street and would turn north to a 15-foot by 25-foot easement located west of the parking structure and in approximately the northerly location of the central utility plant on the second floor of the replacement passenger terminal. At that point, the power would then be in Authority conduits and run west to intersect the replacement passenger terminal and the central utility plant. The costs of the run of power from the PD zone easement to the easement east of the parking structure would be shared between Avion and the Authority in a pro-rated share based on the number of feeders.

For the Southwest Quadrant Full-Size Terminal Option and the Southwest Quadrant Same-Size Terminal Option, the Authority would make available a 15-foot by 25-foot easement for a switch and associated equipment to allow updating of the existing service on the southwest quadrant of the Airport, in a location to be determined by the City of Burbank.

2-88 The Authority does not contemplate any additional off-site electrical underground construction to occur for any of the development options. Therefore, no analysis of such impacts is warranted.

2-89 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the availability of the 2015 Urban Water Management Plan is acknowledged and will be forwarded to and considered by the Authority decision-makers.

2-90 Because a passenger terminal is a unique land use with unique demands for utilities, and because the Authority wants to provide the most conservative approach to determining the wastewater generation at the Airport, the Authority has assumed that the wastewater generated at the existing passenger terminal is the same as the water demand at the existing passenger terminal. The amount of water used at the existing passenger terminal is based on actual records of water usage. Without the provision of the City's wastewater generation rates, it is not known what factors the City used to determine the wastewater discharge of 66,331 GPD. Using the more conservative method, the Authority estimates a peak wastewater discharge of about 111,000 GPD. Section 3.18 of the Draft EIR has been updated to reflect this conservative approach in wastewater generation rates

2-91 The Authority acknowledges that the City has a process associated with sewer capacity analysis regarding any improvements that would be necessary to the wastewater discharge system. However, the updated wastewater generation analysis shows that the amount of wastewater generated in 2025 would be similar to the amount of wastewater that was generated in 2007 when the Airport experience the highest annual passenger counts. Section 3.18 of the Draft EIR has been updated to reflect the change in wastewater generation rates.

2-92 See the response to comment 2-91 of this letter.

2-93 See the response to comment 2-91 of this letter.

2-94 The comment states that a sewer capacity analysis would dictate where any improvements are allowed to connect to the City's sewer system, or what additional sewer improvements might be necessary to properly convey sewage to the Burbank Water Reclamation Plan. First, any potential increase in sewer generation under the Southwest Quadrant Full-Size Terminal Option would be as a result of potential future growth in passengers, which would occur whether a replacement passenger terminal is constructed or not. Further, the Authority would comply with Burbank Water and Power's generally applicable sewer connection requirements.

2-95 The comment states that a sewer capacity analysis would be needed prior to connection to the City's sewage system, to confirm that there is sufficient capacity to convey flows the Burbank Water Reclamation Plant. The Authority would comply with Burbank Water and Power's generally applicable sewer connection requirements.

2-96 See the response to comment 2-91 of this letter.

2-97 See the response to comment 2-94 of this letter.

2-98 See the response to comment 2-95 of this letter.

2-99 See the response to comment 2-91 of this letter.

CITY OF LOS ANGELES
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ERIC GARCETTI
MAYOR

COMMENTER # 3

June 13, 2016

Mark Hardyment
Director, Government and Environmental Affairs
Burbank-Glendale-Pasadena Airport Authority
2627 North Hollywood Way
Burbank, California

Subject: **Comments of the Draft Environmental Impact Report (DEIR) for a Replacement Airline Passenger Terminal at Burbank Bob Hope Airport**

The City of Los Angeles, Department of Transportation (LADOT) has reviewed the Transportation Portion of the DEIR for the Replacement Airline Passenger Terminal at Burbank Bob Hope Airport and we have the following Comments:

1 • Two of options propose expanding the size of the terminal from 232,000 square feet to 355,000 square feet. These expansions will keep the 14-gates and only vary on the location of the terminal. Yet no additional outside vehicular trips were anticipated using this option because the number of terminals will remain the same. Although the number of terminals may stay the same the current terminal was built before TSA screening was expanded and passenger accommodations where expanded in most airports. So it stands to reason that these new terminals will be built to accommodate more passengers within the same 14 terminals and that was not analyzed or studied in these scenarios.

2 • The option of building a same-size terminal option in the southwest quadrant will modernize and make more efficient the movement of passengers from the airplanes to the curb. This modernization will increase the current latent demand for passengers. This was not studied under any of the options and should have been analyzed.

3 • The increase in passengers at the Airport will result in additional vehicle trips on the adjacent road network including streets that are located in the City of Los Angeles and because of this increased demand the study area for Transportation should be increased in the City of Los Angeles.

COMMENTER # 3

4 Thanks you for the opportunity to comment on this DEIR, and please include us in any responses or additional information you may have available. If you have any questions regarding these comments, please contact Sergio D. Valdez at by e-mail at SERGIO.VALDEZ@LACITY.ORG.

Sincerely,

Sergio D. Valdez, P.E.
Transportation Engineer

c: Doug Mensman, Council District 6

RESPONSE TO COMMENTER #3 (CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION)

3-1 The comment expresses the opinion that the proposed project would be built to accommodate more passengers and incorrectly claims that no analysis was conducted of a scenario in which the proposed project resulted in additional passengers. As an initial matter, the size of the existing passenger terminal does not limit the number of passengers that can be accommodated, and the proposed project – including any of the development options – would not increase the number of passengers that can be accommodated. Rather, each of the development options would improve the efficiency, accessibility, comfort, and convenience compared to the existing passenger terminal. This issue is discussed in Appendix M to the Draft EIR. As stated on page M-1, "Unlike many projects at capacity-constrained airports in which the project is intended to increase the number of gates or runways to address that issue, the proposed replacement passenger terminal at [the Airport] does not include an increase in the number of gates at [the Airport] or the number of or length of runways, because [the Airport] is not capacity constrained. It currently operates well below the level of enplanements and operations it accommodated in 2006-2008 (pre the Great recession) and the levels of activity experienced in 2006-2008 are not projected to occur again at the Airport during the study period whether or not the project is built." Appendix M then provides detailed analysis supporting the assumption that the proposed project would not stimulate passenger growth on its own.

Notwithstanding, Appendix M also presented an analysis of the effects of a hypothetical increase in annual passengers of 10% more than the forecasts used in the Draft EIR, attributable directly to the proposed project. This analysis was subsequently updated based on the analysis in the Traffic Study (see Appendix L). Based on the updated analysis, presented in Tables M-7 through M-10, the Adjacent Property Full-Size Terminal Option would result in potential significant impacts to two signalized intersections and two unsignalized intersections, prior to mitigation (compared with one signalized and one unsignalized intersections without the additional 10% growth) and that the Southwest Quadrant Full-Size Option would result in potential significant impacts to three signalized intersections and one unsignalized intersection (compared with one unsignalized intersection without the additional 10% growth).

3-2 The comment claims that the Southwest Quadrant Same-Size Option would "modernize and make more efficient the movement of passengers from the airplanes to the curb" and that this "will increase the current latent demand for passengers." It is not clear what particular feature of the Southwest Quadrant Same-Size Option the commenter believes will improve the efficiency of passenger movements through the terminal, at least as it compares to the other two development options (all of which are expected to improve the overall efficiency of terminal operations similarly). However, as explained in detail in Appendix M to the Draft EIR, and as referenced in the response to comment 3-1 of this letter, the Airport "currently operates well below the level of enplanements and operations it accommodated in 2006-2008 (pre the Great recession) and the levels of activity experienced in 2006-2008 are not projected to occur again at the Airport during the study period whether or not the Project is built." As the Airport currently operates well below historic high numbers of airline passengers, with no substantive change to the terminal in the intervening years, there is no latent passenger demand at the Airport that would come to the Airport only because a replacement passenger terminal is constructed. Further, as described in the response to comment 3-1 of this letter, Appendix M also presented an analysis of the effects of a hypothetical increase in annual passengers attributable directly to the proposed project.

3-3 The comment claims that analysis needs to be conducted of additional intersections within the City of Los Angeles because the proposed project would result in additional vehicle trips to and from the Airport. Notwithstanding the fact that the proposed project is not expected to result in additional vehicle trips to and from the Airport (see the responses to comments 3-1 and 3-2 of this letter), an analysis presented in Appendix M shows potential significant impacts if the proposed project did result in additional passenger travel. This analysis does not identify any significant impacts at intersections within the City of Los Angeles. The City of Los Angeles is located west and north of the Airport. There are only a few arterial corridors through Los Angeles that provide reasonably well-traveled routes to the Airport, including Hollywood Way from I-5, San Fernando Road, Vanowen Street, and Victory Boulevard. Hollywood Way from I-5 was included in the Traffic Study area, as was San Fernando Road as far northwest as Sunland Boulevard, but the volume of Airport traffic anticipated to travel on these streets is below the minimum threshold to result in a significant impact. Airport traffic using Vanowen Street or Victory Boulevard is either local traffic from the North Hollywood community of Los Angeles (a very small percentage of overall Airport passenger traffic, based on the fact that the Airport draws passengers from throughout the region), or is traveling all the way from SR-170, located miles west of Hollywood Way. Therefore, the study area used in the Traffic Study, including the intersections partially or fully within the City of Los Angeles, was adequate to identify all potentially significant traffic impacts. No expansion of the study area is necessary.

3-4 This comment does not specifically address the analyses contained in the Draft EIR. The City of Los Angeles Department of Transportation will be notified when the Final EIR is published.

COMMENTER # 4

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS & WEBSITE
http://www.replaceburterminal.com/

June 13, 2016

Burbank Airport
2627 Hollywood Way
Burbank, CA 91505

Review of the Draft Environmental Impact Report (Draft EIR) for the Replacement Airline Passenger Terminal at Burbank (BUR) Bob Hope Airport

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are intended to provide guidance to the lead agency and should be incorporated into the Final Environmental Impact Report (EIR) as appropriate.

Based on a review of the Draft EIR the proposed project will generate significant regional and local air quality impacts during operation. The project's significant air quality impacts are predominantly from aircraft emissions. For example, the project results in an additional 706 lbs/day of NOx emissions from future aircraft activity, resulting in significant regional and localized impacts. Since the Lead Agency has determined that project air quality impacts exceed the SCAQMD recommended daily significance thresholds during operations, the SCAQMD staff recommends additional mitigation measures to further reduce the significant operational impacts. Details are included in the attachment. 1

The SCAQMD staff is available to work with the Lead Agency to address these concerns and any other air quality questions that may arise. Please contact Jack Cheng, Air Quality Specialist at (909) 396-2448, if you have any questions regarding these comments. We look forward to reviewing and providing comments for the Final EIR associated with this project.

Sincerely,

Jillian Wong

Jillian Wong, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

JW:JC
LAC160504-03
Control Number
Attachment

COMMENTER # 4

ATTACHMENT

Recommended Changes

Consistent with measures that other lead agencies in the region (including Port of Los Angeles, Port of Long Beach, Metro and City of Los Angeles)[1] have adopted, SCAQMD staff recommends the following edits:

2 1. **PDF-AIR-1: Green Building Measure** – The Authority will ~~would pre-wire, or~~ install ~~conduit and panel capacity for,~~ electric vehicle charging stations for a minimum of ~~three (3)~~ five (5) percent of onsite parking spaces.

Additional Mitigation Measures

The SCAQMD staff recommends that the Lead Agency minimize or eliminate significant adverse air quality impacts by including the mitigation measures provided below.

Transportation Mitigation Measures

3 I. All shuttles serving BUR should utilize zero/near zero emission vehicles and/or alternative fueled technologies.

4 II. Provide actual electric vehicle charging stations (not just wiring infrastructure).

5 III. Require the use of 2010 diesel, or alternatively fueled, delivery trucks (e.g., food, retail and vendor supply delivery trucks) as soon as feasible and prior to the 2023 CARB compliance deadline.

6 IV. Provide electric infrastructure (wiring, panel upgrades, etc.) for truck loading areas to allow future charging station installation.

7 V. Provide incentives to encourage public transportation and carpooling (e.g., through internal retail and restaurant discounts).

8 VI. Provide incentives for employees and the public to use public transportation such as discounted transit passes, reduced ticket prices, and/or other incentives.

9 VII. Implement and/or enhance rideshare programs for employees.

Parking Mitigation Measures

10 VIII. Provide parking system for quick entry and exit that will reduce vehicle idling time. A system should also be installed that provides sufficient signage or communication for available parking, parking locations, and parking fee.

11 IX. Provide real time information on parking availability in the parking structures to minimize the time it takes to find available parking.

12 X. Install electrical hookups at docks for any TRU's.

Airport Operations

13 XI. Encourage or incentivize airlines to route the cleanest aircraft engines to serve the South Coast Air Basin.

[1] For example see the Metro Green Construction Policy at: http://www.metro.net/projects_studies/sustainability/images/Green_Construction_Policy.pdf

COMMENTER # 4

14 XII. Electrify all gates and hangers at BUR.

15 XIII. All ground support equipment should utilize zero/near zero emission technology.

Other Mitigation Measures

16 XIV. Require use of electric lawn mowers and leaf blowers.

17 XV. Require use of electric or alternatively fueled sweepers with HEPA filters.

RESPONSE TO COMMENTER #4 (SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT)

4-1 The commenter is correct in noting that the proposed project would result in significant regional and local air quality impacts. The Authority acknowledges the mitigation measures provided by the commenter and the subsequent responses describe the feasibility of implementation of each of the commenter's recommended mitigation measures.

4-2 The Authority developed Project Design Feature PDF-AIR-1 (see pages 3.4-25 and 3.4-26 of the Draft EIR) to allow for the future installation of electric vehicle charging stations. The effectiveness of electric vehicle charging stations in reducing transportation emissions is subject to factors outside the control of the Authority, including regional ownership rates for electric vehicles and demand for on-Airport charging. To provide flexibility for the Authority to accommodate market conditions and potential future growth in electric vehicles while still allowing the Authority to efficiently use parking spaces while minimizing vehicle idling from passengers searching for parking should the growth in demand for on-Airport electric vehicle charging not materialize or be less than expected, page 3.4-26, bullet 13, of the Draft EIR is revised to read:

> The Authority would pre-wire, or install conduit capacity, for electric vehicle charging stations for a minimum of ~~three (3)~~ five (5) percent of ~~onsite~~ relocated parking spaces, of which 50 spaces would be installed with electric vehicle charging stations upon opening of the replacement passenger terminal.

4-3 The Authority has a shuttle service agreement that provides, insures, manages, maintains and operates a fleet of 2016 model-year compressed natural gas (CNG) alternative-fueled buses with service between the existing terminal building and Airport parking lots. The Authority would continue the service agreement, or adopt a similar agreement if necessary, for the replacement passenger terminal. As the Authority already implements this emission reduction strategy and would continue to do so for the Project, no additional mitigation measure is warranted.

4-4 This measure would be implemented as provided in PDF-AIR-1 (see the response to comment 4-2 of this letter), which would require the installation of electric vehicle charging stations. As this measure is already incorporated into the Project in PDF-AIR-1, no additional measure is required

4-5 This measure is not warranted as the replacement passenger terminal is anticipated to be operational in 2023, which generally coincides with the CARB compliance deadline for on-road diesel-fueled trucks. The measure would be duplicative of existing CARB regulations and would result in the same emissions reductions as compliance with the existing CARB regulations. As this measure would not achieve substantially greater emissions reductions, the measure is not warranted.

4-6 The replacement passenger terminal would be designed to incorporate electric infrastructure for truck loading areas to allow for future charging station installation with appropriate connections and power supply for trucks and transportation refrigeration units (TRUs) equipped with electric hook ups. As a result, page 3.4-26, new bullet of the Draft EIR is added and reads:

> The Authority would provide electric infrastructure for truck loading areas to allow future charging station installation.

4-7 With respect to passenger trips, the Authority has no ability to require merchants and vendors to provide incentives for public transportation users and carpools. Designating parking spaces for passenger carpools may not reduce passenger-related travel emissions as such spaces could be underutilized, which could result in increased emissions from increased passenger idling or circling due to the reduced number of available non-carpool parking spaces. With respect to public transportation, as discussed on page 3.17-18 of the Draft EIR, it is estimated that approximately one percent of Airport passengers currently travel to or from the Airport via public transportation and that the number will remain at approximately one percent in the future. Public transportation improvements that are proposed to occur in the vicinity of the Airport include the construction of a new Metrolink station on San Fernando Boulevard near Cohasset Street and Hollywood Way that would serve Metrolink riders on the Antelope Valley Line. Upon the station's completion, the Authority has committed to provide a shuttle between the replacement passenger terminal and the proposed Metrolink Station on San Fernando Boulevard for each arriving and departing train. These improvements could result in an increase in public transit usage to and from the Airport, and would occur independent of the proposed project. Thus, the potential increase in ridership would occur under each of the development options and the no project alternative. The Authority has already committed to implementing public transportation improvements independently of the proposed project, which would encourage increased passenger ridership. There are no additional feasible mitigation measures that would achieve a substantially greater increase in public transportation passenger trips.

4-8 The percentage of persons working at the Airport that are employed by the Authority and its airport management contractor, TBI, is relatively small compared to those who work at the airport, but are employed by other entities. However, as stated on pages 3.4-25 and 3.4-26 of the Draft EIR, PDF-AIR-1 incorporates measures that would encourage and incentivize carpooling and the use of low-emitting or fuel efficient vehicles by designating a minimum of 10 percent of onsite employee parking for such vehicles. As stated on page 3.4-25 of the Draft EIR, the Airport is in proximity to multiple modes of public transit, which could encourage the use of public transportation. In addition, as discussed on page 3.17-18, public transportation improvements that are proposed to occur in the vicinity of the Airport include the construction of a new Metrolink station on San Fernando Boulevard near Cohasset Street and Hollywood Way that would serve Metrolink riders on the Antelope Valley Line. Upon the station's completion, the Authority has committed to provide an air carrier passenger shuttle between the terminal and the proposed Metrolink Station on San Fernando Boulevard for each arriving and departing train. To encourage the use of public transportation, page 3.4-26, new bullet of the Draft EIR is added and reads:

> The Authority would provide incentives to encourage the use of public transportation by Authority and TBI airport management employees.

4-9 See the response to comment 4-8 of this letter.

4-10 The Airport currently implements parking measures to provide quick entry and exit and signage or communication for available parking, parking locations, and parking fee. The Authority would also design the new parking structures to incorporate parking measures to provide parking with quick entry and exit, by providing pay kiosks prior to existing as well as automated ticketing and pay kiosks at the entry and exit points. Parking areas would be designed with sufficient signage or communication for available parking, parking locations, and parking fee. As this measure is already implemented by the Authority, no additional measure is warranted.

4-11 The Authority currently implements parking measures to provide information on parking availability. The Authority would also design the new parking structures to incorporate parking measures to provide information on parking availability to minimize vehicle idling. As this measure is already implemented by the Authority, no additional measure is warranted.

4-12 See the response to comment 4-6 of this letter.

4-13 This measure is not feasible as the Authority has no ability to require airlines to use specific aircraft to serve the Airport or to establish emissions standards for aircraft serving the Airport. The Federal Aviation Administration (FAA) has sole jurisdiction over aircraft emissions standards and the Authority is federally preempted in this regard. This measure is also not feasible because of the complex nature of passenger travel, which involves a combination of direct flights and connecting flights that may originate from in-state, out-of-state, and global locations. The Authority has no ability to re-route specific aircraft with specific engines types to the Airport and simultaneously redirect other aircraft to other airports. As a result, this measure is not feasible.

4-14 The existing passenger terminal is currently equipped with electrified gates that provide aircraft with the option to use electric power. The gates at the replacement passenger terminal also would be constructed to include electrified gates. As this measure is already implemented by the Authority, no additional measure is warranted.

4-15 The Authority does not have the ability to require airlines to use ground service equipment (GSE) that meet specific emissions standards. Therefore, this measure is not feasible. However, the Authority encourages airlines to use less polluting GSE and replace older models with less polluting models. The Authority estimates that some airlines currently operate a fleet of GSE with approximately 60 percent of the fleet operated by Southwest Airlines (which currently serves about three-fourths of the passengers that fly at BUR) electric powered. However, due to concerns about safety (i.e., losing battery power while maneuvering aircraft), it is infeasible that airlines would convert their entire fleet to electric-powered GSE. Thus, the suggested measure is not feasible.

4-16 Emissions from this source category represent a relatively minor contributor to overall emissions. As shown in Table 3.4-5 on page 3.4-32, Table 3.4-13 on page 3.4-49, and Table 3.4-21 on page 3.4-67 of the Draft EIR, emissions associated with landscaping are approximately 1 pound per day of CO and less than 1 pound per day for VOC, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ (the VOC emissions are associated with coating and consumer products). Nonetheless, to reduce air pollutant emissions from landscaping equipment, page 3.4-26, new bullet of the Draft EIR is added and reads:

> <u>The Authority would require the use of electric lawn mowers and leaf blowers for maintaining decorative landscaping adjacent to the replacement passenger terminal.</u>

4-17 Page 3.4-26, new bullet of the Draft EIR is added and reads:

> <u>The Authority would require the use of electric or alternatively-fueled sweepers with HEPA filters for sweeping of publicly-accessible roadways and parking structures.</u>

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

June 14, 2016

COMMENTER # 5

Mark Hardyment
Burbank-Glendale-Pasadena Airport Authority
2627 Hollywood Way
Burbank, CA 91505

Subject: Burbank Bob Hope Airport Replacement Terminal
SCH#: 2015121095

Dear Mark Hardyment:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on June 13, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

COMMENTER # 5

Document Details Report
State Clearinghouse Data Base

SCH#	**2015121095**
Project Title	Burbank Bob Hope Airport Replacement Terminal
Lead Agency	Burbank-Glendale-Pasadena Airport Authority
Type	EIR Draft EIR
Description	The Burbank-Glendale-Pasadena Airport Authority (Authority) is proposing to build a 14-gate replacement passenger terminal and related facilities at Bob Hope Airport (Airport) in one of two locations at the Airport.

Lead Agency Contact

Name	Mark Hardyment
Agency	Burbank-Glendale-Pasadena Airport Authority
Phone	(818) 840-8840 ***Fax***
email	
Address	2627 Hollywood Way
City	Burbank ***State*** CA ***Zip*** 91505

Project Location

County	Los Angeles
City	Burbank
Region	
Lat / Long	34° 12' 02.5" N / 118° 21' 31.2" W
Cross Streets	Hollywood Way and Thornton Avenue
Parcel No.	
Township	1, 2 N ***Range*** 14W ***Section*** 4, 5 ***Base***

2

Proximity to:

Highways	I-5
Airports	Bob Hope Airport
Railways	Union Pacific/Metro Link
Waterways	
Schools	BUSD, LAUSD
Land Use	Bob Hope Airport/Airport/Airport

Project Issues Aesthetic/Visual; Agricultural Land; Archaeologic-Historic; Air Quality; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Public Utilities Commission

Date Received 04/29/2016 ***Start of Review*** 04/29/2016 ***End of Review*** 06/13/2016

Note: Blanks in data fields result from insufficient information provided by lead agency.

COMMENTER # 5

Although a queuing analysis is provided on Table 51 of page 155, in the traffic study, queue length with safety factor (as threshold) is not identified, as requested in Caltrans letter dated January 21, 2016.

Please be reminded that any work performed within the State Right-of-way will require an Encroachment Permit from Caltrans. Any modifications to State facilities must meet all mandatory design standard and specifications.

3 Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without any storm water management plan.

Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods.

Caltrans staff is available to work with the Lead Agency in an effort to evaluate traffic impacts, identify potential improvements, and establish a funding mechanism that helps mitigate cumulative transportation impacts in the project vicinity.

If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 160506AL-DEIR.

Sincerely,

DIANNA WATSON
Branch Chief
Community Planning & LD / IGR Review

cc: Scott Morgan, State Clearinghouse

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

RESPONSE TO COMMENTER #5 (GOVERNOR'S OFFICE OF PLANNING AND RESEARCH)

5-1 The Authority acknowledges that the comment period ended on 13 June 2016 as identified by the commenter. In addition, the Authority acknowledges that the Governor's Office of Planning and Research has determined that the Authority has compiled with State Clearinghouse review requirements for draft environmental documents.

5-2 The Authority acknowledges the details contained in the State Clearinghouse Data Base regarding the replacement passenger terminal project at Burbank Bob Hope Airport.

5-3 The Authority acknowledges that this comment letter from the California Department of Transportation was sent to the Governor's Office of Planning and Research in compliance with State Clearinghouse review requirements. This comment letter is a copy of the comment letter sent by the California Department of Transportation dated 2 June 2016 and detailed responses to those comments can be found with the copy of that letter at the beginning of Section N.2.1 of this document.

N.5.2 Organizations Commenting on the Draft EIR

Eight written comments on the Draft EIR were received from organizations during the 45-day comment period. These eight comment letters and responses to those comments are on the following pages.

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0041
(916) 319-2041
FAX (916) 319-2141

DISTRICT OFFICE
600 NORTH ROSEMEAD BLVD., SUITE 117
PASADENA, CA 91107
(626) 351-1917
FAX (626) 351-6176

Assembly
California Legislature

CHRIS R. HOLDEN
ASSEMBLYMEMBER, FORTY-FIRST DISTRICT

COMMITTEES
APPROPRIATIONS
BUDGET
BUSINESS AND PROFESSIONS
JUDICIARY
RULES
JOINT COMMITTEE ON RULES

SUBCOMMITTEE
BUDGET SUBCOMMITTEE NO. 5 ON PUBLIC SAFETY

SELECT COMMITTEES
CHAIR: REGIONAL TRANSPORTATION AND INTERCONNECTIVITY SOLUTIONS
SCIENCE, TECHNOLOGY, ENGINEERING AND MATH EDUCATION
SMALL BUSINESS IN THE INLAND EMPIRE

BOARD MEMBER
SANTA MONICA MOUNTAINS CONSERVANCY BOARD

COMMENTER # 6

May 27, 2016

Mr. Mark Hardyment
Director, Government and Environmental Affairs
Burbank-Glendale-Pasadena Airport Authority
Burbank, California, 91505

Dear Mr. Hardyment,

1 I am writing in strong support of the Adjacent Property Full Size Option as described in the Draft "Environmental Impact Report for a Replacement Passenger Terminal at Bob Hope Airport" issued in April 2016. A new, full-size terminal, constructed on the underutilized land in between San Fernando Boulevard and Hollywood Way will minimize environmental impacts to the surrounding community, while maximizing passenger safety and efficient airport operations.

2 The current terminal at Burbank Bob Hope Airport was constructed in the 1930's and requires commercial airlines to conduct ground operations dangerously close to active runways, in violation of current Federal Aviation Administration standards. To minimize the risk of a future incident, the Burbank-Glendale-Pasadena Airport Authority must maximize the safety benefits of any new terminal, while recognizing the needs of the surrounding community. By utilizing under used land currently within the confines of the existing airfield, the Adjacent Property Full Size Option best achieves these necessary safety goals without significant detrimental impacts to the surrounding community.

3 The Airport Authority and surrounding communities are to be commended for the ongoing dialogue that produced a viable terminal replacement plan that ensures safe and efficient airport operations at the Burbank Bob Hope Airport for decades to come. I look forward to the successful completion of the terminal replacement project, and I stand ready to assist the project in any means necessary.

Sincerely,

CHRIS R. HOLDEN
Assembly Member, 41st District
CH:bj, nl

WEBSITE: Assembly.ca.gov/holden
EMAIL: Assemblymember.Holden@assembly.ca.gov
SATELLITE OFFICE: 415 WEST FOOTHILL BOULEVARD, SUITE 124 • CLAREMONT, CA 91711 • (909) 624-7876 • (909) 247-7894 • FAX (909) 626-2548

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RESPONSE TO COMMENTER #6 (ASSEMBLYMAN CHRIS HOLDEN)

6-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding support for a replacement passenger terminal are acknowledged and will be forwarded to and considered by the Authority decision-makers.

6-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding the need to address safety issues at the Airport are acknowledged and will be forwarded to and considered by the Authority decision-makers.

6-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments acknowledging the Authority working with surrounding communities is acknowledged and will be forwarded to and considered by the Authority decision-makers.

avis budget group

COMMENTER # 7

June 2, 2016

Burbank Glendale Pasadena Airport Authority
Bob Hope Airport
2627 N. Hollywood Way
Burbank, CA 91505

RE: PROPOSED TERMINAL RELOCATION PROJECT AND DRAFT EIR

The Avis Budget Group ("ABG") has served the traveling public at the Bob Hope Airport for many years. Car rental is a key component of ground transportation service at any airport. As such, we have a vested interest in major changes at the airport, such as the proposed relocation of a new Air Terminal in Burbank.

1 While ABG generally supports the proposed Project for all the reasons stated in the DEIR, there is one very major concern we have that must be addressed. Several years ago, ABG and the rest of the rental car industry, together with the Burbank Glendale Pasadena Airport Authority, developed a Regional Intemodal Transportation Center adjacent to the Terminal and the rail station. ("RITC").

2 The RITC was specifically located in order to preserve the passenger's ability to walk from the Terminal to the car rental area. It also links a walking passenger to the train station. The relocation of the Terminal to the proposed site, under any of the alternatives, would eliminate the ability for the passenger/customers to walk to and from the RITC. Under the proposed Project plan, all customers will need to be transported via shuttle buses. Not only is this process extremely expensive, it causes negative environmental impacts to air quality and increased bus traffic congestion in the airport area that must be addressed. Moreover, the cost of any new common shuttles, which would be owned or leased by the Authority, must be included in overall Project costs. Operating expenses should be covered by an increase in the existing Customer Facility Charge.

3 In summary, the relocation Project fails to increase passenger convenience to all who rent cars, or who seek connecting travel modes from the RITC, and produces negative impacts to the air quality and traffic patterns that is not addressed in the DEIR.

Respectfully submitted,

Lorie M. Tallarico
Director of Properties, West Area

AVIS Budget

Avis Budget Group, Inc. 511 Eccles Avenue, South San Francisco, CA 94080

RESPONSE TO COMMENTER #7 (AVIS BUDGET GROUP)

7-1 This comment does not specifically address the analyses contained in the Draft EIR. However, the statement that rental cars are an important business at the Airport is acknowledged and will be forwarded to and considered by the Authority decision-makers.

7-2 The commenter is correct in noting that travel between the Regional Intermodal Transportation Center (RITC) and the replacement passenger terminal would be via a shuttle bus under all three development options. Master Response A provides an overview of the shuttle bus operation.

Appendix L of the Draft EIR provides the details associated with each mode of traffic included in the transportation analysis. Shuttle bus operations were included as one of these modes of travel and incorporated into the overall number of vehicles traveling on the Terminal Access Road and on streets in the Airport vicinity. The air quality analysis in Section 3.3 of the Draft EIR relied on the traffic analysis to determine the air pollutant emissions associated with traffic. As a result, the Draft EIR does include a comprehensive analysis of the impacts associated with use of shuttle buses between the RITC and the replacement passenger terminal.

The comment regarding the costs associated with the shuttle bus operation does not specifically address the analyses contained in the Draft EIR. Therefore, this comment is acknowledged and will be forwarded to and considered by the Authority decision-makers.

7-3 The commenter is not correct in stating that the convenience of the passenger would not be enhanced with the operation of a shuttle bus between the RITC and the replacement passenger terminal. Master Response E provides an overview of the increased convenience that would occur with a replacement passenger terminal and the provision of a shuttle bus is included as part of that enhanced convenience. For a discussion of how the Draft EIR provides an analysis of the air quality and traffic impacts associated with the shuttle bus operations, see the response to comment 7-2 of this letter.

BAOR
BURBANK ASSOCIATION OF REALTORS

RECEIVED
JUN 10 2016
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

COMMENTER # 8

June 3, 2016

Dear Executive Director Ferger,

The Burbank Association of Realtors is in full support of the Airport Replacement Terminal on the preferred site and endorses the required Measure B election on November 8, 2016.

1 We believe that the Replacement Terminal will increase the safety of all travelers and workers at the Hollywood Burbank Airport, and most importantly gives the citizens and property owners of Burbank greater control of the impacts to their properties and community by granting Supermajority Voting for Burbank Commissioners of future decisions and actions.

Sincerely yours,

Caleb Gonzalez

President, Burbank Association of Realtors

RESPONSE TO COMMENTER #8 (BURBANK ASSOCIATION OF REALTORS)

8-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding support for a replacement passenger terminal are acknowledged and will be forwarded to and considered by the Authority decision-makers.

COMMENTER # 9

June 6, 2016

Burbank-Glendale-Pasadena Airport Authority
2627 N. Hollywood Way
Burbank, CA 91505

SUBJECT: Hollywood-Burbank Airport Replacement Terminal - SUPPORT

Dear Commissioner,

1 The Valley Industry and Commerce Association (VICA) strongly supports the construction of a replacement passenger terminal at the Hollywood-Burbank Airport (BUR), as expected through a Measure B vote.

2 The existing BUR passenger terminal does not meet current earthquake design standards or FAA standards regarding proximity to runways and taxiways. The airport has identified the need for a replacement terminal that has a safer distance between airport runways, meets existing seismic standards and improves passenger convenience. The primary objective of the project is to enhance airport safety. VICA recognizes the importance of designing a building that adheres to all state and federal standards, including those identified by the FAA.

3 We appreciate the airport authority's commitment to maintaining 14 terminal gates. While the replacement terminal will not increase the number of gates, passengers will enjoy a larger facility that features more amenities. Many services in the existing building are underutilized due to the lack of operational space. A replacement terminal will provide efficient and streamlined passenger amenities, including important TSA security services. The project will also consolidate passenger, tenant and authority facilities into a single building.

4 The conceptual term sheet between the Airport Authority and the City of Burbank includes important agreements for both parties. These provisions include ensuring local control through a supermajority vote protection and providing the Airport Authority a vested right to develop the terminal on any airport zoned property. We believe the current proposal, as outlined in the draft EIR, represents a unique opportunity to provide passengers and local residents with a safer, more convenient airport experience.

Sincerely,

Kevin Tamaki
VICA Chairman

Stuart Waldman
VICA President

Valley Industry & Commerce Association • 16600 Sherman Way, Suite 170 Van Nuys, CA 91406 • phone: 818.817.0545 • fax: 818.907.7934 • www.vica.com

RESPONSE TO COMMENTER #9 (VALLEY INDUSTRY & COMMERCE ASSOCIATION)

9-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding support for a replacement passenger terminal are acknowledged and will be forwarded to and considered by the Authority decision-makers.

9-2 The commenter is correct in identifying the various objectives associated with the proposed project. These comments are acknowledged and will be forwarded to and considered by the Authority decision-makers.

9-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding support for the same number of gates in the replacement passenger terminal and the efficiency associated with the replacement passenger terminal are acknowledged and will be forwarded to and considered by the Authority decision-makers.

9-4 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding the conceptual term sheet and the support for a replacement passenger terminal are acknowledged and will be forwarded to and considered by the Authority decision-makers.

BUR AAAC

Steve Hubbell
Chairman – BUR AAAC

P.O. Box 36611
Dallas, Texas 75235-1611
214-792-5169
Facsimile: 214-792-4086
E-mail: steve.hubbell@wnco.com

COMMENTER # 10

June 13, 2016

Mr. Mark Hardyment
Director, Government & Environmental Affairs
Burbank-Glendale-Pasadena Airport Authority
2627 North Hollywood Way, Burbank, CA 91505

SUBJECT: Bob Hope Airport Replacement Terminal Project
Draft Environmental Impact Report
BUR AAAC Response

Dear Mr. Hardyment,

On behalf of the BUR Airline Airport Affairs Committee[1] (AAAC), comments on the referenced Draft EIR are provided for your consideration.

The BUR AAAC continues to support the development of a 14-gate replacement terminal and concurs with the Authority's preferred development option, the Adjacent Property Full-Size Terminal (on the B-6 property). It is identified as being the environmentally superior alternative in the Draft EIR. For the AAAC, it is the operationally superior alternative due to its location relative to the primary departure runway. 1

We have reviewed and concur with the project objectives presented in the Draft EIR. The AAAC is focused the development of an economical and cost-effective facility that meets the other ten objectives. We look forward to continuing to work in partnership throughout all phases of the development process.

Best Regards,

Steve Hubbell
BUR AAAC Chairperson

[1]The BUR AAAC represents the airlines serving the Bob Hope Airport: Alaska Airlines, American Airlines, Delta Air Lines, Federal Express, JetBlue Airways, Southwest Airlines, United Airlines and United Parcel Service.

RESPONSE TO COMMENTER #10 (BUR AIRLINE AIRPORT AFFAIRS COMMITTEE)

10-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding support for a replacement passenger terminal and the Adjacent Property Full-Size Development Option are acknowledged and will be forwarded to and considered by the Authority decision-makers.

ECO-RAPID TRANSIT

Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California.
The Authority is composed of the following public agencies:

City of Artesia
City of Bell
City of Bell Gardens
City of Bellflower
City of Cudahy
City of Downey
City of Glendale
City of Huntington Park
City of Maywood
City of Paramount
City of South Gate
City of Vernon
Burbank-Glendale-Pasadena Airport Authority

COMMENTER # 11

June 13, 2016

Mr. Frank Quintero, President
Burbank, Glendale Pasadena Airport Authority
2627 N. Hollywood Way
Burbank, CA 91505

REPLACEMENT AIRLINE PASSENGER TERMINAL FOR BURBANK BOB HOPE AIRPORT - COMMENTS ON APRIL, 2016 DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)

Dear President Quintero:

Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California. The JPA is authorized for 14 cities and the Burbank Bob Hope Airport along a corridor from Cerritos to Santa Clarita that parallels the I-5 freeway. The population for the cities included in the corridor is currently 4.8 million people in Los Angeles County. 1

Burbank Bob Hope Airport is a successful and needed multi-modal transportation hub connecting the Eco-Rapid Transit Corridor residents and businesses to the rest of the region, the state, and the nation. Concurrently, the improvement of the Eco-Rapid Transit Corridor serves to provide better access to the Airport. Improvements to the Airport serve Eco-Rapid Transit's mission to expand economic growth along the corridor, thus maximizing the utility of the envisioned transit system.

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ECO-RAPID TRANSIT

COMMENTER # 11

Eco-Rapid Transit staff worked closely with Airport's staff on the recently completed Mutlimodal Ground Access Study (MGAS) that identified several ground access measures that would serve the Airport. Foremost among those improvements is a new rail transit station on the Metrolink Antelope Valley Line in the vicinity of Hollywood Way. Improvements in this rail corridor are consistent with the mission of Eco-Rapid Transit. Therefore, the "Adjacent Property, Full Size Terminal" alternative, which replaces the existing terminal to a location closer to the proposed new rail transit station is a superior alternative for all the reasons described above. 1

Previously, the Eco-Rapid Transit Board of Directors was briefed on the early results of the Replacement Terminal alternatives as well as the MGAS study. It is noted that many of the local traffic impact mitigations in the DEIR are consistent with the recently complete MGAS. As the Executive Director, I am pleased to transmit this letter on behalf of the Eco-Rapid Transit JPA stating support for the proposed Replacement Airport Passenger Terminal Project.

Thank you for the opportunity to comment on this important project DEIR.

Sincerely yours,

Michael R. Kodama, Executive Director
Eco-Rapid Transit.

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RESPONSE TO COMMENTER #11 (ECO-RAPID TRANSIT)

11-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding the mission of Eco-Rapid Transit and the support for a replacement passenger terminal and the Adjacent Property Full-Size Development Option are acknowledged and will be forwarded to and considered by the Authority decision-makers.

COMMENTER # 12

PAUL KREKORIAN
COUNCILMEMBER • DISTRICT 2
PAULKREKORIAN.ORG KREKORIAN PAULKREKORIAN

June 10, 2016

Mr. Dan Feger
Executive Director
Hollywood Burbank Airport
2627 North Hollywood Way
Burbank, CA 91505

RE: BUR Replacement Terminal DEIR Comment

Dear Mr. Feger:

Hollywood Burbank Airport is a vital economic asset for our region and an extraordinarily important part of Southern California's transportation future. At the same time, the operation of the Airport necessarily has significant adverse impacts on the surrounding communities, including the neighborhoods of the City of Los Angeles that I represent. Establishing a modern, safe, efficient and attractive terminal for the Airport, and at the same time minimizing and mitigating for the impacts of the Airport on traffic, noise and air quality impacts, has proven to be a tremendous challenge for many years. This environmental review process regarding the proposed replacement terminal presents another opportunity to engage the public in that discussion, and in that spirit I offer the following comments. 1

First, as a general matter, the residents of the City of Los Angeles, and especially those in the East San Fernando Valley, have been largely left out of the dialogue about the future of the Airport. Residents of Van Nuys, North Hollywood, Toluca Lake, Valley Village, Valley Glen, Sun Valley and Studio City already must bear the brunt of the burden of noise from departing and arriving aircraft. North Hollywood and Sun Valley also already suffer significant traffic impacts from cars travelling in and out of the Airport. Yet despite the potential for increased adverse impacts to these communities if this project goes forward, my constituents and other residents of Los Angeles have not had an adequate voice in the process.

I am pleased that the proposed replacement terminal adheres to the Authority's long-held commitment to maintain the same number of gates and not expand beyond the existing 14. However, that fact alone does not give me comfort that residents in the surrounding areas will not be impacted by a busier and louder airport. For example, the current terminal does 2

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COMMENTER # 12

2 not have sufficient taxiways to allow queuing of aircraft awaiting departure, nor to allow clearing the runway upon arrival to make room for more approaching aircraft. This existing physical limitation could be a practical constraint on increasing aircraft traffic, and by eliminating that constraint a replacement terminal could allow for an increase in the number of flights. I would like to know, in detail, what basis there is for assuming the replacement terminal will not lead to an increase in the number of flights. In addition, the

3 Authority should commit to an enforceable flight cap to prevent future large-scale expansion.

4 If the replacement terminal is built, the existing flight curfew must remain in effect. In fact, whether or not it is build, the Authority must continue to work with the City of Burbank and the City of Los Angeles to prevail upon the FAA for approval of a mandatory curfew.

5 For many years the Authority has assisted some surrounding neighborhoods with noise mitigation measures such as insulation and window upgrades. I would request that the Authority consider an updated analysis of a current noise study to determine whether additional property owners are eligible for such mitigation measures, or will likely to be in the future of the replacement terminal goes forward.

6 The public improvements listed in the DEIR, including street trees, curbs and gutters, sidewalks, etc., would all be performed in the City of Burbank, leaving out the City of Los Angeles entirely. In that the residents of Los Angeles are impacted by this project and by the existing Airport at least as severely as the residents of Burbank, I feel very strongly that similar improvements should be provided for the benefit of the people of Los Angeles as well.

7 I have serious concerns about the impacts of both the new construction and the completed replacement terminal on traffic in surrounding neighborhoods in Los Angeles. Many of the streets that service Airport traffic are within the City of Los Angeles, and I do not believe the traffic impacts on those streets have been studied sufficiently in this DEIR (notably including, but not limited to, the intersection of Hollywood Way and Glenoaks Boulevard).

8 Finally, I again urge you to include my constituents in all public outreach efforts relating to this proposal. To date, there has been a stark difference in the outreach attention that has been provided to residents of Burbank compared to residents of Los Angeles. Although the existing terminal and the proposed replacement are located in the City of Burbank, I urge to keep in mind that the impacts of the Airport are experienced at least as significantly in Los Angeles, but under the joint powers authority Los Angeles does not have a seat at the table. It is therefore incumbent upon the management of the Airport and all of the members of the Authority to show due respect to the people of Los Angeles who must daily deal with the adverse impacts of the Airport's operations.

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COMMENTER # 12

8 I hope that you will carefully consider and fully respond to these and all public comments coming from every area impacted by your proposed project, especially from neighborhoods in Los Angeles. If you have any questions about my comments, please contact my Transportation Director Doug Mensman at (213) 473-7002.

Very truly yours,

Paul Krekorian

Paul Krekorian
Los Angeles City Councilmember, District 2

cc: Mark D. Hardyment

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RESPONSE TO COMMENTER #12 (COUNCIL MEMBER PAUL KREKORIAN)

12-1 This comment regarding the role of the Burbank Bob Hope Airport in the region is acknowledged. In addition, the comment regarding the past history of attempts to provide a more modern passenger terminal is acknowledged. These comments will be forwarded to and considered by the Authority decision-makers.

In addition to meeting the requirements of the California Environmental Quality Act (CEQA) related to public disclosure requirements, the Authority has conducted numerous public outreach efforts for this proposed project. As part of the public outreach effort for the Draft EIR, the Authority provided the following public outreach efforts to inform residents of Los Angeles of the proposed project and to provide an opportunity to comment on the Draft EIR: (1) a printed copy of the Draft EIR was submitted to the Valley Plaza Library in Los Angeles; (2) advertisements regarding the proposed project and Draft EIR were published in the Los Angeles Times covering San Fernando Valley on May 9, 17, and 30; (3) mailers were sent to all residents within 1,000 feet of the Airport, which included residents of Los Angeles (this included about 2,300 households in Los Angeles); (4) information on the proposed project was included in the airport newsletter and obtained by airport newsletter subscribers; (5) an advertisement regarding the proposed project and the Draft EIR was published in the Daily News on May 15; (6) an advertisement regarding the proposed project and the Draft EIR was published in the Asbarez Armenian Daily Newspaper, which is distributed throughout the San Fernando Valley and Los Angeles, on May 12 and 26; (7) information about the proposed project and the Draft EIR was published on the Airport website; (8) targeted advertising about the proposed project and Draft EIR occurred on seven social media platforms; and (9) a CD of the Draft EIR was submitted to the Director of Planning for City of Los Angeles. For a complete listing of all public outreach efforts, see Master Response C.

12-2 The commenter is correct in noting that the development of a replacement passenger terminal would enable the Authority to improve the efficiency of the airfield by constructing parallel and connecting taxiways. However, the existing passenger terminal and its associated taxiway infrastructure are not physical constraints as evidenced by the number of historic annual operations that have been experienced at the Airport. Therefore, the removal of the existing passenger terminal and construction of the proposed taxiway improvements enhance safety and do not eliminate any existing physical constraints that could result in any additional aircraft operations. As shown in Table 3.1-3 on page 3.1-11 of the Draft EIR, a total of 224,591 aircraft operations occurred in 2007. This number of operations occurred with the existing airfield configuration. Thus, even without the parallel and connecting taxiways proposed for each of the development options, the number of aircraft operations in 2007 was greater than what occurred in the Base Year (2015) or what is forecast to occur in 2025. An explanation of why a replacement passenger terminal will not lead to an increase in the number of flights is set forth in Appendix M. Thus, the development of a replacement passenger terminal, including taxiway improvements, would not lead to any increase in the number of aircraft operations.

12-3 The comment suggests that the Authority agree to a flight cap to prevent future expansion of operations. Under federal law the Authority lacks that ability to adopt an enforceable flight cap. Specifically, under the Airport Noise and Capacity Act of 1990, 49 U.S.C. 47521 et seq. ("ANCA"), the Authority cannot restrain or otherwise cap the number of flights into or out of the Airport.

12-4 This comment encourages the Airport to maintain its current voluntary curfew and work with the Cities of Burbank and Los Angeles to obtain a mandatory curfew. The Authority has already made that commitment and continues to make that commitment in the Development Agreement proposed as part of this project and a resolution proposed for adoption by the Authority Commission.

12-5 The comment requests that the Authority update its Part 150 noise program to determine whether additional homeowners may be eligible for acoustical treatment. The Authority has already prepared its proposed update to the Part 150 noise program following FAA guidelines in an effort to maximize the scope of its acoustical treatment program and funding available for the future acoustical treatment of homes. The Authority is waiting for final FAA approval of the updated Part 150 noise program. The FAA is expected to act on the proposed update to the Part 150 noise program by November 2016.

12-6 The mitigation measures associated with street trees is proposed for both development options in the southwest quadrant because these development options would result in the loss of street trees in Burbank. No impacts to street trees in Los Angeles would occur as a result of any of the development options. Similarly, all mitigation measures associated with street improvements would occur in Burbank because all intersections that would experience a significant impact are in Burbank. If any of these impacts occurred in Los Angeles, then the mitigation measures would be implemented in Los Angeles. However, as shown in the Draft EIR, these impacts do not occur in Los Angeles.

12-7 The comment expresses concern that project-related traffic was not adequately analyzed for intersections within the City of Los Angeles, and specifically calls out the intersection of Hollywood Way and Glenoaks Boulevard. It is important to note that the proposed project is not expected to result in additional annual passengers in and of itself, and therefore, the effects of the proposed project on traffic are generally concentrated on the periphery of the Airport property, since terminal and parking access would change depending on which of the development options is constructed. As indicated in the results of the intersection level of service analysis in the Traffic Study (see Appendix L), the intersections further from the Airport, including most of those analyzed in the City of Los Angeles, are virtually unaffected by the proposed project. This includes the intersections of Hollywood Way with the I-5 northbound and southbound ramps. By extension, the intersection of Hollywood Way and Glenoaks Boulevard, which is located immediately north of the I-5 northbound ramps, would be similarly unaffected.

Notwithstanding, Appendix M also presented an analysis of the effects of a hypothetical increase in annual passengers of 10% more than the forecasts used in the Draft EIR, attributable directly to the proposed project. This analysis was subsequently updated based on the analysis in the Traffic Study (see Appendix L). Based on the updated analysis, presented in Tables M-7 through M-10, the Adjacent Property Full-Size Terminal Option would result in potential significant impacts to two signalized intersections and two unsignalized intersections, prior to mitigation (compared with one signalized intersection and one unsignalized intersection without the additional 10% growth) and that the Southwest Quadrant Full-Size Option would result in potential significant impacts to three signalized intersections and one unsignalized intersection (compared with 1 unsignalized intersection without the additional 10% growth). The intersection of Hollywood Way and I-5 Northbound Ramps was not found to be significantly affected by project-related traffic, which is far below the threshold for a significant impact. Further, since much of the project-related traffic added

at that location is getting on or off of I-5, and therefore does not travel through the intersection of Hollywood Way and Glenoaks Boulevard to the north, there would similarly be no significant impact identified at the intersection of Hollywood Way and Glenoaks Boulevard. Based on a select zone analysis of airport traffic based on the City of Burbank Travel Demand Model, less than 2% of traffic is expected to use Glenoaks Boulevard to and from the Airport.

Therefore, the study area used in the Traffic Study (see Appendix L), including the intersections partially or fully within the City of Los Angeles, was adequate to identify all potentially significant traffic impacts. No expansion of the study area or additional analysis is necessary.

12-8 For a discussion of the public outreach efforts conducted by the Authority to residents and representatives in the City of Los Angeles, see the response to comment 12-1 of this letter.

Mark T. Guithues, Esq.
Edward W. Burns, Esq.
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COMMUNITY LEGAL ADVISORS INC.
ASSOCIATION LAW FROM A MANAGER'S PERSPECTIVE

Please Respond To: ***Oceanside Office***

COMMENTER # 13

June 13, 2016

Burbank-Glendale-Pasadena Airport Authority
c/o Mark Hardyment, Director
Government & Environmental Affairs
2627 North Hollywood Way
Burbank, CA 91505

Mhardyment@bur.org

Re: Burbank Airport Commerce Center Owners Association
Comments on Draft EIR for the Burbank Airport Terminal Replacement Project
File No. 4324

Dear Mr. Hardyment:

Community Legal Advisors Inc. represents the Burbank Airport Commerce Center Owners Association (the "**Association**"). We appreciate the opportunity to comment on the Draft Environmental Impact Report ("**EIR**") for the Bob Hope Airport Replacement Terminal Project ("**Project**"). Our concerns about the Project and the contents and deficiencies of the EIR are discussed below. 1

The Association is most concerned about the Authority's preferred development option on the "B-6 Adjacent Property," because under that option, the proposed new terminal would be located directly across the street from the Association and would certainly impact the Association and its member businesses. The Association is also very concerned about the environmental impacts that would result from the proposed extension of Cohasset Street. Although the Scoping Report contained in Appendix B to the EIR states that "Section 3.17 (Transportation and Traffic) of the EIR will address the potential impacts associated with the extension of Cohasset Street (p. B-85), the EIR is in fact silent on that matter and fails to address those impacts at all. 2

In addition, the Association's proximity to the proposed new terminal means that the Association and its member businesses are particularly inclined to be impacted by the Project. As outlined below, the EIR appears deficient for failing to take account of the Association and its businesses as part of its analysis of air quality, noise, transportation/traffic and aesthetic impacts. In particular, the EIR does not adequately address the impacts from the proposed terminal access road from Cohasset Street, nor does it address impacts on parking resources in the area. Because the Association is located closest to the "B-6 Adjacent Property," the comments below focus on the impacts from that proposed development alternative. 3

Description of the Association. The Association is a commercial common interest development comprising property located immediately northeast of Burbank Airport, just east of the existing runway, south of San Fernando Road, and immediately to the northwest of the intersection of Lockheed Drive and Cohasset Street, and just across the street from the B-6 Adjacent Property. The Association consists of 20 small and large businesses that contribute significantly to the local economy as well as to economy of California. The Association and these businesses have 4

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4 been located in this part of Burbank for over a decade, and play a vital role in the economy.

Legal Standard.

Intent of CEQA and Purpose of EIR. "CEQA embodies the fundamental legislative intent that the act be interpreted in a manner that affords the *fullest possible protection to our environment.*" *California for Alternatives to Toxics v. Dept. of Food and Agriculture* (2005) 136 Cal.App.4th 1, 12 (emphasis added). The Supreme Court best expressed the legislative intent behind CEQA in the case of *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 392 as follows:

> "The EIR is the primary means of achieving the Legislature's considered declaration that it is the policy of this state to 'take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.' The EIR is therefore 'the heart of CEQA.' An EIR is an 'environmental alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return.' The EIR is also intended 'to demonstrate to an apprehensive citizenry that the agency has, in
5 fact, analyzed and considered the ecological implications of its action.'" (citations omitted)

Basis for Conclusions and Adequacy of Evidence and Analysis. An environmental review document that does not explain the basis for its conclusions may be deemed to not comply with CEQA's requirements. *See Californians for Alternatives to Toxics*, supra, 136 Cal.App.4th at 13. Thus, an environmental review document "should set forth specific data, as needed to *meaningfully assess* whether the proposed activities would result in significant impacts." *Id.*

The Court in *Christward Ministry v. Superior Court* (1986) 184 Cal.App.3d 180, 197 considered a situation where the local agency failed to undertake an adequate initial study, concluding that the agency should not be allowed to hide behind its own failure to gather relevant data. There, the City adopted an initial study and negative declaration and concluded in brief, conclusory language that the project would not have a significant environmental impact. The Court ordered the preparation of an EIR and commented that "the City's assertion it could find 'no fair argument' there would be any potential significant environment impacts rests, in part, in its failure to undertake an adequate environmental analysis." *Id.*

The case of *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296 is especially illustrative of the detail and analysis required in an environmental review document. Significantly, "*CEQA places the burden of environmental investigation on government rather than the public. If the local agency has failed to study an area of possible environmental impact, a fair argument may be based on the limited facts in the record.* Deficiencies in the record may actually enlarge the scope of fair argument by lending a logical plausibility to a wider range of inferences." *Id.* at 311 (emphasis added).

We cite the above cases in order to set forth the well-established legal requirements with which
6 the Authority must comply. For example, as explained below, contrary to the assertion in Appendix B to the EIR that "Section 3.17 (Transportation and Traffic) of the EIR will address the extension of Cohasset Street" (p. B-85), the EIR contains absolutely no such analysis. This is a significant "deficiency in the record."

Specific Comments on Adequacy of the EIR.

Failure to Analyze or Discuss Proposed Extension of Cohasset Street. The Authority's Notice
7 of Preparation of the EIR stated that "vehicle access to this facility [replacement airline cargo building] would be provided from a proposed extension of the Cohasset Street" (NOP, p. 8). In

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response, our letter dated January 27, 2016, commenting on the NOP stated that the EIR must fully address and evaluate impacts from the Project on the Association, including construction traffic as well as traffic resulting from the proposed extension of Cohasset Street. The Authority's Scoping Report contained in Appendix B to the EIR states that "Section 3.17 (Transportation and Traffic) of the EIR will address the extension of Cohasset Street" (p. B-85).

7 The EIR is notably lacking of any such analysis. The EIR states that "vehicle access to this facility [replacement air cargo building] would be provided from a proposed common use driveway off Cohasset Street" (p. 2-21). However, the EIR does not discuss in any way the proposed extension of Cohasset Street, nor the environmental impacts of any such extension. Indeed, it is unclear from the EIR what exactly the Authority is proposing for Cohasset Street. Consequently, with the failure to adequately describe and study the impacts of the Project on Cohasset Street and surrounding property, the EIR does not meet the standard expressed in *Laurel Heights* to "demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its action." In short, contrary to the assertion in the Scoping Report, the EIR does not address the extension of Cohasset Street at all.

8 *Aesthetic Impacts*. The *Christward Ministry* case noted above explained that brief, conclusory language that a project would not have a significant environmental impact is not sufficient. With respect to construction-related aesthetic impacts, the EIR states that "visible construction-related activities would be temporary (i.e. only last for the duration of construction" (p. 3.2-13). The EIR also states that "visible construction-related activities" would be "consistent with development in the Airport vicinity" (p. 3.2-15). Based on these faulty assumptions, the EIR concludes that impacts to scenic vistas and visual character are considered minimal.

9 However, the EIR fails to explain how the substantial proposed construction is in fact "consistent" with existing development. There is no analysis or discussion to support that conclusion. Additionally, the EIR includes a construction schedule that shows construction beginning in 2018 and lasting through 2025 (p. 2-29). The 7 year period of construction certainly calls into question the conclusion that construction-related impacts are minimal. 7 years is indeed a very long time, and the Authority cannot simply brush off such construction impacts because they are "temporary." Given the lengthy construction schedule lasting nearly a decade, the EIR must contain some meaningful analysis about the construction-related aesthetic impacts and cannot just ignore them. In short, the conclusion that impacts to scenic vistas and visual character is not supported by the evidence presented in the EIR.

Air Quality Impacts. The analysis in the EIR with respect to air quality impacts contains a number of deficiencies including the following:

- 10 The EIR states that construction "has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Adjacent Property Full-Size Terminal Option. In addition, fugitive dust emissions would result from excavation and debris removal" (pp. 3.4-28, 29). The EIR then concludes that "with respect to regional emissions from construction activities, impacts would be less than significant" (p. 3.4-29). Because the Association is located across the street from the Project and from the location of the Adjacent Property Full-Size Terminal Option, the Association is particularly concerned about air quality impacts resulting from the use of construction equipment and dust emissions. The issue is more than simply "regional emissions," but given the proximity of the Association to the Project, the EIR must analyze the air quality impacts on neighboring properties, including the Association. The EIR is not clear that this has been done and is therefore deficient in that respect. The construction-related air quality impacts on the Association and its members cannot simply be ignored.

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11

- Likewise, with respect to the generation of pollutant emissions greater than localized significance thresholds, the EIR notes that "meteorological conditions and separation distances between onsite construction emission sources and off-site sensitive receptor locations were taken into account in the dispersion modeling", and the EIR concludes that "localized air quality impacts during construction would be less than significant" (p. 3.4-33, 34). Again, the EIR makes no mention of whether or not the Association was considered in this analysis, or whether it was included among the "off-site sensitive receptor locations." Given its proximity across the street from the Project, the EIR cannot simply ignore the Association and must discuss air quality impacts on the Association and its businesses in this section as well.

12

- Regarding the generation of toxic air contaminants, the EIR notes that the greatest potential for TAC emissions would be related to heavy equipment operation as well as construction activities (p. 3.4-37). The EIR concludes that the "maximum impact would occur at sensitive land uses (residences) directly east of the site" and that impacts would be less than significant (p. 3.4-38). Again, the EIR ignores the Association and its businesses even though they are located immediately across the street from the Project. The EIR only mentions impacts on residences. The EIR is deficient because it failed to consider the impacts of toxic air contaminants on the Association and its businesses.

13

- Likewise, Page 3.4-40 of the EIR states that "operation of the project would result in a maximum increase in incremental cancer risk that would not exceed the threshold for a 30-year typical residential exposure period" and mentions residential uses as sensitive receptors. It is not clear whether or not the EIR has taken into effect the incremental cancer risk on adjacent businesses including the Association. Obviously, cancer risk wouldn't be limited to simply nearby residential use but could affect commercial and industrial uses. Again, the EIR cannot simply ignore the businesses located across the street from the Project, including the Association.

14

- With respect to the creation of objectionable odors, the EIR concludes that "no construction activities or materials are expected to create objectionable odors affecting a substantial number of people" (p. 3.4-42). Again, given the Association's proximity across the street from the Project, the EIR is deficient for failing to discuss whether or not any odors would be generated that would affect nearby businesses including those in the Association.

15

- Likewise, the EIR section on odor from operations contained on Page 3.4-42 is also not clear whether or not the Project's operations will create adverse odors affecting the Association and its businesses. This analysis is also questionable for stating that "odors would be contained within the general area of the Airport and be consistent with the surrounding uses." It is unclear in this context what the term "consistent with surrounding uses" means. The Association and its businesses do not generate objectionable odors similar to what an airport would generate. The EIR fails to contain any meaningful analysis of how odors generated from the Airport would be "consistent with surrounding uses."

Noise Impacts. The analysis in the EIR with respect to noise impacts contains a number of deficiencies including the following:

16

- With respect to vibration, the EIR states that construction of the Adjacent Property Full-Size Terminal Option will increase roadway traffic, involve construction equipment, and result in vibration intensive noise, among other noise generators (p. 3.13-16). The EIR then concludes "since the closest residential land use from the adjacent property are located 1,400 feet from the project, vibration would attenuate to well below the 72 VdB Federal threshold of significance for residences. Therefore, no significant vibration

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impact is anticipated" (p. 3.13-17). However, because the Association is located across the street from the Project, the EIR is deficient for failing to discuss whether or not the Project will result in vibration impacts on the Association and other commercial and industrial uses. We understand that Table 3.13-7 mentions some nearby industrial structures, but nevertheless, the body of the EIR is unclear whether or not the Association and other commercial and industrial uses have been considered in this regard, and whether or not they are impacted. 16

- Further, the EIR is also unclear because it makes no mention of any analysis of construction-related noise impacts (other than vibration) on surrounding uses, including the Association. 17

- With respect to aircraft noise, the EIR discusses 311 homes located within the CNEL 65 contour and their eligibility for acoustical treatment (p. 3.13-18). The EIR is not clear whether or not nearby commercial and industrial uses (including the Association) have been considered in terms of aircraft noise impacts and eligibility for acoustical treatment. The EIR needs to address aircraft noise impacts on commercial and industrial uses, including the Association. 18

Transportation and Traffic Impacts. The analysis in the EIR with respect to transportation and traffic impacts contains a number of deficiencies including the following:

- As shown in Table 3.13-4, the EIR attempts to analyze a number of intersections. One important intersection that has <u>not</u> been analyzed is the intersection of Cohasset Street and Lockheed Drive. Analyzing this intersection is necessary for a number of reasons. First, the Association is actually located at that intersection and will be directly impacted by the Project. Second, the Project proposes a new terminal access road from Cohasset Street. Clearly, that terminal access road will have permanent impacts on the Association and its member businesses, making it important to analyze this intersection as well. Third, the Project proposes extending Cohasset Street (or adding a new driveway). Given all these changes generated by the Project, the EIR must also analyze the intersection of Cohasset Street and Lockheed Drive. Failure to do so makes it impossible to fully understand the transportation and traffic impacts of the Project. 19 20 21

- Table 3.13-10 states that there is an expected 7.0% increase in trips during AM peak hours and 7.4% increase during PM peak hours at the intersection of San Fernando Boulevard and Cohasset Street. However, this Table also states that there is no impact at that intersection. First, it is unsupported that a greater than 7% increase in trips results in no impact. Second, this conclusion is also questionable given the proposed terminal access road from Cohasset Street, which would generate a significant amount of traffic. The EIR must revisit and fully analyze the impacts at the intersection of Cohasset Street with San Fernando Road in light of the proposed terminal access road from Cohasset Street. 22

- The EIR must also revisit and fully analyze the impacts at the intersection of Lockheed Drive with San Fernando Road in light of the proposed terminal access road from Cohasset Street. 23

- The EIR states that "the intersection of San Fernando Boulevard & Cohasset Street would serve as a secondary access to the terminal under the Adjacent Property Option" (p. 3.17-17). The EIR then concludes "The impacts at this location could be fully mitigated through the installation of traffic signal control, which is warranted under application of the peak hour traffic signal warrant from the MUTCD." However, the EIR contains absolutely no analysis to support this conclusion. An environmental review 24

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document that does not explain the basis for its conclusions may be deemed to not comply with CEQA's requirements. *See Californians for Alternatives to Toxics*, supra, 136 Cal.App.4th at 13. The *Christward Ministry* case discussed above explained that brief, conclusory language that a project would not have a significant environmental impact is not sufficient. The EIR must fully analyze and explain in detail how and why installing a traffic signal control would fully mitigate impacts at the intersection of San Fernando Boulevard & Cohasset Street. Otherwise, this conclusion is not supported. 24

- Likewise, because Cohasset Street in that area connects with Lockheed Drive, the EIR must fully analyze and explain in detail any related impacts on the intersection of Lockheed Drive with San Fernando Road, as well as the intersection of Lockheed Drive and Cohasset Street. 25

- The EIR contains a faulty assumption about Cohasset Street. At Page 3.17-19, the EIR states, "because Cohasset Street serves only commercial and industrial uses where higher traffic volumes are not generally considered a nuisance..." Making an assumption that only residential streets can be disturbed by higher traffic volumes as a nuisance is highly problematic. Obviously, high traffic volumes on commercial and industrial streets can impacts those uses and result in a nuisance condition. The traffic analysis must be reconsidered without such an erroneous assumption about traffic conditions. The erroneous assumption certainly undermines the resulting conclusions about impacts to Cohasset Street, including the conclusion that "there is adequate capacity on Cohasset Street to accommodate anticipated traffic volumes." 26

- With respect to construction related traffic, the EIR concludes that "if Mitigation Measure ADJ PROP FULL-TRANS-6 is implemented, the impacts associated with construction-related traffic would be reduced to less-than-significant level" (p. 3.17-20). However, the EIR contains no analysis of how and why the mitigation measures would reduce traffic impacts to less than significant levels. An environmental review document that does not explain the basis for its conclusions may be deemed to not comply with CEQA's requirements. *See Californians for Alternatives to Toxics*, supra, 136 Cal.App.4th at 13. The *Christward Ministry* case discussed above explained that brief, conclusory language that a project would not have a significant environmental impact is not sufficient. The EIR is deficient for not including any meaningful analysis with respect to construction-related traffic, and why mitigation measures would reduce such traffic impact to less than significant levels. 27

- Next, Mitigation Measure ADJ PROP FULL-TRANS-6 states that "construction workers would be prohibited from parking on nearby residential streets" (p. 3.17-20). Cohasset Street and Lockheed Drive are not residential streets but rather commercial/industrial. As part of this mitigation measure, construction workers should also be prohibited from parking on Cohasset Street and Lockheed Drive, as well as on the private parking lot of the Association. 28

- Next, with respect to parking, the EIR contains no analysis of whether the Project (including during and after construction) will impact parking resources in the vicinity of the airport. There is no analysis of parking impacts on Cohasset Street and Lockheed Drive or neighboring roads or private developments. Particularly in light of the proposed terminal access road from Cohasset Street, the EIR (including the traffic and transportation section) must analyze impacts on parking resources in the vicinity of the Project, including Cohasset Street and Lockheed Drive. The Project must not allow users of the airport (including construction workers) to exhaust already limited parking resources in the area and must not impact the Association in this regard. 29

- The Traffic and Transportation section of the EIR is unclear as to whether it has 30

COMMENTER # 13

30 considered cumulative traffic and transportation impacts. This needs to be clarified and confirmed.

31 Thank you again for the opportunity to comment on the Draft EIR. Please keep us on your notification list with respect to the EIR and any upcoming meetings. For notification purposes, my email is michael@attorneyforhoa.com.

Very truly yours,

COMMUNITY LEGAL ADVISORS INC.

Michael

Michael J. Alti, Esq.

RESPONSE TO COMMENTER #13 (COMMUNITY LEGAL ADVISORS, INC.)

13-1 The commenter is correct in noting that the Burbank Airport Commerce Center Owners Association is immediately north of the Adjacent Property Full-Size Terminal Option.

13-2 The commenter suggests that the extension of Cohasset Street was not taken into account in the analysis of potential traffic impacts of the Adjacent Property Full-Sized Terminal Option. The commenter is directed to page 2-24 of the Draft EIR where the secondary point of access for the Adjacent Property Full-Size Terminal Option connecting the terminal access road with Cohasset Street and Lockheed Drive is discussed. Further, Figure 3.17-1 on page 3.17-6 of the Draft EIR, which shows unsignalized study locations 3 and 4 in the vicinity of Cohasset Street, and the discussion on page 3.17-8 of the Draft EIR, which states that Cohasset Street was analyzed pursuant to the City of Burbank's traffic study guidelines as a local street, the designation of that street in the Burbank 2035 Mobility Plan. Finally, Chapter 9 of the Traffic Study in Appendix L, provides the local street segment analysis of Cohasset Street, concluding that "the [traffic] volumes in each direction are well under the maximum capacity of 600 [vehicles per hour per lane], and therefore there is adequate capacity on Cohasset Street to accommodate the anticipated traffic volumes, including Airport traffic with the Adjacent Property Option."

13-3 The comment expresses concerns regarding the proximity of the Adjacent Property Full-Size Terminal Option to the Owners Association property, summarizing the more detailed comments that follow, and which are responded to below. As noted in the response to comment 13-2 of this letter, Chapter 9 of the Traffic Study in Appendix L, provides the local street segment analysis of Cohasset Street, concluding that "the [traffic] volumes in each direction are well under the maximum capacity of 600 [vehicles per hour per lane], and therefore there is adequate capacity on Cohasset Street to accommodate the anticipated traffic volumes, including Airport traffic with the Adjacent Property Option."

13-4 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments describing the Burbank Airport Commerce Center Owners Association is acknowledged and will be forwarded to and considered by the Authority decision-makers.

13-5 The comment provides statements of general CEQA principles from case law, but does not raise specific environmental issues. The Authority believes that the environmental documentation completed for the project complies with the requirements of the CEQA.

13-6 The comment asserts that the extension of Cohasset Street was not considered in the Draft EIR. Please see the responses to comments 13-2 and 13-3 of this letter.

13-7 The comment asserts that the extension of Cohasset Street was not considered in the Draft EIR. Please see the responses to comments 13-2 and 13-3 of this letter.

13-8 Page 3.2-3 of the Draft EIR describes the existing visual conditions of the site for the Adjacent Property Full-Size Terminal Option and for the area surrounding this site. In addition, the photographs provided in Figures 3.2-1 and 3.2-2 on pages 3.2-5 and 3.2-6, respectively, of the Draft EIR show that the visual character of this site is dominated by urban development that includes industrial uses. Page 3.2-15 of the Draft EIR acknowledges that construction activities would be visible from nearby roadways. However, the views from the Association's property are not specific

protected views. Therefore, the view of these construction activities would not block any scenic vista within the Airport vicinity and does not constitute a significant impact based on the significance thresholds identified on page 3.2-3 of the Draft EIR.

13-9 The commenter is not correct in stating that construction of the replacement passenger terminal would occur over a seven-year period. Table 2-5 on page 2-29 of the Draft EIR identifies the phasing for all of the components of the Adjacent Property Full-Size Terminal Option. As shown in that table, construction of the replacement passenger terminal and parking structures would are expected to occur over a three-year period. This table does not indicate that any construction would begin in 2018. In addition, construction activities upon completion of the replacement passenger terminal would primarily be on the airfield and in the southeast quadrant of the Airport, which are not adjacent to the Burbank Airport Commerce Center Owners Association.

Section 3.2 of the Draft EIR presents the analyses associated with impacts on visual resources. As stated on page 3.2-3 of the Draft EIR, a significant impact would occur is there is a significant degradation of the existing visual character or quality of the Airport and its surroundings. The Adjacent Property Full-Size Terminal Option is not within a scenic vista (see Figure 3.2-6 on page 3.2-11 of the Draft EIR) and no scenic resources exist in the vicinity of the Adjacent Property Full-Size Terminal Option. As stated on page 3.2-14 of the Draft EIR, the Adjacent Property Full-Size Terminal Option would be consistent with previous development at the Airport and would not be considered a degradation of the visual character of the site or the urban industrial/commercial nature of the Airport. The Burbank Airport Commerce Center Owners Association is part of the urban industrial/commercial nature in the Airport vicinity. The Draft EIR does acknowledge that construction activities would partially be visible by the public from public roadways. The California Environmental Quality Act does not require that an aesthetics assessment from private properties be conducted. Therefore, the analysis provided in the Draft EIR adequately assesses the visual impacts that would occur as a result of the implementation of the Adjacent Property Full-Size Terminal Option.

13-10 The regional construction emissions analysis is an assessment of the potential for construction activities associated with the proposed project to result in or contribute to potentially significant air quality impacts to the South Coast Air Basin (Basin). By definition, the regional construction emissions analysis is not specifically focused on impacts to receptors located within a specific distance of the project site. The analysis addresses the potential for air quality impacts on a Basin-wide or regional scale. As a result, the regional construction emissions analysis does not ignore the Association or its members. As the Association is located within the Basin, the conclusions of the analysis are applicable to the Association and its members. As discussed in Section 3.4, of the Draft EIR, regional construction impacts would be less than significant.

13-11 The localized construction emissions analysis is designed to evaluate the potential for air quality impacts at sensitive receptors as defined by the SCAQMD *Final Localized Significance Threshold Methodology,* which includes residences, hospitals, and convalescent facilities. The analysis determined that localized impacts from localized construction emissions would be well below the thresholds of significance at sensitive receptors. Commercial and industrial uses are not considered sensitive receptors and not required to be assessed in the localized construction emissions analysis. Nonetheless, as the localized construction emissions impacts are well below the threshold at the maximally affected sensitive receptor, atmospheric and meteorological dispersion effects and implementation of stringent construction emissions control measures incorporated into PDF-AIR-

2 would minimize off-site pollutant concentrations, which would not be expected to be substantially greater at the Association and its businesses compared to the maximum impact at sensitive receptors.

13-12 The construction toxic air contaminant (TAC) impact analysis incorporates highly conservative assumptions to evaluate the incremental health impacts to sensitive populations, chiefly residential receptors. Although the Association and its businesses are located near the Airport, health impact to workplace receptors would be expected to be generally similar to or less than the maximum health impacts identified at sensitive receptors due to the highly conservative factors that are incorporated into the analysis.

These highly conservative factors used in the analysis summarized in the Draft EIR include age sensitivity factors, breathing rates, and fraction of time at home appropriate for a residential receptor – all of which result in greater numeric health risk projections as compared to factors adjusted for commercial exposure. Age sensitivity factors incorporate increased sensitivity to TAC emissions for children and assumes a child would experience up to a 10-fold increase in potential health impacts compared to an adult (defined as age 16 and older). Breathing rates incorporate increased exposure to TAC emissions based on the volume of air breathed in per unit body weight and assumes a child would have a breathing rate that is up to 10 times greater than an adult worker per unit body weight. Fraction of time at home is a factor that describes the amount time a person is assumed to be at home and exposed to TAC emissions. A child is assumed to spend the vast majority of time at home and exposed to TAC emissions, unlike workers who are located at a workplace for only a portion of the day. These factors result in highly conservative health impacts for sensitive receptors. Furthermore, atmospheric and meteorological dispersion effects and implementation of stringent construction emissions control measures incorporated into PDF-AIR-2 would minimize off-site pollutant concentrations, including TAC emissions. Therefore, health impacts for workplace receptors, including the Association and its businesses, would also be less than significant.

13-13 The operational TAC impact analysis incorporates highly conservative assumptions to evaluate the incremental health impacts to sensitive populations. See the response to comment 13-12 of this letter for a discussion of these highly conservative factors. Although the Association and its businesses are located in the Airport vicinity, health impact to workplace receptors would be expected to be generally similar to or less than the maximum health impacts identified at sensitive receptors due to the highly conservative factors that are incorporated into the analysis. Therefore, health impacts for workplace receptors, including the Association and its businesses would also be less than significant.

13-14 The odors analysis is an assessment of the potential for construction activities associated with the proposed project to result in or contribute to potentially significant odor impacts. As discussed on pages 3.4-41 and 3.4-42 of the Draft EIR, SCAQMD Rule 1113 (Architectural Coatings) would limit the amount of VOCs in architectural coatings and solvents (Rule 1113 itself is described on page 3.4-9 of the Draft EIR). Furthermore, the Authority would comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idling limitations for diesel trucks. Compliance with these measures, as well as implementation of PDF-AIR-2, which requires the use of construction equipment that meets stringent emissions standards (e.g., Tier 3 with CARB verified Level 3 diesel particulate filters), would minimize the creation of odors affecting a substantial

number of people and result in a less than significant odor impact for receptors including nearby receptors such as the Association and its members.

13-15 The operational odors analysis states on page 3.4-42 of the Draft EIR that the SCAQMD considers agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding to be uses that typically have odor complaints. The proposed project would not include any of these uses. The proposed project would not introduce any new sources of odor to the Airport. The Airport currently has industrial and fueling uses and aircraft operations. These activities may generate minor amounts of odors, which are generally contained on the Airport in the immediate vicinity of these activities. The Airport also currently has food preparation and municipal solid waste disposal, and these odors are also contained on the Airport in the immediate vicinity of these activities. Food preparation and municipal solid waste disposal are activities that also occur at existing off-site uses. Thus, food preparation and municipal solid waste disposal are activities are consistent with surrounding uses. As the proposed project would not result in a substantial change in the generation of odors, and the proposed project would not introduce any new sources of odors nor include any uses that the SCAQMD considers to be typically associated with odor complaints, the proposed project would not result in the generation of odors that would affect a substantial number of people, including the Association and its members.

13-16 Table 3.13-5, Table 3.13-7, and Table 3.13-9, respectively, of the Draft EIR presents the attenuation distance associated with the closest commercial and industrial land uses in relation to the Adjacent Property Full-Size Terminal Option, Southwest Quadrant Full-Size Terminal Option, and Southwest Quadrant Same-Size Terminal Option. The threshold of significance for modern commercial and industrial structures is 2 PPV. According to the information in these tables, PPV is anticipated to remain well below the established significance threshold for modern industrial and commercial structures. Table 3.13-5 has been modified to properly show the distance between the closest project component and structure (90 feet).

13-17 A detailed analysis disclosing the potential effects associated with using 21 roadway haul segments for the Adjacent Property Full-Size Terminal Option, the Southwest Quadrant Full-Size Terminal Option, and the Southwest Quadrant Same-Size Terminal Option is respectively presented in Table 3.13.6b, Table 3.13.9a, and Table 3.13-8b of the EIR. An analysis of construction-related traffic noise on Cohasset Avenue is included among these tables for each development option as part of the noise analysis. The analysis indicated an anticipated L_{eq} increase of 2.8 dB and 2.6 dB increase for the Adjacent Property Full-Size Terminal Option and Southwest Quadrant Full-Size Terminal Option, respectively. Table 3.13-6b, Table 3.13.8a, and Table 3.13.8b, respectively, of the EIR present the on-site construction-related noise impacts associated with the Adjacent Property Full-Size Terminal Option, Southwest Quadrant Full-Size Terminal Option, and Southwest Quadrant Same-Size Terminal Option. The results of this analysis indicated that a significant impact would not occur.

13-18 Commercial buildings are not included in the Authority's current acoustical treatment program because the Part 150 criteria do not permit acoustical treatment of commercial properties. In addition, it should be noted that the property described in the comment is subject to a recorded avigation easement. That avigation easement specifically states in Section 3.2.1.2, Incidental Effects, that the Authority is granted "A perpetual nonexclusive easement and right to cause within, and to enter or penetrate into or transmit through, any improved or unimproved portion of the Property, or any air space above the ground surface of the Property, Incidental Effects, including, without

limitation, any Incidental Effect that may be objectionable or would otherwise constitute a trespass, a permanent or continuing nuisance, personal injury or taking or damage to the Property due to invasiveness, intermittence, frequency, loudness, intensity, toxicity of Aircraft emissions or fuel, interference, emission, odor, annoyance or otherwise." Acoustical treatment by the Authority would also likely violate federal grant agreement assurances regarding expenditure of airport revenues at off-Airport locations.

13-19 The comment claims that the Traffic Study should have analyzed the intersection of Lockheed Drive and Cohasset Street. However, both of those streets are classified as local streets by their respective jurisdictions (Lockheed Drive is fully within the City of Los Angeles, while the centerline of Cohasset Street forms the boundary between the Cities of Burbank and Los Angeles). It is not customary in either jurisdiction to analyze the intersection of two local streets in a traffic study, especially for a project of regional significance such as the proposed project. This is because as the traffic volumes on such streets are generally so low that only a small fraction of intersection capacity is used, and it therefore operates at LOS A. Where these streets meet San Fernando Boulevard, Lockheed Drive has fewer than 100 combined trips during either peak hour and Cohasset Street has fewer than 150 combined trips during either peak hour based on the Base Year traffic volumes from Figure 7 of the Traffic Study (see Appendix L). Only a fraction of those volumes would reach the intersection of Lockheed Drive and Cohasset Street, which is located at or near the end of each of those streets. Such an intersection, if directly counted and analyzed, would show virtually no delay and LOS A conditions.

Even with traffic from cumulative conditions (including the Adjacent Property Full-Size Terminal Option) considered, this intersection would be expected to operate at LOS B at worst. The City of Burbank's significance threshold for unsignalized intersections does not apply until at least LOS D, and the City of Los Angeles does not have significance criteria for unsignalized intersections. Therefore, no significant impact could possibly occur at this location, and therefore no direct analysis of this intersection is required.

The comment suggests that a particular business located at this intersection will be directly affected by the proposed project. However, no *significant* impact would occur, and therefore it remains unnecessary to analyze the intersection.

13-20 While the Adjacent Property Full-Size Terminal Option proposes to provide secondary access from Cohasset Street, the use of Cohasset Street was fully analyzed in the Traffic Study by way of the analysis of the intersections of Lockheed Drive and San Fernando Road and of San Fernando Boulevard and Cohasset Street. See also the response to comment 13-19 of this letter for a discussion of why the intersection of Lockheed Drive and Cohasset Street did not need to be fully analyzed in the Traffic Study.

13-21 See the responses to comments 13-19 and 13-20 of this letter for a discussion of why the intersection of Lockheed Drive and Cohasset Street did not need to be fully analyzed in the Traffic Study and how the proposed secondary access to Cohasset Street was fully analyzed.

13-22 Table 3.17-10 of the Draft EIR identifies the potential significant impacts of the Adjacent Property Full-Size Terminal Option at unsignalized intersections under Existing Year 2016 conditions. In that analysis, no background traffic growth is considered at any study intersection. As the comment notes, the table identifies a project-related increase in total traffic at the intersection of San

Fernando Boulevard and Cohasset Street (Unsignalized Intersection #4) of 7.0% during the morning peak hour and 7.4% during the afternoon peak hour. This traffic is the result of the proposed connection between Cohasset Street and the terminal loop road under the Adjacent Property Full-Size Terminal Option. However, the intersection would operate at LOS B during both peak hours, and the City of Burbank's threshold of significance for an unsignalized intersection requires that the intersection operate at LOS D or worse before an impact can be identified. Thus, a project can add traffic to an intersection – even a lot of traffic – without resulting in a significant impact if the operating condition of that intersection remains at an acceptable level of service.

Also, importantly, the Traffic Study included analysis of the Adjacent Property Full-Size Terminal Option under both Interim Year 2023 and Completion Year 2025 conditions, presented in Tables 3.17-11 and 3.17-12 on pages 3.17-16 and 3.17-17, respectively, of the Draft EIR. In each of these future-year analyses, the Adjacent Property Full-Size Terminal Option was found to significantly affect the intersection of San Fernando Boulevard and Cohasset Street during both the morning and afternoon peak hours because, in those analyses, the intersection was projected to operate at LOS D. The total project-related increase in traffic volumes at the intersection decreased under these future-year scenarios because background traffic volumes increased at the intersection due to other developments and regional growth. Therefore, the Adjacent Property Full-Size Terminal Option did identify a significant impact at this location, and mitigation (in the form of installing traffic signal control) is required and would be implemented. The analysis presented in the Traffic Study fully analyzes the effect of the proposed terminal access to Cohasset Street and the intersection of San Fernando Boulevard and Cohasset Street

13-23 The Traffic Study analyzed the intersection of Lockheed Drive and San Fernando Road (Unsignalized Intersection #3), accounting for the fact that the Adjacent Property Full-Size Terminal Option would add access between the terminal loop road and Cohasset Street. The analysis conducted concluded that no significant impact would occur at that intersection and no additional analysis is warranted. The analysis conducted concluded that no significant impact would occur at that intersection.

13-24 A traffic signal installed at an intersection with 2-way stop control (the type of control at the intersection of San Fernando Boulevard and Cohasset Street, in which the minor street is controlled while the major street is uncontrolled) substantially increases the capacity of the minor street by providing right-of-way (in the form of signal green time) to a movement that otherwise relied on the availability of sufficient gaps in traffic on the major street. The proposed mitigation measure is an effective mitigation because it improves the level of service (LOS) of the intersection. As shown in Table 41 of the Traffic Study (see Appendix L), the intersection LOS would improve from LOS D without the traffic signal to LOS B during the morning peak hour and LOS C during the afternoon peak hour with it. Further, the intersection meets the peak hour signal warrant, which is a test to determine whether the combination of major street and minor street traffic volumes reach a high enough threshold to justify traffic signal control. The signal warrant analysis was included as Attachment E to the Traffic Study.

13-25 As described in the response to comment 13-23 of this letter, the Traffic Study fully analyzed the intersection of Lockheed Drive and San Fernando Road. No significant impact was identified at that location under any of the development options.

13-26 Cohasset Street, a local street, was analyzed in the Traffic Study. The Authority, as the lead agency in the preparation and approval of the EIR, has the authority to choose the significance criteria for

each type of analysis. In general, the Authority deferred to City of Burbank significance criteria, in this case generally deferred to City of Burbank significance criteria for traffic facilities within the City of Burbank. The City of Burbank has no directly applicable significance threshold for impacts to a non-residential local street. Therefore, Chapter 9 presents an analysis of the street's capacity to determine whether it can accommodate forecasted traffic volumes. Since the capacity is well over the forecasted traffic volume, no significant impact would occur.

Higher traffic volumes on local streets in commercial and industrial areas are considered less of a nuisance than in residential areas because residential areas are considered sensitive receptors. Residents are much more sensitive to increases in noise and traffic, especially early in the morning and later in the evening when most residents are at home and may be trying to sleep. Additionally, residential streets often experience children playing in front yards or in the street, and therefore high traffic volumes present a substantial safety hazard. Operationally, a residential street has far more driveway access points than a typical commercial or industrial street, each of which can interrupt traffic flow along the street.

13-27 Mitigation Measure ADJ PROP FULL-TRANS-6 on page 3.17-20 of the Draft EIR (see also Mitigation Measure SW QUAD FULL-TRANS-6 on page 3.17-29 of the Draft EIR and Mitigation Measure SW QUAD SAME-TRANS-6 on pages 3.17-37 and 3.17-38 of the Draft EIR) is generally accepted to reduce the potential temporary traffic impacts associated with project construction. The mitigation measure, which requires the implementation of a Construction Management Plan, is a common and accepted measure to reduce temporary construction traffic impacts for developments throughout the region. The specifics of the mitigation will be developed when detailed construction activities are planned, and will be designed to ensure that construction traffic does not result in significant traffic impacts on local streets, including Cohasset Street. The most important of these measures for reducing peak hour intersection impacts is that "construction-related deliveries, haul trips, etc., would be scheduled so as to occur outside the commuter peak hours to the extent feasible".

13-28 Mitigation Measure ADJ PROP FULL-TRANS-6 on page 3.17-29 of the Draft EIR has a provision that construction-related vehicles would not park on surrounding public streets. This provision would include Cohasset Street. Therefore, no additional measures are warranted to address this issue.

13-29 The comment suggests that the EIR must analyze parking resources around the Airport. As shown in Table 2-3 of the Draft EIR, the proposed project is providing the same number of public parking spaces (6,637) and approximately the same number of employee parking spaces as provided currently with the existing passenger terminal. Therefore, the proposed project is not expected to substantively alter the demand for third-party parking options, including on-street parking. In situations like this, CEQA does not require analysis of parking supply issues.

However, to the extent that on-street parking by airport users becomes a problem to nearby businesses, the Authority will support efforts to develop a permit parking district or time-limited parking restrictions on both Lockheed Drive and Cohasset Street, although it would not have the authority to impose the regulations itself. The Authority would also work with the Cities of Burbank and Los Angeles to provide adequate enforcement of any such parking regulations the respective cities might enact. Regarding construction worker parking, the Construction Management Plan (described in Mitigation Measure ADJ PROP FULL-TRANS-6) has a provision that construction-related vehicles would not park on surrounding public streets. This provision would include Cohasset Street. Therefore, no additional measures are warranted to address this issue.

13-30 The Traffic Study (see Appendix L) provided an analysis of potential cumulative traffic impacts as a result of the proposed project. This analysis is provided in Tables 22, 23, 32, and 33 of the Traffic Study (see Appendix L) for Interim Year 2023 signalized and unsignalized intersections and Completion Year 2025 signalized and unsignalized intersections, respectively. As shown, a total of 14 signalized and 3 unsignalized intersections would be affected by cumulative conditions under both analysis years.

13-31 Community Legal Advisors, Inc. will be notified when the Final EIR has been published.

N.5.3 Individuals Commenting on the Draft EIR

Thirty-five written comments on the Draft EIR were received on the comment website from individuals during the 45-day comment period. These 35 comment letters and responses to those comments are on the following pages.

EMAIL COMMENT FROM COMMENTER #14 (JEFFERY KNAPP)

1 As a resident of Studio City, I strongly support the new terminal project. The current facilities are abysmal. They provide an unfortunate representation of our innovative, modern region. The restroom, food/beverage options are inadequate. Please move forward with the new terminal plan.

RESPONSE TO COMMENTER #14 (JEFFERY KNAPP)

14-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding support for a replacement passenger terminal are acknowledged and will be forwarded to and considered by the Authority decision-makers.

EMAIL COMMENT FROM COMMENTER #15 (INEZ T. MORIN)

1 Airplanes fly within feet above my homes/business on the corner of Gentry Avenue and Hart Street in North Hollywood, CA 91605. The decibels are extremely high so, I would like to know what can be done to lessen the noise of these airplanes flying above my home/business.

RESPONSE TO COMMENTER #15 (INEZ T. MORIN)

15-1 Federal law bars the Authority from exercising controls over flight paths or noise emanating from aircraft. Section 3.13 of the Draft EIR shows that the noise related to aircraft arriving to and departing from the Airport would not change as a result of the implementation of any of the development options as compared to the no project alternative. Please also see Master Response B.

EMAIL COMMENT FROM COMMENTER #16 (WILLIAM YIM)

1 Commenter did not submit any comment.

RESPONSE TO COMMENTER #16 (WILLIAM YIN)

16-1 No comments were included in the submittal. This response acknowledges that Mr. Yin provided an email with no comments on the comment website.

EMAIL COMMENT FROM COMMENTER #17 (ANNE SWATFIGURE)

1 I spend a lot of time near the airport, and have used it for many years. This replacement terminal project is long overdue. Go ahead and build it and improve the quality of life in Burbank and adjacent areas, by getting people out of the drive to LAX, Long Beach, or Ontario to get a flight out of the area. The airport has been out of compliance with the FAA regulations for many years and that problem has to be fixed. It has long been one of the quietest airports around and now we need a new terminal.

RESPONSE TO COMMENTER #17 (ANNE SWATFIGURE)

17-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding support for a replacement passenger terminal are acknowledged and will be forwarded to and considered by the Authority decision-makers.

EMAIL COMMENT FROM COMMENTER #18 (60-YEAR RESIDENT)

1 Know the city has been scrambling for revenue ever since Lockheed left, but wouldn't lose any sleep if the airport closed and the land was turned into a single family home neighborhood.

RESPONSE TO COMMENTER #18 (60-YEAR RESIDENT)

18-1 The comment regarding the desire to close the Airport is acknowledged. As discussed in Section 4.2.4 on page 4-3 of the Draft EIR, the alternative to relocate some or all air traffic to other airports in the area would not meet the Authority's project objectives and this alternative was eliminated from further consideration.

EMAIL COMMENTS FROM COMMENTER #19 (STEVEN WEINSTEIN)

1 Don't improve the airport and if you do, as a frequent user of the airport don't make the rental cars a bus away. No map has the rental cars on it.

2 I use the airport 50 times a year and would go to lax more often if as a businessman I have to take a bus to and from the rental cars. The added time will make lax more appealing.

RESPONSE TO COMMENTER #19 (STEVEN WEINSTEIN)

19-1 Each of the three development options for the replacement passenger terminal includes the provision of a shuttle bus between the existing rental car facilities at the Regional Intermodal Transit Center (RITC) and the replacement passenger terminal. Please also see Master Response A.

19-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding a preference to not take a bus to and from rental car facilities is acknowledged and will be forwarded to and considered by the Authority decision-makers.

EMAIL COMMENT FROM COMMENTER #20 (CARY CLAYTON)

1 My wife and I as well as our Business use the current Airport Terminal quite often. We consider it one of the easiest Airports to use. I have read what I can find about the Airport Terminal replacement and see the benefits. I have concerns I have not seen addressed in anything I have read. Those concerns are the RITC Building and the Amtrak and MetroLink Train Station. Recently the RITC was completed at substantial cost and it will become the only building left standing other than perhaps the Parking Lots and the Burbank Airport Train Station. The RITC and the Train Station are obviously very convenient to the current Terminal. If everything else moves to the other side of the runway, that convenience is extremely compromised. My concerns are what step/s are planned to keep the RITC and the Train Station easily functional parts of the Airport?

RESPONSE TO COMMENTER #20 (CARY CLAYTON)

20-1 For a discussion of the connections between the replacement passenger terminal and the existing RITC and train station, please see the Master Response A.

EMAIL COMMENT FROM COMMENTER #21 (RESI DENT)

1 Burbank will be a much nicer place to live when the airport is closed and the air, noise, and light pollution and traffic are gone.

RESPONSE TO COMMENTER #21 (RESI DENT)

21-1 The comment regarding the desire to close the Airport is acknowledged. As discussed in Section 4.2.4 on page 4-3 of the Draft EIR, the alternative to relocate some or all air traffic to other airports in the area would not meet the Authority's project objectives and this alternative was eliminated from further consideration.

EMAIL COMMENTS FROM COMMENTER #22 (GEOFF PANGMAN)

1 Based on the website (http://burreplacementterminal.com) & the DEIR I'm failing to see a true advantage or legitimate need to go through with this proposed activity. For example:

While the 85-year-old building and FAA requirements may seem compelling, are either of these items actual issues; or instead potential risks?
re: FAA safety standards for distance of gate to runway:

- Is the FAA mandating any changes to the current state?
- Or is BUR grandfathered and not required to do anything?
- How many incidents resulting in injury or crime has BUR experienced due to not meeting this FAA standard? (how many has LAX experienced in a similar timeline? What about the national average?)
- Ultimately – Why is this a key point? I'm failing to see/understand any legitimate rationale besides the fact that it fits the argument "For".

2 re: 85-year-old building that doesn't adhere to seismic standards:

- Is there nothing that can be done to bring the current airport building up to standards?
- Is there a requirement to even do so?
- Has there been any problem to highlight a legitimate need to 'fix' the current airport building?

3 I'm legitimately concerned that the motivation for this proposed activity is misguided and opportunistic. I'd genuinely like to understand this approach and thinking – not just the manicured justification for a decision.

RESPONSE TO COMMENTER #22 (GEOFF PANGMAN)

22-1 This comment discusses the purposes underlying the project and does not raise specific environmental issues. Although a response is not required, the following information is offered to explain the reasons the Authority is pursuing a replacement passenger terminal project. As stated on page 2-5 of the Draft EIR, the FAA has expressed significant concern about the aircraft operations at, and the location of, the existing passenger terminal at BUR. This concern is based on the fact that the existing passenger terminal does not comply with FAA airport design standards, including Advisory Circular (AC) 150/5300-13A, *Airport Design*. Figure 2-4 on page 2-7 of the Draft EIR shows the various ways that the existing passenger terminal does not meet FAA airport design standards.

The FAA has repeatedly stated that the current location of the existing terminal and associated taxiways violate FAA runway safety standards. National Transportation Safety Board (NTSB) and FAA records identified approximately 11 aviation accidents or incidents at the Airport involving overruns, undershoots, and veer-offs, including the overshoot of a Southwest Airlines aircraft past the end of the runway and into a gas station along Hollywood Way.

Regarding seismic requirements, the existing terminal has been retrofitted to the unreinforced masonry building standards in the City of Burbank. However, this retrofit does not make the building meet modern seismic design standards. Retrofitting cannot achieve the same level of safety as new buildings that are built from the ground up to meet modern seismic standards.

For more regarding safety issues and objectives, see Appendix C of the Draft EIR.

22-2 As stated on page 2-6 of the Draft EIR, the central portion of the existing passenger terminal was constructed over 85 years ago and does not meet current California seismic safety (earthquake) design standards. The central portion of the terminal was retrofitted in 1995 to satisfy the City of Burbank Unreinforced Masonry Ordinance. However, the existing passenger terminal does not meet the State of California's seismic safety design standards for a new building.

Although it is theoretically possible to bring the central portion of the terminal up to current California seismic safety design standards, it does not make economic sense to do this because this would result in a passenger terminal that still does not meet FAA safety standards (see pages 2-5 and 2-6 of the Draft EIR). Thus, building a replacement passenger terminal enables the Authority to accomplish both objectives of meeting FAA safety standards and California seismic safety design standards.

22-3 Section 2.3 of the Draft EIR (see pages 2-5 through 2-10) provide the project objectives associated with a replacement passenger terminal.

EMAIL COMMENTS COMMENTER #23 (FROM PEGGY WURTZ)

1
Website
- BURreplacementterminalsurvey.com site down

Bandwidth Limit Exceeded
The server is temporarily unable to service your request due to the site owner reaching his/her bandwidth limit. Please try again later.

2
Street Traffic
- How will street traffic in Burbank be affected?
- Improved exits off Fwy 5

3
Air Traffic
- Will there be the same number of flights?

4
Ground Transportation
- The train station and RITC are already far from the terminal, how will passengers be accommodated? *Timely* Shuttles?

5
Concessions
- BUR has the highest cost of concessions I've seen in the country including every major city; how will new concessionaire contracts be awarded? Please allow competition.

RESPONSE TO COMMENTER #23 (PEGGY WURTZ)

23-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment that the website was not operational is acknowledged. The Authority and the Authority's consultants monitored the website on a daily basis throughout the 45-day public comment period to ensure that any issues with website availability were resolved in a timely manner.

23-2 Section 3.17 of the Draft EIR presents the impacts associated with the implementation of the proposed project. This analysis identifies the changes in street traffic in Burbank that would occur and includes the improvements to the Interstate 5 interchanges in Burbank in the traffic analysis. Please also see Master Response D.

23-3 As discussed in Appendix M of the Draft EIR, the proposed project would not have any direct effect on the number of flights at BUR. It is acknowledged that the number of flights at BUR could increase in the future and that this increase is based on the demand for air travel at BUR. Thus, an increase in the number of flights could occur with or without the development of a replacement passenger terminal.

23-4 For a discussion regarding the connection between the existing train station, the RITC, and the replacement passenger terminal, please see Master Response A.

23-5 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding concessions at BUR is acknowledged and will be forwarded to and considered by the Authority decision-makers.

EMAIL COMMENT FROM COMMENTER #24 (EMILIA PLATAS)

1 I generally favor a replacement terminal in the preferred n/e site. My only feedback at this time is that as a passenger, I believe the path and method of getting to/from train/bus station to terminal is far from convenient. I am not a planner so don't have specific suggestions, but there should be a redesign that would allow for better flow. If I am taking a bus or train to the airport, I don't want to have to board another bus to get to the terminal when I'm loaded down with luggage, kids, etc. It is time consuming and a hassle. If we truly wish to encourage the use of public transit, the current plan will need to be modified.

RESPONSE TO COMMENTER #24 (EMILIA PLATAS)

24-1 Each of the three development options for the replacement passenger terminal includes the provision of a shuttle bus between the existing rental car facilities at the Regional Intermodal Transit Center (RITC) and the replacement passenger terminal. The preference of the commenter regarding the use of transit to access BUR is acknowledged. Please also see Master Response A.

EMAIL COMMENT FROM COMMENTER #25(TONY NOAKES #1)

On this web page of the FlyBur website

http://burreplacementterminal.com/the-project/

1 there is a graphic entitled "Replacement Terminal by the Numbers"

On that graphic is the bullet point: "60,000+ Burbank Voters"

What does that mean, specifically? Sixty voters to do or be or get or have what?

RESPONSE TO COMMENTER #25 (TONY NOAKES #1)

25-1 This is the approximate number of registered voters in the City of Burbank that will be afforded the opportunity to decide if the Authority should be allowed to build a replacement terminal using the former Lockheed Plant B-6 site, in exchange for protections for Burbank that would ensure that at least two Burbank Commissioners will approve any Authority action that could expand the airport.

EMAIL COMMENT FROM COMMENTER #26 (TONY NOAKES #2)

In your propaganda you have stated:

"Airport terminals are paid for by airport users through passenger ticket fees, parking fees and concession sales, and by the airlines through landing fees and facility leases. State and local taxes are not used. Depending on final design, architectural elements, and amenities selected, the construction cost for the replacement terminal is projected to exceed $400 million. It is anticipated that the FAA would provide a substantial part of this cost."

1 So, my questions are, the ticket, parking, landing fees and etc. you state will be used to pay down the cost of the replacement, are those literally coming out of your pocket or is that actually considered the itemized federal and/or other taxes etc. being used?

Secondly, how much is the federal government ponying up of our taxes to fund your project?

Thirdly, is there any third party funding? …ie. Private funding meaning other than the monies derived from the Airport Authority or the Feds. If so, who? And, why?

RESPONSE TO COMMENTER #26 (TONY NOAKES #2)

26-1 This comment does not specifically address the analyses contained in the Draft EIR. To provide information regarding potential funding, the following is provided.

The financial planning for the replacement terminal has a variety of potential funding sources. These include:

- Airport Reserves
- Airport Revenues
- Passenger Facility Charges
- Federal funds from FAA
- Proceeds from the sale of revenue bonds
- Possible third-party investment

Airport revenues for the repayment of borrowed funds are made up of the following:

- Fees paid by airlines
- Concession revenues
- Parking revenues

In terms of funding, what has yet to be determined includes the following:

- What the mix of funding sources will be
- The exact amount of funds that will be needed
- What the mix of revenue sources will be to repay the funding resources
- The final total project cost

EMAIL COMMENT FROM COMMENTER #27 (TONY NOAKES #3)

Does the Airport Authority own any land sharing a border with the airport land boundaries? If so, which parcels? And, what are your intentions for those parcels?

1 Does the Airport Authority own any land not sharing a border but near the airport land boundaries? If so, which parcels? And, what are your intentions for those parcels?

Is the Airport Authority currently in talks or planning to buy land bordering the airport and/or near the airport? If so, why?

RESPONSE TO COMMENTER #27 (TONY NOAKES #3)

27-1 All of the land owned by the Airport Authority is located on the airport, and is shown on the FAA-approved Airport Layout Plan. The Airport Authority is currently pursuing the acquisition of the Hollyona Property, located at Winona and Hollywood Way. That land is currently being leased by the Airport as part of the Lot B parking facility. That land is located in the FAA-designated Runway Protection Zone, and should be owned by the Airport Authority to protect the airspace from future obstructions.

Parking Lots B and C are part of the Airport. As part of the replacement terminal project, the Authority will close Lot B to public parking, including the Hollyona Property portion of Lot B, and will clear the airspace obstructions in this lot, in an effort to further improve runway safety.

Parking Lot C will continue to be operated as a remote parking lot.

EMAIL COMMENTS FROM COMMENTER #28 (TONY NOAKES #4)

Concerning the propaganda on your website page:

http://burreplacementterminal.com/pdf/4-22-16-Replacement-Terminal-Presentation.pdf

you have prominently displayed near the top the following,

"The Airport Is an Important Economic Engine for Burbank Airport tax revenues provide direct benefits to Burbank. Over $12 million*in tax revenues that the Airport generates for Burbank is equivalent to: The annual salary and benefits for 77 police officers; Or Nearly double the Library's annual budget; Or The annual salary and benefits for 93 firefighters" 1

THEN YOU HAVE THE FOOTNOTE:

"*Total annual revenues to the City of Burbank include $9.1 million in secured and unsecured property taxes, $2.1 million in parking taxes, and $1.2 million in sales tax.
SOURCE: CITY OF BURBANK FINANCIAL SERVICES DEPARTMENT"

Questions:

1. Since, the airport, given its current stature and market conditions, has, obviously, already generated said amount for the city of Burbank, why do you feel the need to promote that fact and reference how it could be used?

2. The itemized revenues you allude to, are they consistently that amount? Or, does if vary from year to year? If it varies, then when was the last year those amounts, or higher, were achieved? I ask you about the revenue amounts and possible variances, as oppose to the city of Burbank Financial Services Dept., because you have quoted them as a selling point for your proposal of a replacement terminal, so I figure you should know. 2

RESPONSE TO COMMENTER #28 (TONY NOAKES #4)

28-1 The Authority believes it is important for Burbank residents to be informed about the revenues the City of Burbank derives from the Airport.

28-2 The California Environmental Quality Act (CEQA) does not require economic analyses unrelated to physical impacts on the environment to be included in environmental review documentation. Therefore, the comment, which raises such economic issues, is not relevant. The published figures were provided to the Airport Authority by the City of Burbank Financial Services Department.

EMAIL COMMENT FROM COMMENTER #29 (TONY NOAKES #5)

Thank you for last nights "workshop" which for the record, right or wrong, I was under the impression it was a "community meeting" as in the SOP of what the City of Burbank does for a community meeting i.e. a somewhat formal presentation from the prospective project or issue people followed by a Q&A session where citizens can speak their piece, but it was not. Perhaps more of a definition of what you have planned for future meetings can be conveyed prior so that citizens can prepare and or use their time as to how it was intended.

Anyway, at the meeting, I asked Lucy Burghdorf if I could record by camera her response to my questions. She was adamant about not wanting to be on camera even though I reminded her this was a public meeting at a city of Burbank building and she was representing the proposed project impacting the said city. Regardless, she did not want to be recorded.

So, please, explain as to why I was not allowed to record her, as I am under the impression that I as a private citizen of Burbank have the right to record public meetings, most certainly, within public buildings?

1

If Ms. Burghdorf has a personal issue with being recorded by camera, then again, please explain as by what authority I did not have a right to record her in a public meeting in a public building while she is serving as a representative to the issue at hand?

Additionally, I want to record content, including Airport Authority representatives at the next meeting on June 6th. But this public meeting will be on your turf, so if you are not going to allow this, then please explain as to why and what legal criteria you are basing that on?

Also, I was asked by your staff about who I represented and why the camera last night i.e. was I press etc.? Why was that? Please be specific in all your answers?

Finally, if you have issues with the public documenting a public meeting, especially in a public forum, then please state your concerns and/or attempts to restrict beforehand so that all are on equal understanding as to the rights of documentation.

RESPONSE TO COMMENTER #29 (TONY NOAKES #5)

29-1 The workshop was a community meeting and it is the understanding of the Authority that one of the Authority's consultants informed that you could film the event as long as you didn't invade anyone's personal space. In fact, it appeared to Airport Authority staff that you did film some of the workshop stations. Not all Authority staff were assigned to a workshop station and those were not at a workshop station were not part of the "official" proceeding. Although people generally have a right to film a public meeting, to the knowledge of the Authority no one has a right to privately interrogate an Authority staff member on camera simply because the Authority staff member is present at a public meeting.

EMAIL COMMENT FROM COMMENTER #30 (TONY NOAKES #6)

1 If a replacement terminal is built, do you foresee any increases in current prices for consumers using the airport services available to them? …i.e. additional fees or taxes on airline tickets as a direct or indirect result of a new terminal? … same criteria for costs of parking increasing? …increased price for concessions at the airport properties? …basically any NEW or INCREASED costs for the consumer as a result of a new replacement terminal?

If so, why and to what extent? i.e. amounts of new costs? …percentage of increase on existing costs?

RESPONSE TO COMMENTER #30 (TONY NOAKES #6)

30-1 It is unknown if there will be increases in current prices for consumers, whether for ticket prices, parking prices, or prices of concessions. It is likely, however, that there will be increases in prices, if for no other reason than the general consumer price increases and the costs of all things, including airline services and tickets prices at other competing airports. It is not clear or certain what percentage of the cost of the new terminal will be passed on to the consumers who travel through it. That is a decision that the tenants must make at the time the new terminal is opened and depends on a number of factors, including the number of passengers using the airport in the future, the destinations that are being served, the level of competition between airlines that use the airport, the cost of fuel, the cost of labor, the cost of electricity and water, and any increases in taxes, including parking taxes, that the City of Burbank or other agencies may apply to the airport.

EMAIL COMMENT FROM COMMENTER #31 (PHILLIP GENEVITZ)

1 There has been talk or removing the flight curfew once the airport finishes with its inevitable expansion. Is there truth involved in this? One of the saving graces we considered when buying a home in Burbank was the flight curfew and NOT being subjected to jet noise levels at all hours of the night. In spite of the extensive remodel done during the sound reduction projects granted to us by the Burbank Airport, there is little relief from living in a direct flight path where planes are taking off on a constant basis. We knew the kettle of fish we were frying into when we moved here, but if curfews are lifted and an 'all hours' decision of takeoff/landings gets instituted, we are going to have revisit our choices of where we chose to plant roots and nurture a family.

RESPONSE TO COMMENTER #31 (PHILLIP GENEVITZ)

31-1 The proposed project does not contemplate the removal of the voluntary flight curfew at BUR. As a result, the noise analysis contained in Section 3.13 of the Draft EIR assumes that the voluntary flight curfew would remain in place. In addition, the Authority has already made that commitment and continues to make that commitment in the Development Agreement proposed as part of this project and a resolution proposed for adoption by the Authority Commission.

EMAIL COMMENT FROM COMMENTER #32 (GLEN ROCKLIN)

I am writing with regards to an increased level of noise disturbance of planes that fly out of Burbank and fly over the hills of Studio City, CA. They depart the north south runway heading south before making their turn north. The area is about 5 miles away from the airport and part of Los Angeles City but the planes fly over and are extremely disruptive with decibel levels often exceeding 75 -90 dB. As I am sure you are aware this is a long term issue but one that we have managed to compromise on previously and hope we can again. As a concerned homeowner I met with representatives from various carriers, ATO, about 20 years ago along with Victor Gill from the Burbank Airport. At that time agreement was arrived at for some voluntary measures that were very helpful and encouraged pilots to make their turn north after departure around the 101 freeway and Ventura Blvd. Making the turn earlier over the freeway and valley basin has less impact and noise disturbance especially the sensitive hillside community where flight activity within a mile and 1/2 mile from our homes has increased as much as 300%. An effort was made recently to minimize the amount of traffic flying further south over the hillside areas over homes that are at higher elevation (1K ft) where the noise disturbance is greater. Unfortunately noise reduction has been marginal and the noise disturbance remains very high especially with regional jets due to the increase in flights traveling further south and at lower altitudes before turning north and climbing. Until this issue is resolved there is no possible way any expansion should be approved and has been supported by Congressman Brad Sherman's office and the FAA who has also proposed some noise mitigation measures including airplanes turning north earlier over the basin around the 101 freeway. These efforts have been supported by Sherry Avery with the FAA but the improvements have been very negligible to date but we are hopeful for some greater improvement in the future.

1

As stated, we have worked with the airport, FAA, and various carriers including Southwest all of whom have been marginally responsive to our request to make their turns further north in an effort to avoid doing so over the hillside communities where the noise disturbance is louder given the higher elevation of the homes. Home values range from 2M to 8M and is also home to many celebrities including Bruno Mars George Clooney, Miley Ray Cyrus and others. In addition, we are home to CBS Studios where many well known TV shows are filmed and their concerns have been expressed previously as well. Folks here are starting to get extremely upset and have begun bringing up the issue repeatedly using the high profile celebrity residents to try and get some attention and reasonable noise abatement with the support of Congressman Sherman and other elected leaders. I wanted to lend my voice as a concerned homeowner of the need to reduce the noise footprint on the community and not expect a terminal that will increase the flight activity and noise level. As I stated we have been working with Sherry Avery with FAA (shery.avery@faa.gov) who use to run tower at Burbank and now LAX as well as other airports and has had considerable experience in this area and is a 30 year industry veteran.

2

RESPONSE TO COMMENTER #32 (GLEN ROCKLIN)

32-1 This comment concerns flight patterns as opposed to the projects analyzed in the DEIR. As indicated in the DEIR flight patterns are not projected to change whether or not any project is actually built, as discussed in Appendix M of the DEIR. Federal law bars the Authority from exercising controls over flight paths. Specifically under the Airport Noise and Capacity Act of 1990, 49 U.S.C. 47521 et seq. ("ANCA"), the Authority cannot restrain or otherwise control the flight paths into or out of the Airport. Under federal law the only entities that can control aircraft in the skies are the FAA and flight operators. The proposed project would not result in any changes to the flight

patterns in the vicinity of BUR. As discussed in Appendix M of the Draft EIR, the number of passengers and the number of flights operating at BUR are related to demand for air travel and not to the development of a replacement passenger terminal. This comment regarding noise and flight paths is acknowledged and will be forwarded to and considered by the Authority's decision-makers.

32-2 The Authority understands from the comment that commenter is in discussions with both the FAA and operators regarding his concerns and desires regarding flight paths. Under federal law, specifically ANCA, the Authority is barred from exercising controls over flight paths. This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding noise disturbance in the BUR vicinity is acknowledged and will be forwarded to and considered by the Authority's decision-makers.

EMAIL COMMENTS FROM COMMENTER #33 (MURRY MALTBY)

1 The proposed replacement terminal will attract more people which means more traffic and air pollution, from both cars and aircraft. I don't see those issues addressed anywhere in the biased promotional material mailed to me.

2 The location of this airport was appropriate when the area population was much less, there was less air traffic and much smaller planes. It makes little sense to improve this small airport which cannot accommodate larger modern aircraft. At some point in the future this airport will become obsolete anyway. A better long-term regional solution would be to develop high speed passenger transportation to Ontario or other outlying airports.

RESPONSE TO COMMENTER #33 (MURRAY MALTBY)

33-1 As discussed in Appendix M of the Draft EIR, a replacement passenger terminal would not induce growth at BUR. Any increase in the number of passengers or aircraft operations would occur with or without the development of a replacement passenger terminal. This is reflected throughout the Draft EIR. The traffic impact analysis in Section 3.17 of the Draft EIR and the air quality impact analysis in Section 3.1 of the Draft EIR respectively identify the traffic and air quality impacts that would occur. As shown in Chapter 4 of the Draft EIR, most of these traffic and air quality impacts also would occur under the No Project Alternative (i.e., using the existing passenger terminal).

33-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the use of high speed rail is acknowledged and will be forwarded to and considered by the Authority decision-makers.

EMAIL COMMENT FROM COMMENTER #34 (TERRY BRUSE)

1 Will the obstructions, noted by the FAA website, runway obstructions 21 ft pole, 240 feet of centerline, 40 ft pole 410 feet of centerline etc. be mitigated before terminal options 1, or 2, or 3, are built?

RESPONSE TO COMMENTER #34 (TERRY BRUSE)

34-1 The two obstructions identified by the commenter do not correspond to any obstructions known to the Authority or the FAA. However, none of the on-Airport obstructions identified on the FAA website can be removed. Each of these obstructions are part of the airfield infrastructure whose location is dictated by function. The Authority has no legal ability to remove off-Airport obstructions, which are considered to be city infrastructure.

EMAIL COMMENT FROM COMMENTER #35 (PETER BERG)

Wanted to give a little feedback on the proposed airport terminal. I had been keeping up with the updates.. but have lost touch more recently. I am working on reading through the 700 page DEIR right now.

Couple of quick things. First.. something new to me and something that I am not too pleased about.

So from what I am reading... it seems that if the voters of Burbank don't approve the Airport's preferred plan (of the larger terminal in the Adjacent Property) then the airport will try to build a new terminal in an area where they don't need to get the voters or city permission (in the Southwest Quadrant). Is that right? And can they build that new terminal without getting voters permission? I thought Measure B provided us with some control over the building of a new terminal?

1

If it's true that they can proceed without voters' approval.. it really feels like they are trying to force us to agree to their terms. "Either let us build what we want.. or we will build a new terminal in a different spot where we don't need your permission (and where you might not like it as much)." Certainly leaves me with a negative feeling about the whole thing.

I haven't finishing looking at everything.. but initially it seems that the SW quadrant isn't the best place for a terminal. It's a bit of a smaller space and the terminal would be somewhat 'squeezed' into that area. If a new terminal had to be built (which I am not saying I agree with at this point), it seems the Adjacent property is a better spot.

I guess I wanted to get your opinion on that and on the entire project.

My reservations with approving the project and their preferred option would be the following:

-It seems like we are looking at increased traffic in the area. Between a larger terminal (with more added 'services') and possible development on the B-17 property.. I do have serious concerns about the area becoming somewhat more congested. Obviously that is something that most residents are not happy about.

2

3 -The nighttime curfew is still just voluntary (and for some reason doesn't apply to private aircraft, cargo aircraft, etc). I know it's mostly up to congress to help us there.. but I am still very much in support of a mandatory nighttime curfew. I don't think we need aircraft flying out of our airport at all hours of the night.

4 -The RITC. You might know what I am going to say here. We just built that facility.. and now will re-locate the terminal farther away from that Transportation Center. That seems just dumb.. and very poor planning on someone's part. I'm not sure I can support moving the terminal away from that new center we built to be the hub of transportation.

5 -I am very concerned about possible water contamination with the new terminal.. or more so with any construction activities. I have heard airport personnel say that the soil pollution is all gone and has been removed. Call me a bit skeptical. They know for sure that no contaminated soil exists? If there is no pollution... why do I still see Chromium VI show up in the BWP water reports (at levels much higher than the Public Health Goals)? And why is my family still drinking water with Chromium VI in it?

6 -And mainly.. I just still like our small town feel and our small town airport. When you build it.. they will come. Which is certainly what the airport hopes will happen. While keeping the 14 gates is great... I think we know that we will lose a bit more of the small town feel that many of us came to Burbank to enjoy (sure it hard to hold onto that idea and that goal.. especially with big stores like Walmart moving in, etc). If we had to cut back on some services... maybe that is the way to go if necessary to preserve what is left of our little town (We don't want to be more like Los Angeles.. and so many of us do not like LAX for a reason).

If I am wrong on these ideas... please do help clarify it if you can.

Just wanted to voice some thoughts on this important issue... get your feedback.. and also clarification on that idea that the Airport can build a new terminal with or without voters approval.

Thanks for your time and your service to the city. Have a nice day.

RESPONSE TO COMMENTER #35 (PETER BERG)

35-1 The comment does not raise specific environmental issues and thus, CEQA does not require a detailed response. Nonetheless, the following information is offered to the commenter. Measure B requires that no agreement between the City of Burbank and the Airport Authority for a Replacement Terminal, or any other discretionary act by the City relating to the approval of a Replacement Terminal, will be effective until approved by Burbank voters. The Authority believes that no discretionary approvals are required from the City to build a same size terminal (232,000 square feet) in the area known as the Southwest Quadrant. The Authority has stated that this development option is not preferred.

The current terminal cannot continue to be used indefinitely. It does not meet current Federal Aviation Administration (FAA) standards for distance from the runways, and portions of it are more than 85 years old and do not meet, and cannot feasibly be upgraded to meet, current seismic safety design standards.

A replacement passenger terminal needs to be built in a safer location and, in keeping with the provisions of Measure B, the Airport is seeking City approval to have a November ballot measure that asks voters whether the existing 14-gate terminal should be replaced with a 355,000-square-foot 14-gate terminal. Both the Authority and the City Council have endorsed conceptual terms for a replacement passenger terminal and the governance protections that go with it.

If the voters vote "no" on the full-size 14-gate replacement passenger terminal and the governance protections that are part of the agreement with the City of Burbank, then the Authority will have to consider building a 232,000-square-foot replacement passenger terminal on the southwest quadrant. The Authority agrees with the commenter that the Southwest Quadrant Same-Size Development Option is not the most desirable option.

35-2 As stated in Section 3.1.3 on pages 3.1-6 through 3.1-11 of the Draft EIR, a replacement passenger terminal would not increase the number of passengers at the Airport compared to the no project alternative. The number of passengers using the Airport on an annual basis is projected to increase in the future whether or not a replacement passenger terminal is built. This increase in annual passengers is because of increased demand for air travel. However, as shown in Table 3.1-2 on page 3.1-8 of the Draft EIR, the annual number of passengers in 2025 would be less than the historic high that was achieved in 2007. Therefore, the actual volume of traffic associated with the Airport would be less in 2025 than what occurred in 2007.

35-3 This comment encourages the Airport to maintain its current voluntary curfew and work with the Cities of Burbank and Los Angeles to obtain a mandatory curfew. The Authority has already made that commitment and continues to make that commitment in the Development Agreement proposed as part of this project and a resolution proposed for adoption by the Authority Commission.

35-4 While the Regional Intermodal Transportation Center (RITC) will be physically further away from the replacement passenger terminal, the RITC will continue to have convenient access to the passenger replacement terminal. There will be continuous shuttles running between the RITC and the replacement passenger terminal. The shuttles will operate directly from the RITC to the front of the replacement passenger terminal with an expected 10-minute shuttle time, including waiting and travel. See also Master Response E.

35-5 The soils beneath the surface of the entire B-6 property have been completely remediated. This remediation was overseen by the Authority and Lockheed (its former owner). The effort was under the auspices and oversight of the Los Angeles Regional Water Quality Control Board (RWQCB), the agency contracted by the United States Environmental Protection Agency (EPA) to provide oversight of the testing and remediation efforts. The RWQCB has issued "No Further Remediation" letters, meaning that there are no further requirements for additional testing or further remediation of the soil on the site.

The groundwater under the entire Airport, as well as under a substantial portion of the City of Burbank, continues to be cleaned up by Lockheed and other companies that contributed to the contamination. This groundwater cleanup is continually monitored by the EPA, as well as the RWQCB. It is expected that this cleanup will be ongoing for a number of years.

35-6 It is important to note that the Draft EIR points out most of the future impacts that will be caused by the Airport's operations will occur even if the existing passenger terminal remains and no replacement passenger terminal is built. In other words, it is the Airport's operations and not its buildings that create the environmental impacts. A larger and safer replacement passenger terminal will not increase those impacts. The convenience of the Airport is a hallmark of this facility and will continue to be so in the future when a 14-gate replacement passenger terminal is built. It is now and it will continue to be very important to the Authority to be a regional, convenient, attractive alternative to Los Angeles International Airport.

EMAIL COMMENTS FROM COMMENTER #36 (ALBERT DEITSCH)

1 We wish to be counted among those opposed to the expansion at Bob Hope Airport. The airport is not a good neighbor.

2 They currently have a curfew for 8:30pm that they do not observe, sometimes continuing takeoffs until midnight. In addition, we have noise from takeoffs starting as early as 7:00am every day.

3 That airport was never supposed to be there, much less this busy.

RESPONSE TO COMMENTER #36 (ALBERT DEITSCH)

36-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding opposition to the replacement passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers.

36-2 The comment is not correct in noting that the voluntary curfew begins at 8:30 p.m. The voluntary curfew is from 10:00 p.m. to 7:00 a.m. and applies to scheduled air carrier aircraft that operate from the passenger terminal.

36-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the location of the Airport is acknowledged and will be forwarded to and considered by the Authority decision-makers.

EMAIL COMMENT FROM COMMENTER #37 (PABLO GRANDE)

1 I would prefer the terminal to be built along Hollywood Way. It would bring new business to this area, which needs to be gentrified, to get rid of the gang element located I the vicinity.

RESPONSE TO COMMENTER #37 (PABLO GRANDE)

37-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the preferred location for the replacement passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers.

EMAIL COMMENT FROM COMMENTER #38 (VAN ANH GRANDE)

1 I like the idea of the first option which is the Adjacent full site proposal. By putting the terminal on the Hollywood Way site, it will improve the neighbor's site and bring more profit to the city of Burbank. Thank you.

RESPONSE TO COMMENTER #38 (VAN ANH GRANDE)

38-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the preferred location for the replacement passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers.

EMAIL COMMENT FROM COMMENTER #39 (MIKE LEE)

1 With the new terminal will flights be taking off in any other direction than they do now?

RESPONSE TO COMMENTER #39 (MIKE LEE)

39-1 As stated in Section 3.13 of the Draft EIR, no change in the runway use patterns at the Airport would occur as a result of the replacement passenger terminal. In addition, an analysis of potential changes related to departures on Runway 8 for general aviation aircraft was presented in Section M.4 of Appendix M of the Draft EIR. This analysis concludes that it is not expected that there would be a significant increase in the number of Runway 8 departures.

EMAIL COMMENTS FROM COMMENTER #40 (EDNAR SEGURA)

1 I was just going through the new terminal proposal and I noticed there really is no mention, neither in writing nor in the drawings how the location of the new terminal in the NEQ will benefit/make it more convenient for patrons using alternative transportation methods to access it. Specifically, how will those using the recently built RITC access the terminal? How will those using Metrolink or Amtrak access the terminal? There is no mention of any of that other than stating that it would have "convenient access to ground transit, including rail". I would like to see more specifics on that.

2 So far, I believe the SWQ alternative would make most sense through an accessibility/convenience perspective.

RESPONSE TO COMMENTER #40 (EDNAR SEGURA)

40-1 Master Response A provides an overview of the shuttle bus operation that would provide access between the Regional Intermodal Transportation Center (RITC), the Metrolink stations, and the replacement passenger terminal.

40-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the preferred location for the replacement passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers.

EMAIL COMMENTS FROM COMMENTER #41 (A. WIEGAND)

1 Before putting the Burbank Replacement Terminal Project on the November ballot, I would like to suggest/request that you put in place the supermajority vote now, since airport issues effect Burbank residents more than any citizens of Glendale or Pasadena. It seems logical that the supermajority would be in place ASAP (seems like that is something very positive that should've been in place years ago). I was also glad to hear what Commissioner Brown had to say today, regarding the 14 gates, however, along with having the supermajority in place now, or as soon as possible (in the next few weeks), I would have more confidence in going forward with the airport replacement terminal if the 14 gates were simply put in writing now, or as soon as humanly possible, again before putting the vote on replacement terminal before the voters. Is this too much to ask? Is this at all possible?

2 I am impressed with all of the ADA accommodations, hoping you can accommodate these two simple requests! Thank you so much!

RESPONSE TO COMMENTER #41 (A. WIEGAND)

41-1 The comment does not raise specific environmental issues and thus, CEQA does not require a detailed response. Nonetheless, the following information is offered to the commenter. While the Authority is committed to implement the protections, it cannot implement those protections prior to having a solution to the safety issues inherent in the existing passenger terminal. Until those safety issues are resolved, the Authority must maintain its flexibility to address those issues. It is the Authority's hope to implement all of the governance protections.

41-2 This comment does not specifically address the analyses contained in the Draft EIR. However, Master Response E does provide an overview of the increased accessibility for disabled passenger that would occur under each of the development options. This comment regarding ADA accommodations is acknowledged and will be forwarded to and considered by the Authority decision-makers.

EMAIL COMMENTS FROM COMMENTER #42 (GAIL NICOL)

1 Thank you for the meetings you have provided to educate us, (the residents), about the proposed 14 gate terminal. I agree that it sounds like it will provide an excellent airport experience for travelers.

2 I am concerned, however, about the "Conceptual Term Sheet" section titled "Exhibit B – Protections for Burbank". To paraphrase, it states that a supermajority vote of the Commission will be required before various actions can take place – including (1) Any increase in the number of commercial airline passenger gates above 14…… , (2) Any expansion of the existing terminal…… , (3) Amendment in the manner in which the Authority's noise rules have been enforced, etc. There are 7 protections listed. My concern is that the way the protections are written, they can be interpreted to be actions that could be voted either for or against.

I believe that a better protection would be to state that the Supermajority can never vote to have more than 14 gates. The Supermajority can never vote to expand the existing terminal. If the airport should ever want to do any of the 7 items in Exhibit B, the Burbank residents should be allowed another vote, as we are the ones that have to live daily with airport operations.

RESPONSE TO COMMENTER #42 (GAIL NICOL)

42-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the experience for travelers is acknowledged and will be forwarded to and considered by the Authority decision-makers.

42-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding the provisions in the Conceptual Term Sheet and the use of the supermajority are acknowledged and will be forwarded to and considered by the Authority decision-makers.

EMAIL COMMENTS FROM COMMENTER #43 (ALFRED URRUTIA)

1 That sounds like a great idea. I've used the Burbank Airport in the past and have loved the convenience but that outdoor baggage claim stuff has to go. It's too small (though would make a great standing set for TV shows and movies that need that small town airport location). I like the new parking additions, make a new terminal.

2 And plan ahead, INCLUDE A RED LINE TERMINAL IN IT/NEAR IT.

RESPONSE TO COMMENTER #43 (ALFRED URRUTIA)

43-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the support for the replacement passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers.

43-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the inclusion of a Red Line terminal near the replacement passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers.

EMAIL COMMENTS FROM COMMENTER #44 JANET DIEL

I am Janet Diel, Vice President of the Burbank Advisory Council on Disabilities and Barriers Chairman. My other hats include Vice Chair of Burbank Transportation Commission (23 years), President of Burbank Coordinating Council, and their CEO member of the Burbank Non Profit Coalition. I serve on the Burbank Unified School District School Facilities Oversight Committee (trying to make sure all upgrades are made accessible for both children and adults with and without handicaps). There are other hats I wear, but these are the ones that affect us here. I say these not to blow my horn, but to show you that I have experience in dealing with city entities and accessibility issues and in negotiation with a variety of offices, businesses, and organizations.

1

My last 35 plus years with the Advisory Council on Disabilities, has included many collaborations with city, airport, school district and local businesses. Through our efforts, we have been able to lift the ADA minimum standards to a more user friendly, real world accessibility for all.

Initially, there was a lot of input from our organization and the airport designers came up with a terrific model for a three level multi modal transit airport.....it was one level to drop off for boarding, one for picking up passengers, and the lowest level was to be the trains, buses, and taxicabs.....so bold and forward thinking for all to have access. It was to include jetways to enter and exit the plane and so much more, with space for more stores, food vendors, and such. More bathrooms, would have been great too for everyone. But, Burbank did not want this and was upset about the idea of 17 gates or more.....how foolish to waste so many years and so many millions of dollars on battling through court

2

... I am still in favor of that plan. Oh well. Back to reality.

Terminal issues..... Through the past 40 + years, the Burbank Airport has been open and invited the Advisory Council to assist them by visiting, touring the facilities, and supplying advice on how to help make the current terminal, adjacent train stations, and airplanes more friendly and usable. We met many times with their Exec. Staff, Airport Authority, Architect, and now you will find doorless bathrooms (special triangular bars to allow best accessibility to the toilets) access to sinks, soap and paper towels (need them altogether to prevent problems by walking from one space to another with wet hands...could cause accidents), wider walkways (with room for someone accompanying a disabled person to walk side by side....novel concept), kiosks for information (we created these to make finding information easier for all and faster without having to wait in a long line to ask someone for assistance), lowered pay phones, drinking fountains, accessible counters (lowered to allow little people as well as disabled to reach...a lower mounting height makes it usable for those that are over 6' and those under 4' too), stores with reachable shelves, and more. It became a once a year tour to see upgrades and provide input to continue the work. But, the waiting area for planes (too tight to allow a passenger with a disabled person to sit...sometimes end up against the wall on the floor with my wheelchair...not acceptable at all), and the security areas (better with the use of a wooden cane, but personnel are still rude and sometimes hard to understand and deal with) are still an issue. It has been a work in progress for many years to make our old terminal work for everyone in the best way possible. Some days are better than others.

3

The entrance to the terminal with sky room, is deplorable.....to have to enter through a poorly marked and side entrance first into the kitchen and then into a too small elevator is totally unacceptable for the future. For now, it is our only access to the Sky Room. The signage needs replacing and additions to it, and the painting of the pathway needs to be redone too. It appears to be simply a hidden away apology for disabled use. Sometimes, the doors are locked and we need to call to get someone to open them to even allow us into the kitchen area. A new terminal would address this issue with a fully usable and well-marked elevator for community access to be able to attend meetings and provide input. Doing this at the Burbank City Hall, has made it possible for everyone to appear at Council meetings, and to share their voices. For those who are either temporarily or permanently disabled, this will help everyone.

4

Airplane access.....But no matter what we did to the terminal building, access to the planes was always an issue. Originally, planes were not usable unless disabled travelers were carried up and down the stairs in an aisle chair...not easily usable and very upsetting and embarrassing. (They tried to carry me off the plane one night upside down and it was in the rain too....in a hurry as it was the last plane of the night...still no excuse).

This evolved into the use of a scissor style lift which swayed in the wind), to enter and leave airplanes from the galley side of the plane. It was like an E coupon ride at Disneyland, but without the fun. I was the first one to ride this for the city....it was an adventure.

The next step was a 2 part lift (created with input from Ad. Council to Southwest Airlines) to allow for more stability in accessing the galley side of the aircraft....time consuming and sometimes even a battle with personnel to have them procure this lift. I now carry a photograph of the lift to show to airline employees when they tell me it doesn't exist.

5

The newest piece to the evolution of access is the afore mentioned winding portable ramp (created without our input as it does not meet even minimum ADA standards....and offering someone to push you up or down is not a workable solution. It is simply too narrow and too steep. I refuse to use the stairs (cannot walk these) or new portable ramp since it is too steep and awkward.

What we all need is a jetway to enter quickly and exit fast too. But without a second story on the building, this is not workable as a solution.

With the institution of the newest design for a permanent installed and covered walkway to enter the plane, it might just replace the need for a jetway, though is it much longer, and has platforms to rest before continuing climb at a rate of 30' per one foot grade. It would take longer in time to use this ramp and delay the speed of loading and unloading passengers even with the addition of stairways at the back of the plane for boarding. But it is the best solution to our problem thus far. It needs to be wide enough to have two people side by side use it, and would be helpful to those parents with strollers, walkers, wheelchairs and scooters too. It would also help those who are wheeling their on board luggage to the plane. And, it offers a covered alternative to the stairs at the rear end of the plane for rainy or hot weather days.

Personnel issues....Several years ago, due to high complaints from travelers, Southwest Airlines asked us to present sensitivity training to help employees understand how best to help their passengers without making assistance an intrusion or frightening. We could run regular trainings for them at the Sky Room, to help personnel with sensitivity and awareness. In the past many well-meaning employees would snatch a bag from a sight impaired person and not identify themselves...all very scary for someone who cannot see who is approaching. We also showed personnel how to approach, speak and then ask to help....much better for all. We need to respect our visually impaired travelers....and also our hearing impaired ones too. With the use of kiosks and extra signage on the walls with boarding and arrival information, it makes things easier for hearing impaired travelers. We need more of these, and lower too, in the new facility. Maybe we could have some employees with sign language ability? I know that we think of the issues of spoken language, but sign language is always overlooked....let's be forward thinking. And, all signage should be large print with braille and low enough to reach and touch for wheelchair bound and child travelers. Many times they are the eyes and ears for their parents.

6

Other transportation access....We most recently worked with Airport officials on their newest project, the RITZy to provide input on walkways and parking. However, when it was finally finished and open, we found there was NO parking for us to use the Amtrak station, which has been inaccessible for years. The only strip of parking is being used by TSA employees so not of use to us at all. We got a small green strip of parking along the south side of empire, but it is always being used even though marked for 15 minute parking.

7

Using shuttles for access to all the rail stations is important and even bringing the Amtrak and other city buses into the terminal to drop off and pick up is much better than being dropped on the grass and in the dark with no access to street crossings or parking (as with the Southbound Amtrak bus from Bakersfield).....it just doesn't work. I am let off on the grass, without a crosswalk to the kiss and ride spot for pick up...and there is no light there save the streetlight which is frequently burnt out. With the advent of the new terminal we have the opportunity to correct these issues too.

8

Solutions..... Please use us to help keep the design and plan on track for best use of space and accessibility for all whether using mobility aids, or having visual or hearing limitations. We work inexpensively...**free** and would simply like to be able to help! Doing a project right the first time eliminates having to go back and revise and repair later.

9

I know I speak for many of us in the disabled world and in Burbank to offer our support and assistance in assuring that whichever site is chosen (Hollywood Way with its larger square footage and better footprint is preferable for me), that the space is used to its best ability.

We want a facility that does not need a replacement or overhaul any time soon....Let us be forward thinking and realize that all people will be using the facility and that total access will be better for those with and without any form of disability. From the mom with a stroller, the little person, or the person with limitations (mobility challenged, hearing or visually impaired, or with invisible disabilities) our terminal facility needs to be mindful of their needs. Remember there are two things to consider....The letter of the ADA law (old world, antiquated and without the input from anyone who is disabled, these parameters are not always usable in the real world, but a bit better than without any parameters at all), and the spirit of the ADA law (real world access). We need to include the spirit of the law for Burbank, Glendale Pasadena travelers, out of town travelers, and simply everyone.

10

Bob Hope Airport needs to be the terminal reflecting needs of all of us, and be the best small airport in the country!!

RESPONSE TO COMMENTER #44 (JANET DIEL)

44-1 The comment regarding the commenters experience regarding ADA compliance is acknowledged and will be forwarded to and considered by the Authority decision-makers.

44-2 The comment regarding past efforts to develop a replacement passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers.

44-3 The comments regarding past achievements in the existing passenger terminal and initiatives that have not been implemented are acknowledged and will be forwarded to and considered by the Authority decision-makers.

44-4 The comment regarding access to the Sky Room is acknowledged and will be forwarded to and considered by the Authority decision-makers.

44-5 The comment regarding ADA access to aircraft is acknowledged and will be forwarded to and considered by the Authority decision-makers.

44-6 The comments regarding employee training and signage are acknowledged and will be forwarded to and considered by the Authority decision-makers.

44-7 The comment regarding the lack of public parking in the Regional Intermodal Transportation Center (RITC) is acknowledged and will be forwarded to and considered by the Authority decision-makers.

44-8 The comment regarding access between the passenger terminal and the train stations is acknowledged and will be forwarded to and considered by the Authority decision-makers. Also, Master Response E provides an overview of the increased accessibility being planned for the replacement passenger terminal.

44-9 The comment regarding assistance in designing the replacement passenger terminal to include accessibility for all persons is acknowledged and will be forwarded to and considered by the Authority decision-makers.

44-10 The comment regarding the need to be forward thinking in the design of the replacement passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers.

EMAIL COMMENTS FROM COMMENTER #45 (PETER BERG)

I want to leave some comments about the DEIR and the possible new airport terminal.

1 I have some serious concerns about the project and do not feel that the DEIR really assesses all impacts and certainly does not have enough solutions to any increased impacts.

2 One major area is the section on air quality and soil hazards. I think you need to be more clear about how the air quality would likely change.. and about more mitigations to prevent any increased noise or pollution.

3 I am also VERY concerned about possible hazardous substances in the soil. Having more Chromium 6 going into our water supply due to construction or new operations MUST be prevented. I think you need to go further than just basic protections.. and should be required to do extra steps too to be extra cautious about pollutants going into the ground, water, air, etc. They should use an overabundance of caution when it comes to the soil in that area… since it's likely to have some traces of toxic chemicals. I have heard the statements that all toxic substances have been removed.. but I don't see how you could possibly have removed all traces of any toxic substances.

4 I'm not sure if it is in there.. but does it call for the cleanest and quietest construction vehicles? Any steps that can reduce operational pollution and noise should be implemented.

5 Can you add in a requirement that solar panels be installed to offset the increased power use (and pollution)? This should not just be a modern (and 'safe' terminal) but the cleanest and greenest one possible.

6 I have concerns with the lighting on the property. The RITC is just too darn bright… why? The light should be contained to the property and not be spilled all over the area.. creating an nuisance for neighbors.

7 I haven't finished looking at everything.. but initially it seems that the SW quadrant isn't the best place for a terminal. It's a bit of a smaller space and the terminal would be somewhat 'squeezed' into that area. If a terminal had to be built (which I am not saying I agree with at this point), it seems the Adjacent property is a better spot.

8 It seems like we are looking at increased traffic in the area. Between a larger terminal (with more added 'services') and possible development on the B-17 property.. I do have serious concerns about the area becoming somewhat more congested. Obviously that is something that most residents are not happy about and I would like to see more specifics about current traffic, and more analysis about future traffic (considering the changes to the freeway and new big stores opening in Burbank).

9 The nighttime curfew is still just voluntary (and for some reason doesn't apply to private aircraft, cargo aircraft, etc.). I know it's mostly up to congress to help us there.. but I am still very much in support of a mandatory curfew. I don't think we need aircraft flying out of our airport at all hours of the night.

10 The RITC. You might know what I am going to say here. We just built that facility.. and now will re-locate the terminal farther away from that Transportation Center. That seems just dumb.. and very poor planning on someone's part. I'm not sure I can support moving the terminal way from that new center we built to be the hub of transportation.

11 I am very concerned about possible water contamination with the new terminal.. or more so with any construction activities. I have heard airport personnel say that the soil pollution is all gone and has been removed. Call me a bit skeptical. If there is no pollution.. why do I still see Chromium VI show up in the BWP water reports (at levels much higher than the Public Health Goals)? And why is my family still drinking water with Chromium VI in it? I am pretty sure that any construction in that area could certainly allow some toxic substances to enter the air and groundwater supplies.

12 And mainly.. I just still like our small town feel and our small town airport. When you build it.. they will come. While keeping the 14 gates is great… I think we know that we will lose a bit more of the small town feel that many of us came to Burbank to enjoy (sure it is hard to hold onto that idea and that goal.. especially with big stores like Walmart moving in, etc.). We don't want to be more like Los Angeles.. and so many of us do not like LAX for a reason.

13 I hope these comments can be addressed and that we will see better and more complete analysis of this large project. I want to know other ways that you can make the terminal 'safe' without causing any negative impacts.

RESPONSE TO COMMENTER #45 (PETER BERG)

45-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the concerns that the commenter has about the replacement passenger terminal project is acknowledged and will be forwarded to and considered by the Authority decision-makers.

45-2 The air quality impacts of the proposed project are discussed in Section 3.4 of the Draft EIR. The proposed project would incorporate design features to minimize emissions. These features (PDF-AIR-1 and PDF-AIR-2) are described on pages 3.4-25 through 3.4-27 of the Draft EIR. As discussed in Section 3.4.3 of the Draft EIR, construction emissions associated with the proposed project would be less than significant and would not exceed the significance thresholds for regional emissions, localized emissions, toxic air contaminants, or odors. Operation of the proposed project would not exceed the significance thresholds for localized emissions or odors. Operational emissions would exceed the threshold for regional emissions primarily due to projected future growth in passengers and associated aircraft activity. However, the growth in passengers and associated aircraft activity would occur even without the proposed project and the existing passenger terminal can fully accommodate the growth. Operation of the proposed project would not exceed the threshold for toxic air contaminants for the Adjacent Full-Size Terminal Option and would be less than significant. But, operation of the proposed project would exceed the threshold for toxic air contaminants for the Southwest Quadrant Full-Size Terminal Option and the Southwest Quadrant Same-Size Terminal Option. Mitigation measures are incorporated to reduce the significant regional operational emissions (under all three options) and toxic air contaminant emissions (under the two development options in the southwest quadrant). Mitigation measures recommended by the South Coast Air Quality Management District (SCAQMD) that have determined to be feasible have been incorporated into the EIR (see the response to comments in letter 4); however, these impacts would be significant and unavoidable. The proposed project would not conflict with implementation of the SCAQMD Air Quality Management Plan to bring the South Coast Air Basin into attainment of the ambient air quality standards, as discussed on pages 3.4-27 and 3.4-28, 3.4-45 and 3.4-46, and 3.4-63 and 3.4-64 of the Draft EIR. The proposed project would be consistent with applicable construction measures, transportation control measures, and applicable SCAQMD emissions rules and regulations that are designed to assist in attainment of the standards in the South Coast Air Basin.

With respect to noise, as discussed on page 3.13-23 of the Draft EIR for the Southwest Quadrant Full-Size Terminal Option and on page 3.13-28 of the Draft EIR for the Southwest Quadrant Same-Size Terminal Option, the Authority would require the use of less-intensive equipment for pavement

removal and construction in the area near Hangar 1 in order to reduce the potentially significant impact. Furthermore, as stated on pages 3.13-19, 3.13-26, and 3.13-32 of the Draft EIR, homes that have not already been acoustically treated in the existing and the 2023 and 2025 CNEL 65 noise contours will be eligible for participation in the Airport's existing acoustical treatment program.

45-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding concern about hazardous substances in the soil is acknowledged and will be forwarded to and considered by the Authority decision-makers. Sections 3.7 and 3.9 of the Draft EIR discuss the impacts related to soils and geology and hazardous materials, respectively.

45-4 The proposed project would incorporate the use of cleaner construction equipment that meets stringent U.S. Environmental Protection Agency and California Air Resources Board emission standards as described in PDF-AIR-2 on pages 3.4-26 and 3.4-27 of the Draft EIR. The proposed project would also comply with rules and regulations requiring construction fleets to use cleaner haul trucks. Construction air quality impacts would be less than significant. As discussed in the response to comment 45-2 of this letter, less intensive construction equipment would also be used to reduce vibration impacts.

45-5 Working with Burbank Water and Power, the Authority will explore the feasibility of installing solar panels as part of the replacement passenger terminal.

45-6 The lighting associated with the replacement passenger terminal and the parking structures have not been designed. The Authority has added a Project Design Feature to minimize any lighting impacts on surrounding land uses. Page 3.2-12, new Section 3.2.2.6 of the Draft EIR is added and reads as follows:

3.2.2.6 Project Design Features

The Authority would implement the following PDFs to enhance the visual character of the Airport vicinity.

PDF-AESTH-1: All outdoor lighting for individual buildings, other than signs, would be limited to those required for safety, security, low-level architectural illumination, and landscaping. The Authority would comply with all applicable rules/regulations of the FAA, the California Division of Aeronautics, and the Los Angeles County Airport Comprehensive Land Use Plan pertaining to lighting and glare control. Specific features would include the following:

- Use high-cutoff and/or shielded light fixtures that shall direct light downward (i.e., not allow illumination above the horizontal).
- LED or bulb colors would be installed that cannot be confused with airfield lighting, navigational aids, or other airfield operational lighting.
- Except for FAA-required lighting, no other flashing or strobing lighting directed upward into the sky would be included.
- Glare within the property of the Airport would be minimized to the maximum extent feasible primarily for the safety of arrival and departure of aircraft.

45-7 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment indicating that the development options in the southwest quadrant of the Airport are not

the best place for a replacement passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers.

45-8 Section 3.17 of the Draft EIR provides a discussion of the changes in traffic that would occur for each of the development options.

45-9 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding support for a mandatory nighttime curfew is acknowledged and will be forwarded to and considered by the Authority decision-makers.

45-10 The replacement passenger terminal would have dedicated shuttle service that would operate every 10 minutes to bring passengers to the front of the replacement passenger terminal on the dedicated commercial island. This is approximately the same time it takes to walk from the RITC via the moving sidewalk to the existing passenger terminal.

45-11 The Adjacent Property Full-Sized Terminal Option site is located on what has been designated as Areas "D" and "E" of the former Lockheed Plant B6. A map depicting these two areas is included in Appendix H. The LA Board issued a "no further requirements" letter for Parcels D and F in July 1996, which noted that a total of 104 soil gas samples were collected in parcel D, and concluded after a review of those samples, together with soil sampling that no further requirements were necessary at that time. The LA Board issued a "No further requirements" for Parcel E in November 1996, and stated as part of its letter: "During multiple phases of assessment, approximately 694 soil matrix and 190 soil gas-samples were collected at the subject parcel." The LA Board concluded as to Parcel E that the remaining soil contamination in this parcel is not a threat to ground water quality and therefore further cleanup is not warranted." Both of these letters are included in Appendix H.

The comment also suggests that there may be a need to discuss potential impacts to humans from exposure due to "groundwater." But, as the Regional Board determined in 1996, groundwater in this area is located approximately 250 feet below ground surface. Even assuming construction of the replacement passenger terminal goes 20-30 feet below ground surface, that is still more than 200 feet above the first significant groundwater level, and there is no need to consider potential human health risks more than 200 feet beneath the surface that will be excavated for the replacement passenger terminal.

45-12 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the "small town" feel of the Airport is acknowledged and will be forwarded to and considered by the Authority decision-makers.

45-13 Each of the comments provided by the commenter have been addressed. Additional Project Design Features have been added to minimize impacts associated with development of a replacement passenger terminal.

EMAIL COMMENTS FROM COMMENTER #46 (JOSHUA STEELE)

1 As a lifelong resident of the San Fernando Valley, I am fortunate to call Bob Hope Airport my local airport. However, the airport as it currently stands is woefully outdate. There, I am writing to support the proposed terminal replacement project.

RESPONSE TO COMMENTER #46 (JOSHUA STEELE)

46-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the support for the replacement passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers.

EMAIL COMMENTS FROM COMMENTER #47 (HARRY GHARABAGI)

1 Burbank airport is getting bigger and bigger. Planes are landing every day, and some day's planes arrive every couple of minutes. The airport should consider the neighboring resident wishes to keep the noise level down and keep night time no fly status.

2 Keep old fleet of noisy plane out of Burbank, and encourage new fleet of low noise emitting plane.

3 Always inform pilots, that there are flight paths.

RESPONSE TO COMMENTER #47 (HARRY GHARABAGI)

47-1 The commenter is not correct in noting that the Airport is getter "bigger and bigger". In fact, the number of annual passenger and the number of aircraft operations is less now compared to what occurred in 2007. The Authority sought Federal Aviation Administration (FAA) approval of a mandatory curfew pursuant to a Part 161 application in 2009. The FAA denied that request. The Authority has committed to continue to work with the Cities of Burbank and Los Angeles to obtain a mandatory curfew and continues to make that commitment in the Development Agreement proposed as part of this project and a resolution proposed for adoption by the Authority Commission.

47-2 This comment does not specifically address the analyses contained in the Draft EIR. The Authority has no ability to require airlines to use specific aircraft to serve the Airport. Therefore the comment regarding encouraging low noise emitting planes is acknowledged and will be forwarded to and considered by the Authority decision-makers. The Federal Aviation Administration (FAA) has sole jurisdiction over aircraft noise standards and the Authority is federally preempted in this regard. Federal law mandates what types of aircraft are permitted to fly into the Airport. Current federal law allows "Stage 3" aircraft, which are quieter than planes that were permitted to fly in the past, to fly into any airport in the United States.

47-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding informing pilots that residents live under flight paths is acknowledged and will be forwarded to and considered by the Authority decision-makers. The Authority encourages Fly Quietly procedures by pilots, and has posted messages reminding pilots to fly quietly at various locations on the Airport, including at each aircraft gate, on the blast fences at each end of each runway, and in the Jeppesen Guide, which every pilot uses for planning flights.

EMAIL COMMENTS FROM COMMENTER #48 (LYNNE WHITLOCK)

After reviewing the DEIR and attending meetings, there are a few things that I am concerned about or that I feel aren't clearly defined.

1 The DEIR covers two possible expansion options. I believe that the expansion is needed and I prefer the Adjacent Property option, but I'm concerned that this will be presented to voters without the ability to restrict which option is chosen. I will actively oppose any measure that does not take the Southwest Quadrant option off the table.

2 It also concerns me that you use the RITC as a barometer when measuring light glare. The amount of light emitted by that facility is excessive and unnecessary. Fewer than half of the current fixtures would provide ample light, reduce energy consumption and reduce the ungodly light pollution we are currently forced to endure. Please do not repeat this mistake with the new terminal.

3 The DEIR states that 75% of construction debris will be reused or recycled. As currently stated, it is not clear if this includes demolition debris. You could look to LAX as a potential model for their reuse of 150,000 tons of concrete that helped them avoid purchasing virgin paving materials.

4 In fact, you should review their environmental programs for other improvements to your current plan, such as alternative-fuel fleet vehicles and equipment.

5 In addition, more trees planted wherever possible in surrounding areas could help to abate greenhouse gases and noise.

6 My final comment is about the proposal to make the new terminal "solar ready". It's a perfect location to install solar on a public building. Why not just go for it?

7 In short, I believe the new terminal plan addresses most of the impacts well. I think you need to do more to show the local residents that you will do what you can to mitigate the unavoidable impacts to the environment.

RESPONSE TO COMMENTER #48 (LYNNE WHITLOCK)

48-1 These comments do not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding the preference for the Adjacent Property Full-Size Terminal Option and opposition to any measure that does not preclude the development options in the southwest quadrant from occurring are acknowledged and will be forwarded to and considered by the Authority decision-makers.

48-2 The comments regarding the lighting of the RITC are acknowledged by the Authority. A Project Design Feature has been added for each development option to minimize the visibility of lighting from a replacement passenger terminal to any surrounding land uses. See the response to comment 45-6 for this Project Design Feature.

48-3 Construction debris does include both reused and recycled materials. The comment regarding a review of the programs implemented by the Los Angeles Worlds Airport at Los Angeles

International Airport is acknowledged and will be forwarded to and considered by the Authority decision-makers.

48-4 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the review of the environmental programs for other airports is acknowledged and will be forwarded to and considered by the Authority decision-makers.

48-5 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the planting of more trees is acknowledged and will be forwarded to and considered by the Authority decision-makers.

48-6 Working with Burbank Water and Power, the Authority will explore the feasibility of installing solar panels as part of the replacement passenger terminal.

48-7 The Draft EIR identifies all of the significant environmental impacts associated with the implementation of each of the development options. Mitigation measures have been identified to eliminate or reduce these significant impacts. In addition, the Authority has included a number of Project Design Features intended to reduce the magnitude of impacts that are not considered to be significant.

N.5.4 Commenters at the City of Burbank City Council Meeting on 16 May 2016

A copy of the transcript from the City of Burbank City Council meeting on 16 May 2016 is presented starting on the next page. The comments made at this meeting are numbered in the margin of the transcript and the responses to all of the comments are presented following the transcript.

In the Matter of:

Burbank City Council Special Meeting

TRANSCRIPT OF PROCEEDINGS RE 14-GATE REPLACEMENT

May 16, 2016

Dianne Jones & Associates

Reporting and Videography

P.O. Box 1736
Pacific Palisades, California 90272
310.472.9882

BURBANK CITY COUNCIL

SPECIAL JOINT MEETING WITH THE PLANNING BOARD

RE BURBANK BOB HOPE AIRPORT

14-GATE REPLACEMENT TERMINAL

MONDAY, MAY 16, 2016

7:12 p.m. - 7:32 p.m.

REPORTED BY:

Dawn M. Davila, CSR No. 8383, RPR, CLR, CCRR

Burbank Bob Hope Airport 14-Gate Replacement Terminal
Special Joint Meeting of the City Council with the Planning Board, 275 E. Olive Avenue, Burbank, California.

PUBLIC COMMENTS

(7:12 P.M.)

MAYOR TALAMANTES: All right. Thank you, everyone. Let's proceed to public comment. If you'd like to speak on this agenda item, please submit a yellow card. You'll have five minutes to speak on the agenda item.

First speaker is Mr. Paul Dyson, followed by Mr. Paul Darrigo.

COMMENTER # 49

MR. DYSON: Good afternoon, Mr. Mayor, Vice Mayor, Councilmembers, Planning Board. Paul Dyson. I'm here representing the Rail Passenger's Association of California, the Sierra Club, and the Transit Coalition. As you know, I'm the chair of the Transportation Commission for the city, but I'm not here in any official purpose, although we will be requesting that this be put on the agenda for our next meeting, which is the 23rd of May, next Monday.

1

The -- I think we -- we agree, anyway, our groups agree that the best location from the purely transit and surface transportation point of view is the existing location of the terminal because it's walkable from a number of transit options. So if the terminal is to be replaced

COMMENTER # 49

and moved, it means there is going to be at least some level of deterioration in the possibilities for public transit. 1

Most of us had an optimistic outlook two or three years ago that this would actually present an opportunity to provide a really forward-looking project of a combined intercity rail, high speed rail, regional transportation and transit project. And it looks as if, more likely, that's just going to be -- happen now piecemeal since there are so many unknowns.

The unknowns being what's going to happen with high speed rail now that they're going to start constructing north instead of south. If it does come, which way will it come in? This proposed Burbank-Anaheim high capacity rail corridor, we don't know any details about that yet except that there is supposedly going to be some funds put against it. But what that exactly means for Burbank, we have no idea. 2

And with regard to Metro, who is the rogue elephant around here, they have recently put on hold a double-track project up in Northridge, which is a project which would have enabled us -- or enabled Metrolink to provide a high capacity service, at least to the south side of the airport. We don't really know what's going to happen to a similar double-track project on the Antelope Valley line to the north side of the airport. 3

COMMENTER # 49

So for those people who think that we can count on public transportation to provide any meaningful impact on the traffic to the airport at least for the next decade, I don't believe that that's going to be the case. I believe that the -- today's reality, which is that almost everybody comes by car, will continue to be the case, unless we make some really concerted efforts to change the parameters and change the paradigm.

4

Let me point out, though, this proposed station on the north side of the airport that Mr. Davis is rightly very concerned about is really something of a fiasco now. It's a single-track platform on -- on the existing railroad, and Metro plans to double-track that, so which means the station will immediately have to be rebuilt to accommodate the second track, access to it and so on.

5

On the other hand, if the second track doesn't get built, they will never have the capacity to provide anything like an adequate service for passengers to an airport. People won't take a train to an airport if there is no train to get them back home again or if the schedule doesn't match. Successful airport rail services run at something like 15-, 20-minute frequencies, at the very least 30-minute frequencies.

6

Right now there are no plans whatsoever on the part of Metrolink -- which is an agency, in my opinion, that's

COMMENTER # 49

falling apart -- there are no plans whatsoever to provide that level of service. So -- and if you look at it from the bus passengers' point of view, today's reality, we've asked them to take a red line train to North Hollywood or an orange line bus to North Hollywood, and then they can get the Burbank bus, drops them off at the RITC. It's a ten-minute walk from there to the terminal. 6

We're already treating them like second-class citizens. Now we're talking about having a shuttle bus from the RITC to the new terminal. What option -- I mean, what would you do? Just think -- don't think about any theoretical notions. What would you do with a couple of bags or some kids in tow? You're not going to take public transit.

So, unfortunately, when we talk about traffic problems -- traffic, air quality, and all those issues -- I would right now discount any contribution from public transit, unless we have a huge paradigm shift around here in the way things are done. Thank you. 7

MAYOR TALAMANTES: Thank you.

Next speaker is Paul Darrigo, followed by David Piroli.

COMMENTER # 50

MR. DARRIGO: Good evening. Hi. My name is Paul Darrigo. I'm a new resident here in Burbank. I previously lived in Los Angeles. I was on the Hollywood 1

COMMENTER # 50

Hills Neighborhood Council. Moving into politics over here, I wanted to get involved. And my impulse is when I see plans come through, as I'm sure you've all experienced, it always works. Right?

The Department of Transportation comes. They do an analysis. It doesn't work. If anybody knows going through Hollywood, traffic just doesn't work. And of all the building plans I saw go up and in all the times I saw the DOT comments, "Hey, it works." It doesn't work. 1

So my concern and requests to everybody tonight is to please be vigilant when it comes to plans like this. Is it really necessary? Because I promise you that they will have a documentation of what's expected. There will be variances. There will be encroachments onto that parameter. They're going to start expanding. Little moments. Little moments. And everything is going to expand.

Do you -- as Burbank's residents, do we want that? I particularly don't. I think Burbank is a great city. I'm very happy to be here now. I'm -- I -- I really have to really insist that we be vigilant about what the requirements are of that transportation hub, and that people look at this information and realize, Is there a possibility of an expanding this down the road where we get more traffic in, more -- right now you've looked at some of the numbers. You're talking about 20, 30 percent increase in pollutants. 2

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6

COMMENTER # 50

Do we need that in -- in Burbank?

The traffic, as we know, on Buena Vista Street, it's very busy.

So is this going to do more or less to that? And my request, again, is to put vigilance on to review this, because I count on you to do your best on this, and I'm sure you will. And thank you for your time.

MAYOR TALAMANTES: Thank you.

Next speaker is David Piroli. That's the last card I have.

COMMENTER # 51

MR. PIROLI: Good evening, Councilmembers and Planning Board Members. I just want to comment on some things that I heard tonight. First, there was some discussion about growth in the years ahead, and it was really referring to the SCAG numbers from the 1990s. And while I agree with Mr. Hirsch that 2008 had a major impact, the truth of the matter is if you were in these chambers or at airport meetings, the SCAG numbers predicted in the 1990s, we actually should have been millions ahead in passenger count from where we are today. In fact, we should have been millions ahead from where we were in 2006. Those projections were greatly bloated and did not come to pass.

I want to make one other comment. The comment was made during that discussion about carriers and carriers driving the number of passengers and the amount of

COMMENTER # 51

flights -- I mean, the amount of traffic. I would actually disagree with that. Carriers respond to public demand. It's public demand that's caused fewer flights to take off from Burbank Airport. It's not because the passengers are there and the planes just don't choose to come. So one of the driving factors in that really is the passengers themselves. And I think, personally looking back to the 1990's projections, one thing we know is all of that's kind of unpredictable in the years ahead. It may end up being greater, it may end up being less, and it may end up being the same. Because at least the last three decades, that's exactly what's happened.

2

20-year parking tax cap. Unbelievable. The first time I heard of that was tonight, and I completely agree with Mr. Davis and his comments. But I'm going to add one for the Councilmembers. Would you also pledge, maybe we could put it on the ballot, that you won't raise utility rates for 20 years, that you won't raise parking fines for 20 years, that you won't raise anything for 20 years? I mean, I think that would be the residents' dream come true that things don't raise for 20 years. But I don't think you're going to consider it, and I don't think Mr. Davis would propose it. So I say no to the 20-year parking tax cap.

3

The building authority. I guess I would agree with

4

COMMENTER # 51

Vice Mayor Rogers that it sounds a little bit better. But then I've got to kind of slap myself and wake up. All we did was add L.A. County to the mix. Glendale-Pasadena is still there. What really troubles me with it is if the authority feels -- quote, if they feel that something is not going fast enough or it's not the way they like, I think that's a deal killer right there. The ministerial and the building authority and the inspection remains in Burbank. I believe even if we delegate it, we're still responsible for it because we're delegating it. Therefore, it remains with us. 4

There was discussion about architecture and the new terminal, and I have to say I cringe because the comment -- I think it was Mr. Kriske made it, was that it will blend and match the parking structure. Well, I believe the old parking structure across from the current terminal is slated for demolition. I think. Well, that leaves one parking structure. It's the one I fondly call "That hideous building" that sits down near Empire. 5

If you take a look at that thing, and I'm sure you've all driven by it, you've all seen it glow in the dark, do you want a terminal that mirrors and matches that thing? I don't think so.

Another question I have on that, as long as we were discussing it, was it talked about the design and the 6

COMMENTER # 51

screening, the accoutrements. I believe there is no accoutrements on that. Unless you consider those giant shipping containers with windows in them sitting on the corners that you look at, there really isn't much. 6

When that was built, my recollection is there were required mitigations, which included some sidewalk improvements and a bridge over to the rail crossing station there. And I think, if I remember right, the Airport Authority begged off of doing those partly because of expense.

And the reason that came to my mind tonight was when the questions were asked -- and I felt the answers were a little bit not -- let's say lacking certitude. When the answers came, "Well, yeah, any mitigations for street improvements or any of that would be on the onus of the Airport Authority, the builder." It was a little bit iffy. It didn't come across to me as real clear and clear-cut. In fact, it came a little bit like, "Well, because we're not sure that we want this mitigation or that mitigation, maybe," and this is me and my mind thinking now, "we'll go the route of the Empire Center. Let's just charge them a flat fee." 7

Well, that flat fee didn't end up working out very well on the Empire Center, did it? Because now, and we recently revisited this, if we put in some of those

COMMENTER # 51

mitigations, well, the flat fee not only didn't cover them, it would have cost us millions and millions and millions to do it. So I think we would want to have a little more certitude and a little more definite yes. If this is required to mitigate, the Airport Authority pays for it. We're not left holding the bag because we took some lump sum and, oops, it's not enough. Thank you.

7

MAYOR TALAMANTES: Thank you.

COMMENTER # 52

Next speaker is Sharon Springer.

MS. SPRINGER: Thank you, City Council and Planning Board. I just have a comment on Mr. Dyson's comment about paradigm shift. And I think that it's -- it's time for a paradigm shift. I think any new development in the airport, any new terminal should be a -- have the result of a net zero traffic impact. I don't think our streets and our air can take any more traffic or any more pollution.

1

And I know that we don't know about high speed rail or a Hyperloop or anything like that, but at one point that was going to maybe take away some traffic from the airport and not involve any more particulates in our air to increase our air pollution.

I think, also in agreement with Mr. Dyson, public transportation has to be convenient and has to be timely, or otherwise people won't take it. People will drive there. And usually flying is stressful, getting there on time,

2

COMMENTER # 52

going through security. So if you put those barriers for them, they won't take public transportation there. They will just drive.

Everything needs to be integrated and it should not be piecemeal. And I don't know if you've seen this or not, but the proposal that Metrolink has for the existing Metrolink stop that goes to Santa Barbara and also to -- or, excuse me, to Ventura and to downtown L.A., you know, there will be a walkway from the terminal and an elevator at the northbound platform. And so -- and also an elevator at the southbound platform. And so that's very convenient for air travelers.

But for people who live in the area and they want to take the Metrolink train, if they want to go southbound, they have to take the elevator up and over and down. So there will know -- not be -- they propose no at-grade crossing to take the train southbound to downtown L.A. So you might want to think about that as a -- as a potential barrier to those people who want to travel by train who live in the area. That's -- if you haven't seen that, just keep that in mind. Thank you.

COMMENTER # 53

MAYOR TALAMANTES: Next speaker is Mr. Mike Nolan.

MR. NOLAN: Mr. Mayor, Mr. Chairman, ladies and gentlemen, I'm going to use up some of my time to do a little building project without a building inspector, but

COMMENTER # 53

you're all witnesses. This is Volume Number 1 of the EIR. This is Volume Number 2. This is Volume Number 3, Number 4, and Number 5.

Now, the people of Burbank didn't receive this in the mail. What we received is this from the Bob Hope Airport. And for the benefit of Vice Mayor, what is the relevance? Well, this is what the people received. And, by the way, look at the audience tonight. The meeting was at 5:30. Who is here from the public? Springer, Piroli, Nolan, Dyson, and the gentleman who just moved into town.

1

Over -- if you got one of these in the mail yourself, do you ever look up here on where the postage would go? It's titled "U.S. Postage Paid by Victory Mail." That sounds like a political campaign piece to me. But we'll put that aside.

Now, you were going to talk about the EIR. But instead, with the city attorney, you had quite a bit of conversation that went on about the deal points, didn't you? You all heard it. And now we heard the new one about the L.A. County building folks. No. N-O. Simple reason why -- and I'm sorry that our city attorney doesn't get it. We, the people of Burbank, are liable and responsible for the public health, safety, and general welfare in the 17-square miles of this city. And a public facility like an airport certainly falls within that area of responsibility.

2

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13

COMMENTER # 53

So if we're responsible for it, we darn well better supervise how it's built and that it does meet our codes. You, as the Planning Board -- if I may for a moment, Mr. Mayor, address the Planning Board Members -- you review information on building projects in this city all the time. Have you ever had anybody come to you and say, "Well, we don't want building -- Burbank building inspectors. We'd prefer to have somebody else"? And I wonder how you would handle that. And I wonder how the attorney advising you, as the Burbank Planning Board would advise you, if somebody said, "Well, I would much prefer to have Glendale as the building inspector." Come on.

2

Now, let's -- let's see what you were talking about earlier tonight. You were talking about parking and how many employees there would be. And Mr. Fager indicated that only 600 spaces. Okay. Have any of you been out there at different times, kind of stood around at the airport? One of the things you notice is employees, by their uniform shirts or in their hand, scampering across Empire from the railroad.

3

Now, this isn't when a train is coming or going. This is when they park their cars over there. It's been going on for years. Are any of you aware of that? It's something you might want to think about. It goes on and it happens. I was there this morning for the Airport Authority

COMMENTER # 53

meeting. One of the little chores I have, I get off at the RITC Center, and I go over and I watch and I see the people scampering. That's what happens. 3

Now, you have a unique situation in front of you. You've got that big EIR, and then tonight you hear there is new deal points. Did you hear the discussion about the election? Do you remember when a young man stood in front of you and said there was basically a drop dead date in August and we're really pushing things? Did you hear the city attorney say in the time of the EIR, they kind of parceled it out, and this person handled schools, and this one handled that? Why don't you think about something? We in Burbank are the ones that are going to have the election. Why not have that election be a Burbank election when our Burbank City Councilmembers who appoint Planning Board, by the way, are running for office, so that we can see how people stand on a matter of $400 million bucks? Thank you very much. 4

MAYOR TALAMANTES: Thank you.

There are no other speaker cards.

(Conclusion of Public Comments at 7:32 p.m.)

REPORTER'S CERTIFICATE

The undersigned Certified Shorthand Reporter does hereby declare under penalty of perjury:

THAT the foregoing was taken before me at the time and place therein set forth and was recorded stenographically by me and was thereafter transcribed, said transcript being a true copy of my shorthand notes thereof.

IN WITNESS WHEREOF, I have hereunto subscribed my hand this 21st day of May, 2016.

_____
DAWN M. DAVILA
Certified Shorthand Reporter
Certificate No. 8383

RESPONSE TO COMMENTER #49 (PAUL DYSON)

49-1 For a discussion of connectivity between transit options and the replacement passenger terminal, see Master Response A.

49-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding high speed rail is acknowledged and will be forwarded to and considered by the Authority decision-makers.

49-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding Metrolink is acknowledged and will be forwarded to and considered by the Authority decision-makers.

49-4 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the use of the private automobile is acknowledged and will be forwarded to and considered by the Authority decision-makers.

49-5 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the proposed train station on the north side of the Airport is acknowledged and will be forwarded to and considered by the Authority decision-makers.

49-6 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the use of public transit to access to the Airport is acknowledged and will be forwarded to and considered by the Authority decision-makers.

49-7 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the use of public transit to access to the Airport is acknowledged and will be forwarded to and considered by the Authority decision-makers.

RESPONSE TO COMMENTER #50 (PAUL DARRIGO)

50-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the Department of Transportation is acknowledged and will be forwarded to and considered by the Authority decision-makers.

50-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the increase in air pollutant emissions is acknowledged and will be forwarded to and considered by the Authority decision-makers.

50-3 The traffic impact analysis in Section 3.17 of the Draft EIR includes Buena Vista Street. None of the three development options for a replacement passenger terminal would result in any significant impacts to any intersections associated with Buena Vista Street.

RESPONSE TO COMMENTER #51 (DAVID PIROLI)

51-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding forecasts prepared by SCAG is acknowledged and will be forwarded to and considered by the Authority decision-makers.

51-2 The commenter is correct in noting that the number of passengers and the number of flights is directly related to economic conditions. Appendix M of the Draft EIR indicates that the implementation of a replacement passenger terminal would have no effect on the number of passengers or flights at BUR.

51-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the 20-year parking cap is acknowledged and will be forwarded to and considered by the Authority decision-makers.

51-4 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the delegation of building inspection authority is acknowledged and will be forwarded to and considered by the Authority decision-makers.

51-5 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the aesthetics of the existing RITC is acknowledged and will be forwarded to and considered by the Authority decision-makers.

51-6 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the aesthetics of the existing RITC is acknowledged and will be forwarded to and considered by the Authority decision-makers.

51-7 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the approach to mitigation is acknowledged and will be forwarded to and considered by the Authority decision-makers.

RESPONSE TO COMMENTER #52 (SHARON SPRINGER)

52-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding a desire for a net zero traffic impact is acknowledged and will be forwarded to and considered by the Authority decision-makers.

52-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the use of public transit to access to the Airport is acknowledged and will be forwarded to and considered by the Authority decision-makers.

52-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding Metrolink is acknowledged and will be forwarded to and considered by the Authority decision-makers.

RESPONSE TO COMMENTER #53 (MIKE NOLAN)

53-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the attendance at the City Council meeting is acknowledged and will be forwarded to and considered by the Authority decision-makers.

53-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the delegation of building inspection authority is acknowledged and will be forwarded to and considered by the Authority decision-makers.

53-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the employee use of parking in the Metrolink parking lot is acknowledged and will be forwarded to and considered by the Authority decision-makers.

53-4 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the election in Burbank is acknowledged and will be forwarded to and considered by the Authority decision-makers.

N.5.5 Commenters at the Public Open House on 19 May 2016

Four written comments on the Draft EIR were received during the public open house on 19 May 2016. These four comment forms and responses to those comments are on the following pages.

No oral comments on the Draft EIR were received during the public open house on 19 May 2016. A copy of the transcript from the public open house on 19 May 2016 is included after the responses to the four written comments.

COMMENTER # 54

BURBANK-GLENDALE-PASADENA AIRPORT REPLACEMENT TERMINAL ENVIRONMENTAL IMPACT REPORT (EIR)

REPLACE BUR TERMINAL

Comment Sheet

This is your opportunity to provide feedback and comments to the Burbank-Glendale-Pasadena Airport Authority on the proposed project and the content of the Draft Environmental Impact Report. Please submit your comments by placing this sheet in the comment box provided today or via replaceburterminal.com. Comments on the Draft Environmental Impact Report are due no later than 11:59 p.m. on June 13, 2016. Thank you for participating!

Name: JAYNE McKAY	
Organization (if any):	
Address: 1727 N. EVERGREEN ST.	
Phone Number: 818 848-5470	Email Address:

Comments: First, I commend you all for giving Burbank residents this opportunity to ask questions, see visuals of the proposed replacement terminal, and gain a better understanding of the environmental impacts upon our Community.

My primary motivation to attend was to ask questions about the protections we (the voters) worked hard for in Measure B. That was a contentious battle way back when, and we don't want to see addendums & "super majorities" making changes that allow new City Councils to enlarge from 14 gates or build longer runways to accomodate larger aircraft.

RESPONSE TO COMMENTER #54 (JAYNE MCKAY)

54-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding the opportunity to attend the public open house are acknowledged and will be forwarded to and considered by the Authority decision-makers.

54-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding apparent opposition to the proposed governance changes presented in Section 2.4.6 on pages 2-27 and 2-28 of the Draft EIR is acknowledged and will be forwarded to and considered by the Authority decision-makers. Note that the supermajority governance protections would require additional consensus for any future enlargement of the Airport by requiring that at least two Burbank Commissioners approve Authority actions that could result in expansion of the Airport.

COMMENTER # 55

BURBANK BOB HOPE AIRPORT
REPLACEMENT TERMINAL
ENVIRONMENTAL IMPACT
REPORT (EIR)

REPLACE BUR TERMINAL

Comment Sheet

This is your opportunity to provide feedback and comments to the Burbank-Glendale-Pasadena Airport Authority on the proposed project and the content of the Draft Environmental Impact Report. Please submit your comments by placing this sheet in the comment box provided today or via replaceburterminal.com. Comments on the Draft Environmental Impact Report are due no later than 11:59 p.m. on June 13, 2016. Thank you for participating!

Name: Tayvin Sales	
Organization (if any):	
Address: 645 CROSS AVE	
Phone Number: —	Email Address: —

Comments:

I love the preferred option for the new terminal. It is much needed to improve safety and bring new modern facilities to the traveling community. We need this. BUR is a very unique airport and I am glad to hear that the number of gates and the loading/unloading of passengers will remain the same

RESPONSE TO COMMENTER #55 (TAYVIN SAKS)

55-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding support of the replacement passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers.

COMMENTER # 56

BURBANK BOB HOPE AIRPORT REPLACEMENT TERMINAL ENVIRONMENTAL IMPACT REPORT (EIR)

REPLACE BUR TERMINAL

Comment Sheet

This is your opportunity to provide feedback and comments to the Burbank-Glendale-Pasadena Airport Authority on the proposed project and the content of the Draft Environmental Impact Report. Please submit your comments by placing this sheet in the comment box provided today or via replaceburterminal.com. Comments on the Draft Environmental Impact Report are due no later than 11:59 p.m. on June 13, 2016. Thank you for participating!

Name: DAVID TOMBER	
Organization (if any): JACOBS	
Address:	
Phone Number: (425) 359-2345	Email Address: DAVID.TOMBER@JACOBS.COM

Comments:

THOUGHTFUL, SENSIBLE PLAN WITH LOGICAL [redacted] BASIS FOR PROS/CONS OF EACH ALTERNATIVE!

GREAT PRESENTATION WITH FLAT SCREEN MONITORS!

RESPONSE TO COMMENTER #56 (DAVID TOMBER)

56-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the presentation of the pros and cons for each development option is acknowledged and will be forwarded to and considered by the Authority decision-makers.

56-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the use of flat screen monitors at the public open house is acknowledged and will be forwarded to and considered by the Authority decision-makers.

COMMENTER # 57

BURBANK BOB HOPE AIRPORT
REPLACEMENT TERMINAL
ENVIRONMENTAL IMPACT
REPORT (EIR)

REPLACE BUR TERMINAL

Comment Sheet

This is your opportunity to provide feedback and comments to the Burbank-Glendale-Pasadena Airport Authority on the proposed project and the content of the Draft Environmental Impact Report. Please submit your comments by placing this sheet in the comment box provided today or via replaceburterminal.com. Comments on the Draft Environmental Impact Report are due no later than 11:59 p.m. on June 13, 2016. Thank you for participating!

Name: ANNA MAY NELSON

Organization (if any):

Address: 803 E. HARVARD RD. BURBANK 91501

Phone Number: (818) 842 5055

Email Address: BURBANKPEACE@SBCGLOBAL.NET

Comments: From information provided tonight the NE replacement terminal appears to be the best solution but if they choose to use the SW option (and even if they don't) I hope they will do something about the metro & Amtrack access as they have proposed an unworkable option of an elevator at the airport & over Empire walkway ~~to~~ which for most people be very difficult to use. I like to go both north & south as I am 79 yrs old & have a spread out family & lots of grand & gr. grand children.

RESPONSE TO COMMENTER #57 (ANNA MAY NELSON)

57-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the preference for the Adjacent Property Full-Size Terminal Option is acknowledged and will be forwarded to and considered by the Authority decision-makers.

57-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the connection between the Airport and the existing Metrolink train station is acknowledged and will be forwarded to and considered by the Authority decision-makers.

Dianne Jones & Associates

Reporting and Videography

www.diannejonesandassociates.com

May 20, 2016

Karen Kirk, Executive Assistant
Burbank-Glendale-Pasadena Airport Authority
2627 N. Hollywood Way
Burbank, CA 91505

Re: Burbank Bob Hope Airport Meeting

Description of Services

Evening Per Diem for Public Hearing (No comments made and no transcript produced)
Reporter: Dawn Davila, CSR No. 8383
Date: May19,2016

WE THANK YOU FOR USING OUR SERVICE!

PO Box 1736 Pacific Palisades CA 90272 tel: 310.472.9882 fax: 310.454.0942

N.5.6 Commenters at the Public Open House on 1 June 2016

Five written comments on the Draft EIR were received during the public open house on 1 June 2016. These five comment forms and responses to those comments are on the following pages.

A copy of the transcript from the Public Open House on 1 June 2016 is presented starting on the next page. The comments made at this meeting are numbered in the margin of the transcript and the responses to all of the comments are presented following the transcript.

COMMENTER # 58

BURBANK BOB HOPE AIRPORT
REPLACEMENT TERMINAL
ENVIRONMENTAL IMPACT
REPORT (EIR)

REPLACE BUR TERMINAL

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Name: Diana Schori	
Organization (if any): None	
Address: 2410 N. Lamer Street	
Phone Number:	Email Address:

Comments: It would have been more useful for you to have a presentation of the different options (verbal). I didn't find the maps helpful in trying to visualize the possible options for the Terminal.

RESPONSE TO COMMENTER #58 (DIANA SCHORI)

58-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding the desire to have a presentation at the public open house and the usefulness of the maps are acknowledged and will be forwarded to and considered by the Authority decision-makers.

COMMENTER # 59

BURBANK BOB HOPE AIRPORT REPLACEMENT TERMINAL ENVIRONMENTAL IMPACT REPORT (EIR) REPLACE BUR TERMINAL

Comment Sheet

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Name: ROBERT B. STRUBLE	
Organization (if any): —	
Address: 1413 N. FREDERIC ST. BURBANK, CA 91505-1647	
Phone Number: 818-843-4017	Email Address: NOT CONNECTED

Comments: THE AIRPORT AUTHORITY SHOULD REMAIN RESOLUTE IN CONTINUING IT'S EFFORT TO OBTAIN A 10-7 QUEUE ON AIR TRAFFIC TO AND FROM THE FACILITIES.

AN ADDITION ENTRANCE TO THE PROPOSED NEW TERMINAL U.E OF THE MAIN RUNWAY THROUGH OR ADJACENT TO THE B6 PROPERTY SHOULD HAVE HIGH PRIORITY.

COORDINATION WITH BULLET TRAIN PLANNERS IS A MUST.

RESPONSE TO COMMENTER #59 (ROBERT R. STRUBLE)

61-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the request for the Authority to continue to try and implement a mandatory curfew is acknowledged and will be forwarded to and considered by the Authority decision-makers.

61-2 The traffic analysis in Section 3.17 of the Draft EIR does not assume that a street connection between the Adjacent Property and the property immediately to the east. This results in a more conservative traffic analysis. However, planning for the Adjacent Property Full-Size Terminal Option does provide for these street connections to be constructed. Further, the comment that these street connections should be a high priority is acknowledged and will be forwarded to and considered by the Authority decision-makers.

61-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the need for coordination with the planners working on the California High Speed Rail project is acknowledged and will be forwarded to and considered by the Authority decision-makers. In addition, as stated in the footnote to Table 3.1-1 on page 3.1-6 of the Draft EIR, the details surrounding high speed rail stations are considered to be speculative given that the High Speed Rail Authority has decided to concentrate on the development of the Bakersfield to San Francisco section first.

COMMENTER # 60

BURBANK BOB HOPE AIRPORT
REPLACEMENT TERMINAL
ENVIRONMENTAL IMPACT
REPORT (EIR)

REPLACE BUR TERMINAL

Comment Sheet

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Name: Julie D Angelo	
Organization (if any):	
Address:	
Phone Number:	Email Address: julie@musicforthemasses.net

Comments: Please do presentation w/ audience Q/A for all future meetings. These small group workshops are the least democratic format. Neighbors need to be able to hear each others' questions/comments, along with airport/city responses – all together. We miss others' wisdom when it's one-on-one.

Thank you.

RESPONSE TO COMMENTER #60 (JULIE D. ANGELO)

60-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the format for the public open house is acknowledged and will be forwarded to and considered by the Authority decision-makers.

COMMENTER # 61

BURBANK BOB HOPE AIRPORT
REPLACEMENT TERMINAL
ENVIRONMENTAL IMPACT
REPORT (EIR)

REPLACE BUR TERMINAL

Comment Sheet

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Name: GAIL NICOL	
Organization (if any):	
Address: 1730 N AVON ST., BURBANK, CA 91505	
Phone Number: 818-845-8518	Email Address: gan1728@aol.com

Comments: While building the new cafes + shops at the new terminal, it would be nice to have a special place for travelers to see all the wonderful history ~~of Burbank~~ that occured during the war years + learn about the famous pilots that flew from here.

RESPONSE TO COMMENTER #61 (GAIL NICOL)

61-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the inclusion of a display in the replacement passenger terminal showing the history of the Airport and the pilots who flew to and from the Airport is acknowledged and will be forwarded to and considered by the Authority decision-makers.

BURBANK BOB HOPE AIRPORT
REPLACEMENT TERMINAL
ENVIRONMENTAL IMPACT
REPORT (EIR)

REPLACE BUR TERMINAL

COMMENTER # 62

Comment Sheet

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Name: Terry Bruse	
Organization (if any):	
Address: 1721 N Avon Burb.	
Phone Number:	Email Address: Bruse.terry@gmail.com

Comments: The Historical Resource Assessment Report. There is no mention of present Control Tower Fire in 1964 burnt Control Tower, but no mention of New Tower.

RESPONSE TO COMMENTER #62 (TERRY BRUSE)

62-1 The new air traffic control tower in the northeast quadrant of the Airport was constructed in 1991. It is not considered to be old enough to be a cultural resource. No changes to the structure are contemplated by the proposed project.

In the Matter of:

BURBANK BOB HOPE AIRPORT 14-GATE REPLACEMENT TERMINAL

TRANSCRIPT OF PROCEEDINGS

June 01, 2016

Dianne Jones & Associates
Reporting and Videography
P.O. Box 1736
Pacific Palisades, California 90272
310.472.9882

BURBANK BOB HOPE AIRPORT
14-GATE REPLACEMENT TERMINAL
ENVIRONMENTAL IMPACT REPORT
(DRAFT EIR PUBLIC WORKSHOP)

WEDNESDAY, JUNE 1, 2016
6:00 p.m. - 8:00 p.m.

REPORTED BY:
Dawn M. Davila, CSR No. 8383, RPR, CLR, CCRR

Burbank Bob Hope Airport 14-Gate Replacement Terminal
Environmental Impact Report (Draft EIR Public Workshop),
300 N. Buena Vista Street, Burbank, California.

PUBLIC COMMENTS

COMMENTER # 63

MS. EDNA MORENO: I do not think that what residents think -- or -- I don't think our opinions matter. I don't think it will change anything. I think that what they have in mind to do, they're going to do, irregardless. If it's a safety issue or -- or a mental issue, it just doesn't matter. They're still going to do it. And I don't think it's fair. I've lived here 50 years, and I just need to see things change. And I'm okay with you informing the customers or the people or the -- but it just doesn't matter. It just doesn't. I've been to so many -- I am -- I'm exhausted. I've been to so many public forums, and they still do it. And it's sad. They just -- they won't take into account what the residents feel, and it's our city, and then they're changing it. I think that's it. I don't like it.

1

THE REPORTER: Thank you.

MS. EDNA MORENO: Thank you.

COMMENTER # 64 -oOo-

MS. LINDA WALMSLEY: I'm in favor of the adjacent

property full-size terminal. Time for a new and modernized, safe terminal.

THE REPORTER: Thank you.

COMMENTER # 65

-oOo-

MR. ALAN McKAY: I'm wondering if it will be dark. I live about a mile from the airport, and the transportation center improvements now are lit up all the time. And I see -- I see changes in that. And I -- I wonder about the quiet. You know, I know our house was soundproofed. I appreciated that, the program. The airport is actually quieter than it was 30 years ago. There is less traffic. But I notice that the -- the quiet is disappearing. There is certainly a ceiling on how much noise, the top. But there seems to be an uncontrolled murmur growing, like a train, that I just suspect will only get better. So one of my concerns is quiet. And I said dark, if it will ever get dark.

And I also was concerned with the effect on the air and the water, and I'm sure that's in the study. But things like just the quiet, you know, I'm concerned with that. I'm not a scientist, but I do live nearby, and I consider the airport a friend. I use the airport a lot. I just think that we should control -- I think we should basically leave it the way it is because I don't think there is anything wrong with it. The commercial activity will always require

COMMENTER # 65

it to be bigger, and if you start remodeling it, there will be no end. The building has not been declared unsafe. They would close it tomorrow if it was. And things like removing the terminal will add easterly take-offs, the FAA has advised us. 5 6

They've also told us curfew is unfeasible because it denies commercial activity. And so I feel that, you know, if you take money to expand the airport, the same money pays the FAA, and they're certainly not going to have a different attitude about the curfew. So it's fine the way it is, but it would need a curfew if you changed it. Without changing it, you don't need a curfew. It seems like if you left it alone, it would be all right. But if you build it, they would definitely come and make it worse. It's really just fine the way it is. 7

We love the convenient pickup and drop-off. That would be one of the first things that disappears. And it wouldn't really benefit the local people. It's for commercial activity and the traveling public. You know, that's what the other airports are for. I think this would impact the area greatly over the years if you started changing it in the form of progress, for progress. It's just my opinion. Leave it alone. 8

Now, I'm 70, and it's not really up to me. But I've watched that airport and I'm proud of it and I think 9

it's just fine. We like it. We like Santa Barbara Airport, and we think ours is a boutique as well. It's beautiful. I hope they find some middle ground. Thanks for taking my complaints.

THE REPORTER: You're welcome.

COMMENTER # 66

-oOo-

MS. JANET DIEL: I'm vice chair of the Transportation Commission here in Burbank. I'm also the vice chair of the Burbank Advisory Council on Disabilities for the City of Burbank and have been working in tandem with the Airport Authority and airport representatives for the past 30 years on accessibility issues in the existing terminal and with the plans for a future terminal.

In that vein, we have made the current terminal as accessible as it can be, with doorless entries to restrooms, a triangular bar in the handicap stall, and close proximity for sink, soap, and paper towels, as well as counters being lowered, phones being lowered, kiosks being installed, and the baggage claim in -- which terminal is it that has Alaska? I don't remember. The Alaskan Airlines terminal has the accessible baggage claim belt that can be used.

In examining the needs for a new terminal, several things need to happen. One, there has to be a way for anyone who is temporarily or permanently disabled or with a stroller or with a walker or with a wheelchair or anything

COMMENTER # 66

to get onto the front of the plane because the current ramp that is a movable ramp is not ADA compliant. The plan that is being presented that Dan Fager just showed me is compliant, is covered, and allows for rest space every 30 feet and would work to allow access to the front of the plane. Up until now, I have used a scissor lift -- no, an aisle chair first, a scissor lift, and now a two-part lift that we helped Southwest create. We, the Advisory Council. And all of those allow entry from the galley side of the plane only. It's lengthy. It's difficult. And a lot of the personnel are unaware that it even exists. A permanent structure like the one that's being presented would be there and would be able to be used by everyone easily and all the time.

2

The site situation of using the Hollywood Way versus the Empire sites, Hollywood Way is the best site because it has the best access for stops for like the Amtrak bus, which currently drops one person, like myself, on Empire across the street from the Amtrak station in the dark on the grass and without a crosswalk to get back across the street to "kiss-and-ride" to be picked up. There is no handicap parking in the RITC, although it was promised when it was first created, which is a tremendous disappointment.

3

And I want to make sure that there is parking accessibility to the Amtrak station for people that are

COMMENTER # 66

starting their trip from the train or starting their trip from the plane rather than just for people that are arriving and they need a shuttle to NOHO station or to San Fernando or to the Amtrak station. We need to be very mindful that a lot of people that are traveling on planes are leaving from Burbank, and currently the only way to access the Amtrak station and the terminal that exists is to park at Fry's and come down Vanowen to the crosswalk and light that takes one to a ramp to the south platform for the train, and then cross at grade, which is not safe, to the north platform to access the train going that direction. If someone is trying to access the terminal to get into a plane, you still have to park at Fry's, come across the railroad tracks, across the street at Empire and into the RITC, up the elevator, and then over to the moving walkway to get to the terminal.

4

It is a public parking lot, and so you're allowed to park for 72 hours. Now, if Fry's decides to make it a private lot that they or somebody else owns the property wants to enforce, there will be no parking. And there is only two parking spaces that I fought for three years to get on the south side of Vanowen, and they are always being used. They are two green spots right next to the crosswalk. So there is no access. Access to both the train and from the train and to the terminal and from the terminal is really important, and we need to take an important and good

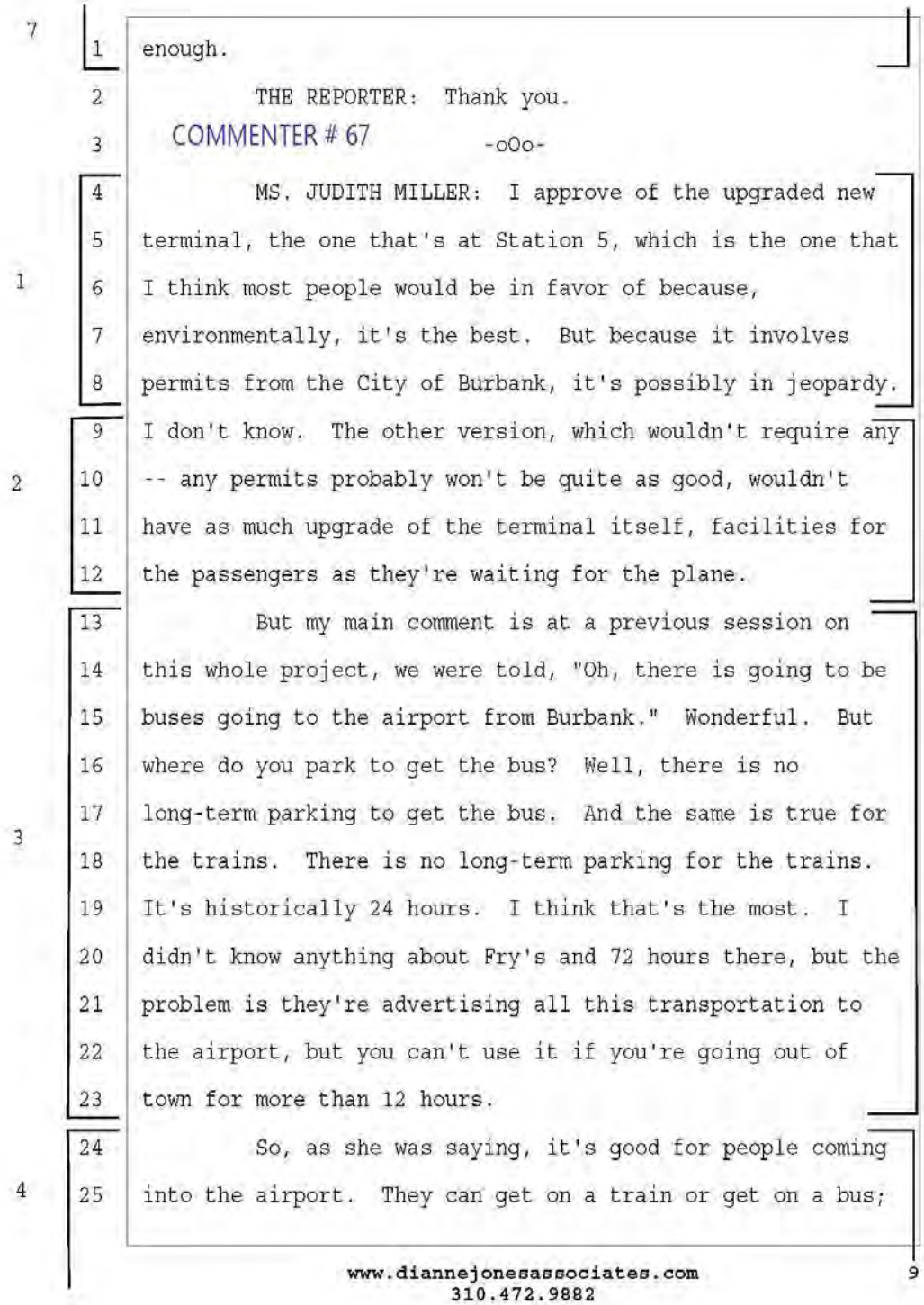
5

COMMENTER # 66

look at all of that.

I would like to be part of the preview and the preplanning portion of this whole project in order to prevent having to go back later, even to the terminal if the public votes it, and I will be voting for Hollywood Way. If we put in the problems that exist or existed in the original terminal, we're only going to have to go back and spend more money to correct those problems. And it is far better and far more proactive to work ahead of time and to make sure that everything is done right and that people who are small people can reach things, people who are in wheelchairs can reach things, and people who have disability, whether it's hearing, vision or other, are being treated well, as well as having accessibility, and that will also involve training personnel.

I've conducted training sessions for Southwest Airlines. Obviously they need a lot more, because the way that people are being approached is not always polite and it's sometimes very frightening. I don't know what else to say except that we are desperately in need of a new terminal. There is no question. I would like to see the new terminal accessible and usable for everyone and not just for today, but for the future, because there is only going to be more people that have either temporary or permanent disabilities that need help. That's it. And I hope that's



enough.

THE REPORTER: Thank you.

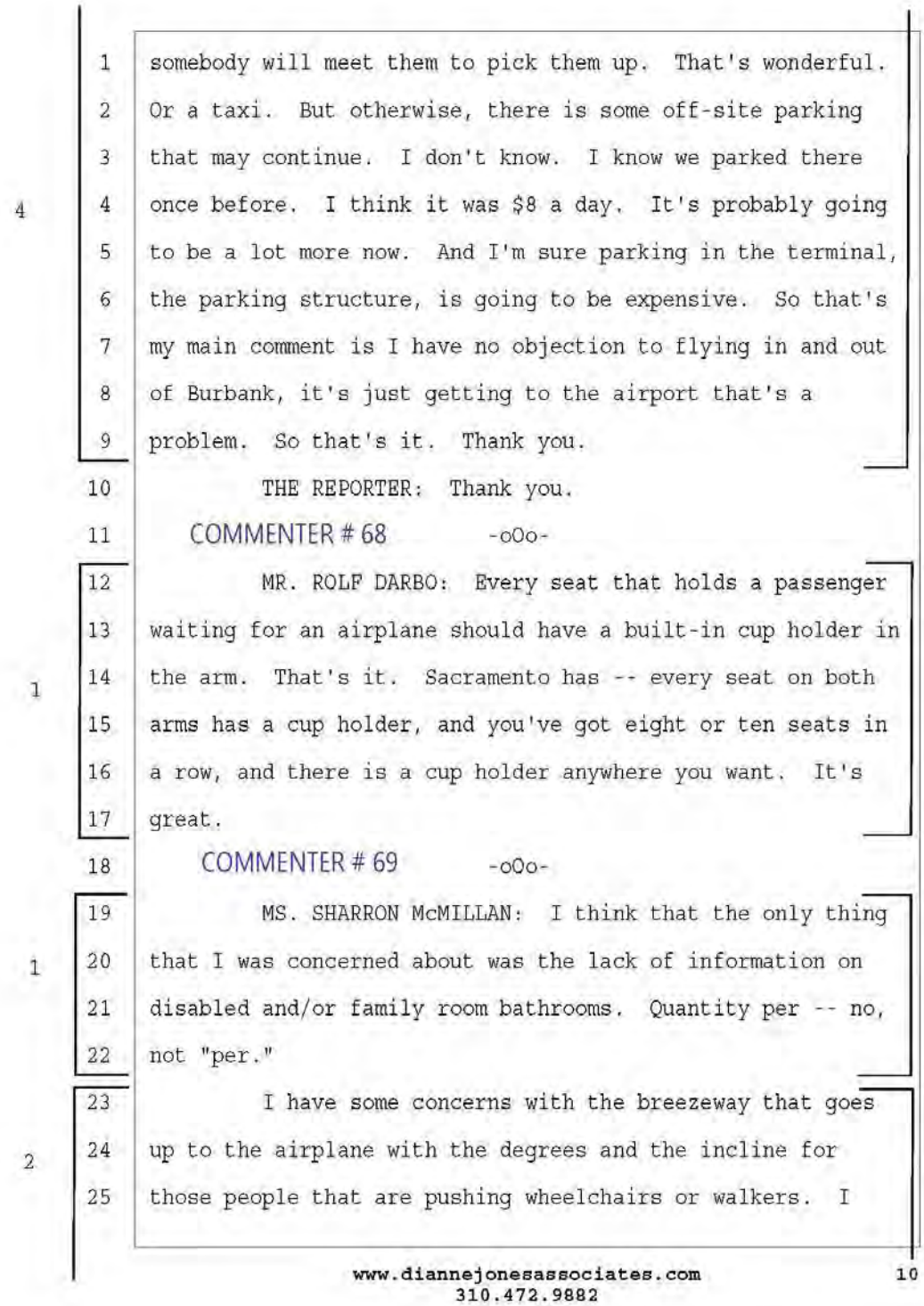
COMMENTER # 67

-oOo-

MS. JUDITH MILLER: I approve of the upgraded new terminal, the one that's at Station 5, which is the one that I think most people would be in favor of because, environmentally, it's the best. But because it involves permits from the City of Burbank, it's possibly in jeopardy. I don't know. The other version, which wouldn't require any -- any permits probably won't be quite as good, wouldn't have as much upgrade of the terminal itself, facilities for the passengers as they're waiting for the plane.

But my main comment is at a previous session on this whole project, we were told, "Oh, there is going to be buses going to the airport from Burbank." Wonderful. But where do you park to get the bus? Well, there is no long-term parking to get the bus. And the same is true for the trains. There is no long-term parking for the trains. It's historically 24 hours. I think that's the most. I didn't know anything about Fry's and 72 hours there, but the problem is they're advertising all this transportation to the airport, but you can't use it if you're going out of town for more than 12 hours.

So, as she was saying, it's good for people coming into the airport. They can get on a train or get on a bus;



somebody will meet them to pick them up. That's wonderful. Or a taxi. But otherwise, there is some off-site parking that may continue. I don't know. I know we parked there once before. I think it was $8 a day. It's probably going to be a lot more now. And I'm sure parking in the terminal, the parking structure, is going to be expensive. So that's my main comment is I have no objection to flying in and out of Burbank, it's just getting to the airport that's a problem. So that's it. Thank you.

THE REPORTER: Thank you.

COMMENTER # 68 -oOo-

MR. ROLF DARBO: Every seat that holds a passenger waiting for an airplane should have a built-in cup holder in the arm. That's it. Sacramento has -- every seat on both arms has a cup holder, and you've got eight or ten seats in a row, and there is a cup holder anywhere you want. It's great.

COMMENTER # 69 -oOo-

MS. SHARRON McMILLAN: I think that the only thing that I was concerned about was the lack of information on disabled and/or family room bathrooms. Quantity per -- no, not "per."

I have some concerns with the breezeway that goes up to the airplane with the degrees and the incline for those people that are pushing wheelchairs or walkers. I

2

think that's it. Yeah, I think that's it.

THE REPORTER: Thank you.

-oOo-

(Conclusion of proceedings at 8:00 p.m.)

REPORTER'S CERTIFICATE

The undersigned Certified Shorthand Reporter does hereby declare under penalty of perjury:

THAT the foregoing was taken before me at the time and place therein set forth and was recorded stenographically by me and was thereafter transcribed, said transcript being a true copy of my shorthand notes thereof.

IN WITNESS WHEREOF, I have hereunto subscribed my hand this 3rd day of June, 2016.

_____
DAWN M. DAVILA
Certified Shorthand Reporter
Certificate No. 8383

RESPONSE TO COMMENTER #63 (EDNA MORENO)

63-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding opposition to the replacement passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers.

RESPONSE TO COMMENTER #64 (LINDA WALMSLEY)

64-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding support for the replacement passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers.

RESPONSE TO COMMENTER #65 (ALAN MCKAY)

65-1 The comments regarding the lighting of the RITC are acknowledged by the Authority. A Project Design Feature has been added for each development option to minimize the visibility of lighting from a replacement passenger terminal to any surrounding land uses. See the response to comment 45-6 for this Project Design Feature.

65-2 Section 3.13 of the Draft EIR provides a discussion of noise in the Airport vicinity. For a discussion of the change in noise environment that has occurred between 1976 and 2015 in the Airport vicinity, see Master Response B.

65-3 For a discussion of lighting, see the response to comment 65-1 of this letter.

65-4 Section 3.3 of the Draft EIR provides a discussion of air quality impacts associated with the proposed project. Section 3.10 of the Draft provides a discussion of hydrology and water quality associated with the proposed project.

65-5 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the preference to not make any changes at the Airport is acknowledged and will be forwarded to and considered by the Authority decision-makers.

The commenter is correct in noting that the existing passenger terminal has not been declared "unsafe" by any regulatory agency. However, as stated on pages 2-5 and 2-6 of the Draft EIR, the existing passenger terminal does not comply with FAA airport design standards. For more discussion of safety issues, see Appendix C of the Draft EIR. In addition, Appendix O provides an overview of correspondence with the FAA regarding the existing passenger terminal and compliance with FAA airport design standards.

65-6 The commenter is not correct in stating that the removal of the existing passenger terminal would result in easterly departures at the Airport. As stated on pages M-3 through M-8 in Appendix M of the Draft EIR, no increase in easterly departures on Runway 8 are anticipated.

65-7 The Authority sought FAA approval of a mandatory curfew pursuant to a Part 161 application in 2009. The FAA denied that request. The Authority has committed to continue to work with the Cities

of Burbank and Los Angeles to obtain a mandatory curfew and continues to make that commitment in the Development Agreement proposed as part of this project and a resolution proposed for adoption by the Authority Commission.

65-8 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding passenger convenience and the preference to not make any changes at the Airport are acknowledged and will be forwarded to and considered by the Authority decision-makers.

65-9 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding the preference to not make any changes at the Airport are acknowledged and will be forwarded to and considered by the Authority decision-makers.

RESPONSE TO COMMENTER #66 (JANET DIEL)

66-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding improvements for accessibility of all passengers in the existing passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers.

66-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding accessibility when boarding and deplaning in the replacement passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers. Also, Master Response E provides an overview of the increased accessibility being planned for the replacement passenger terminal.

66-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding the Adjacent Property as the preferred location for a replacement passenger terminal and the lack of handicapped parking in the Regional Intermodal Transportation Center (RITC) are acknowledged and will be forwarded to and considered by the Authority decision-makers.

66-4 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding access to the existing passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers.

66-5 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding access to the train and the existing passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers.

66-6 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding being part of the planning process to ensure accessibility in the design for the replacement passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers. Also, Master Response E provides an overview of the increased accessibility being planned for the replacement passenger terminal.

66-7 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding training of airline personnel and the overall accessibility of the replacement passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers.

RESPONSE TO COMMENTER #67 (JUDITH MILLER)

67-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding Adjacent Property as the preferred location for a replacement passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers.

67-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding the Southwest Quadrant Same-Size Terminal Option as not being preferred is acknowledged and will be forwarded to and considered by the Authority decision-makers.

67-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding the ability to park and take a bus or a train to get to the Airport is acknowledged and will be forwarded to and considered by the Authority decision-makers.

67-4 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding access to the Airport is acknowledged and will be forwarded to and considered by the Authority decision-makers.

RESPONSE TO COMMENTER #68 (ROLF DARBO)

68-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding cup holders at every seat in the hold rooms in the replacement passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers.

RESPONSE TO COMMENTER #69 (SHARRON MCMILLAN)

69-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding accessibility in the bathrooms in the replacement passenger is acknowledged and will be forwarded to and considered by the Authority decision-makers.

69-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding accessibility in boarding and deplaning is acknowledged and will be forwarded to and considered by the Authority decision-makers.

N.5.7 Commenters at the Authority Commission Meeting on 6 June 2016

A copy of the transcript from the Authority Commission meeting on 6 June 2016 is presented starting on the next page. The comments made at this meeting are numbered in the margin of the transcript and the responses to all of the comments are presented following the transcript.

Excerpt – Agenda Item 8.b.
Burbank-Glendale-Pasadena Airport Authority
June 6, 2016, Commission Meeting
Public Comment on Draft EIR for a
Replacement Airline Passenger Terminal

COMMENTER # 70

James Berner
Member, Transportation Commission, City of Burbank

Good morning. My name is James Berner. My last name is spelled B-E-R-N-E-R. I'm happy to be here to speak this morning. I'm a Burbank resident. I'm a user of the airport here. I'm also a member of the Transportation Commission here at the City of Burbank.

1 I would like to begin today by just commending Lucy on her presentation. I've seen a few of her presentations at various events and I think it truly offers a great explanation of what the residents and users of the new terminal can expect.

I want to make a couple of comments. I think we've talked about some of the safety amenity issues that you would see here at a new terminal, but I would like to focus my few minutes this morning on the economic issues that the Draft EIR has presented. Number one, I do think that jobs is a significant focus. I believe that the construction of the replacement terminal would provide jobs that are obviously needed. Secondarily, I think from a tourism prospective, as a

2 gateway to Burbank, a new airport is going to be extremely beneficial. I know that our city receives revenues based on hotel night stays and I think that with different attractions such as the Harry Potter attraction that if we can get more people to come to our airport—we obviously changed the name to get people to come here—and it's only going to benefit our city and I can tell you that revenue is something that we always need to generate and this is something that doesn't necessarily put it on our shoulders. We can have people come in from other parts of the country.

3 I also think that it will attract businesses to have an airport in our city with very easy access to different locations across the West, across the country, is a big win for our city. I can tell you that. If I were fortunate enough to have my own business, it's a lot more convenient to stop into the airport here than it is to go to LAX.

4 And I will just comment, because I do use the airports— I have a wonderful Southwest Frequent Flyer card—I will tell you that I think, number one, just from the seating perspective, if you've ever come here, I've sat against the wall many times. I would like to sit in a chair.

I think that obviously safety is an issue and I would say that just Lucy's presentation, I think, let everyone know specifically how great the new amenities would be.

5 And then, lastly, I just want to comment that I believe that you guys have done a tremendous job educating the public on the benefits to this project. I feel that anyone who has any sort of feelings to the contrary has not taken advantage of the numerous opportunities the public has had to understand this project, and I just want to thank you for allowing me to speak. I fully support this. I will tell everyone I know to vote for this. I've told my family. I think this will be a great—a great thing for the City of Burbank. And thank you very much for your time.

COMMENTER # 71

Frank Macchia

Hi. My name is Frank Macchia, M-A-C-C-H-I-A, and I just have two brief questions actually rather than a comment. In Measurer B—I'm a Burbank resident, I've lived in Burbank for 22 years. I live about a mile from the Airport. One of my big concerns is from some of the things I've read is that possibly—and I may have this wrong—that possibly the area where they're talking about creating the new replacement terminal, they will have to, you know, do some digging, obviously some construction work. I'm concerned if there's any toxic chemicals, anything of that nature that would be emitted into the air that would cause problems for residents. I have a 14-year-old son. I'm concerned about his health and safety with—since it's possible—Lockheed was here many years ago. There's a lot of questions of what happened over the years of Lockheed in the area. That's my first question. 1

My second question is in regards to the—I'm blanking out—David, what was I talking about? [laughs] Oh, I remember. It was the building of the—the expansion—there's supposedly not going to be an expansion, that when we vote, if we vote yes on Measure B, that we would have, I believe, three Commissioners that would be involved with, you know, any new changes that would be happening. Maybe I have this wrong again as well, but my concern is that we are going to keep it a 14-gate terminal and that there would be no further gates or further expansion and I'm concerned about, again, environmentally, Hollywood Way. If that changes and if suddenly Commissioners are allowed to say, "Yeah, it would be good to add another four gates," that we're now looking at more congestion, more traffic. I'm—again, as a resident over more than 20 years, I can't tell you how bad it is getting around now in Burbank. It's getting harder and harder to travel on the streets. Hollywood Way is getting more and more congested. It only seems like it might be worse in the future and so my concern is that—would residents have a vote before other additional expansion could be done or do the Burbank Commissioners have the right to do that without any kind of citizens' vote? Those are my questions. Thank you. 2

COMMENTER # 72

David Spell
Runs a blog, Burbank Viewpoints

My name is David Spell. S-P-E-L-L, it's pretty easy. I attended the Community workshops, both of them, and thank you so much for all the information. They were excellent, you know, proceedings.

I started reading the Draft EIR. I have not made it all the way through and I know there's a lot of folks in Burbank who probably haven't made it all the way through. And I apologize—I'm not referencing—of course, I'm not as prepared as I'd like to be so I apologize for stammering and jumping around a little bit.

I'm talking about two—page 201 of the pdf version of the Draft EIR. There are some charts on surrounding pages about sensitive receptors and increased cancer risks being significant. Now, what I'm talking about for the public—I know you folks are probably familiar with this—the Southwest Quadrant Options. Both of those options have a significant increase of cancer risks for sensitive receptors, who are old folks, basically, and young children. I had told Lucy and I had told Dan at the workshop—the last workshop that I attended—there was one school in the area, a pre-school, that wasn't mentioned in the Draft EIR and I think it's just an oversight, I don't think it's nefarious in any way. And I do have the information and I wanted to get it on the public record. It's Our Children's Place, or OCP. It is a coop child care facility for little kids and they utilize the park there, and let's see what other information I have—I don't have a whole lot of information on 1

COMMENTER # 72

that. But it is in the Draft EIR that sensitive receptors at Providencia and the houses south of the runway or south of the airport area are at risk, and I just wanted to make sure that this pre-school, this cooperative, was, you know, included in the Final EIR. And I just wanted to bring that to attention and it's important to note for the public because I'm not trying to scare anybody but the Southwest Quadrant is what I'm talking about, both of those options. And it's under Operational Parameters so everyday use of the Airport is going to increase, according to the document, cancer risks. It does not say that for the Adjacent Property—Terminal— the Adjacent Terminal Option.

1

So I implore the public to educate yourselves and ask questions. These folks are to answer your questions and I'm hoping that you can address what I've brought up today.

2

And just one other comment. I will say I do run a blog here called Burbank Viewpoints and it's basically just to get information out there. I try not to take positions but I think it kind of seeps into the blog from time to time. But I do want a fair exchange of ideas and information out there and so I've been talking to a lot of people about the Airport and our developments here. And one thing that I would ask the Airport Commission to address, is if you're not going to expand the Airport and you don't plan on expanding the Airport and you're giving Burbank the ability to vote down any expansion, why can't we just have that in writing because you're going to have a lot more support from the community if you—it is a replacement terminal and that's fair and that's what you're presenting, but if you are—if you don't have designs on expanding the Airport, you should make that clear to the voters of Burbank. And that's really all I have to say and, hopefully, you'll address that as well.

3

Thank you, folks.

COMMENTER # 73

Janet Diel
Vice President, Burbank Advisory Council on Disabilities; Barrier's Chairman for the City of Burbank; Vice Chair, Burbank Transportation Commission; and President, Burbank Coordinating Council

I'm a lot shorter than your other speakers [adjusts microphone]. Good morning. Thank you very much, Commissioners, Mr. Feger, members of the staff and certainly Burbank citizens. My name is Janet Diel, D-I-E-L. I'm the Vice President of the Burbank Advisory Council on Disabilities and also the Barrier's Chairman for the City of Burbank. I'm also the Vice Chair currently for the Burbank Transportation Commission, where I've served for almost 23 years now, and I'm the President of the Burbank Coordinating Council.

In the past 40-plus years that the Advisory Council has been working to arrive at accessibility in our community, we have been absolutely welcomed with open arms. Thank you very much, Mr. Feger, and, again, Mrs. Burghdorf, for allowing the Advisory Council to come on a regular basis to the Airport and provide feedback as to how to make the current terminal as accessible as possible for everyone to use. The Burbank Airport staff has been open and invited us to assist them by visiting and supplying advice. With all of that input, we currently have doorless bathroom entries, an extremely fantastic triangular bar in a toilet area to allow the best accessibility to toilets. I think it should be patented. I think that the triangular bar should be in every disabled restroom everywhere, and I'm working on that with the school district and other areas in the city. The access to sinks, soap, paper towels—all the rest of that—wider walkways, lower counter tops, kiosks for information, accessible telephones, stores with reachable shelves—these have all been part of what we have worked on to try to make the current terminal work. And I was around a lot

1

COMMENTER # 73

1 of years ago when the replacement terminal was originally being designed and there were a lot of different things that we talked about at that time.

The entrance to this room, for example, has an elevator, which is great, but it really is unacceptable to have people entering through a kitchen. Yes, it was a good solution for the temporary. In the permanent solution, thank you, Mr. Feger, for always listening and for hearing the comments that are coming from the Advisory Council. We've offered to be part of the solution, part of the plan, part of the construction so that whatever happens with the new terminal—and I am absolutely in favor of the Hollywood Way site because I think that it is going to be better overall for accessibility for everyone, not just for those with disabilities, but the airplane access. And the history of that was that a long time ago there used to be aisle chairs and people were carried up and down. One airline tried to carry me upside-down up and down the stairway. Not good. On
2 a rainy night, no cover, no anything. A long time ago. and then it evolved into the use of a scissor lift and I was the first one in my wheelchair to ride that scissor lift. Quite an E-coupon ride in the wind. It would go back and forth and back and forth, and that then led us to the two-part lift that we use currently, which has one level to enter and raise up to and a second level which then raises you up to the galley and you would enter from the galley door. All of these were good solutions to a problem that exists and, when the new ramps that have been in use for—what is it now, one year, two years?—two years—were put in, they were not ADA-compliant and even though personnel offered to push one up and down, I'm not going on any more E-coupon rides. I am absolutely going to stay with the lift until the new terminal and until the advent of the ADA-compliant, covered, useful and wonderful new jetway type ramp. It is the closest thing we can do without a two-story building and an actual jetway to allow covered and accessible entrance to and from the front of the plane instead of coming through the galley door. It will be an absolutely wonderful, wonderful, tremendous advent for all of us.

Personnel issues. We've also worked with the personnel from Southwest through the years because one of the issues that we have no matter what the building is going to be is—I'll finish
3 my sentence and then—may I continue or no. OK, thank you. Is to present sensitivity training to help the employees understand best how to approach the passengers and how to help them without seeming like an intrusion or frightening in any way. And we'd like to continue with that plan of providing trainings for the personnel.

Other transportation access is also in my report—in my comments—and I can turn it in to you if you like to look at, but one of the things is the access to the Am-Trak station. And, with the new terminal, the new replacement terminal on Hollywood Way and the use of shuttles and, hopefully, accessible parking to allow people to get to those shuttles, to get to the train station and to get to the Airport, we will have better access because right now TSA is using the only parking that exists next to the Am-Trak station and, when I travel from northbound, coming down from Sacramento,
4 I am always dropped off in the dark, on the grass on the north side of Empire, where there is no crossing to get across to the kiss-and-ride to be picked up. It is unsafe not only for disabled but for everyone. And so my encouragement with the new terminal is to fold in, whether it be Am-Trak buses coming in to the terminal and dropping off or whether it be the actual buses that are part of Metro to be able to do that so that people like myself can go directly to a lighted facility and, from there, to wherever we're going to go for travel.

Thank you very, very much for your time. I appreciate it.

COMMENTER # 74

Alex Davis
Legislative Affairs Manager VICA

Good morning, Commissioners. My name is Alex Davis, A-L-E-X D-A-V-I-S. I'm the Legislative Affairs Manager at VICA, the Valley Industry and Commerce Association. Collectively, we represent over 400 local businesses and nonprofits, including many of which that are based here in Burbank, and we're really excited to be here today to comment on a project we've been engaged on with the Airport for many years and to lend our support. We fully support the Airport and the Commission and the Authority in their efforts to bring a safer, more convenient replacement terminal for the residents and for the business community. 1

There's a few reasons for that and a few of them have been touched on by our previous speakers, the first one being the economics. This is a substantial and an important opportunity for local businesses and for residents to encourage local tourism and for our local operators out of the Airport to have a more convenient, more desirable location to operate out of and we appreciate the Airport's priorities and their focus on bringing a safer airport terminal. As identified in the Draft EIR, the current terminal building is not safe. It doesn't meet current seismic requirements, it doesn't meet current requirements identified by the FAA regarding proximity to the Airport and we believe that the priority should be to bring us a safer, more convenient terminal that provides increased amenities for the local residents and business owners, and we appreciate the efforts by the Airport and by the Authority to mitigate the environmental impacts of this project. We believe that the current proposal as identified in the Draft EIR really represents the best opportunity for local residents, business owners, nonprofits to have an increased—to have a better terminal building for the future. 2

Thank you.

COMMENTER # 75

Will Rogers
Member, Burbank City Council

Good morning, everyone. My name is Will Rogers, R-O-G-E-R-S. I'm a member of the Burbank City Council, but I want to make clear that I'm not here speaking on behalf of the Council or the City, just myself. I am a long-time observer of the Airport Authority. I am an immediate neighbor. When you're landing south to north, I consider myself to be about 800 feet from the Airport because that's how close the airplanes are overhead.

And I really want to begin by commending all of the Commissioners because I have to tell you, you folks have in a relatively short amount of time rendered all of my favorite stories out of date. Now I always, when speaking of the Airport Authority have to begin with "back in the day there was this time that" and we have obviously quite a different relationship between the City and the residents and the Airport Authority today and it's really a remarkable difference. We still have disagreements. I can assure you we will continue to right up to and past the last moments, but we deal with them now more like neighbors deal with problems. Neighborhoods filled with attorneys, but none the less, rather than long-time warring factions, we deal with them as neighbors and folks who respect and occasionally extend some trust to one another. So I do 1

COMMENTER # 75

1 appreciate that. I know of many others like me who do appreciate it and thought somebody should say so out loud.

2 We're going to look forward to the final week of comments here. I know that the City as well as some individual Council members, will be submitting questions over the next week and I would include myself among those so I'll leave that for the coming week but really want to thank all of your for the change in attitude and openness. I mean, to imagine 20 years ago that we could have seen, like, the public outreach program that Mrs. Burghdorf was able to spell out or—I'm really jealous of some of your graphics people sometimes because they do a great job of illustrating these things. Is it her? So now we know specifically who to go after. OK. All right.

Well, anyway, so thank you very much. I will save the comments for in writing and we'll look forward to seeing and talking with all of you again.

RESPONSE TO COMMENTER #70 (JAMES BERNER)

70-1 As shown in Table 3.14-5 on page 3.14-5 of the Draft EIR, construction of the replacement passenger terminal would result in hundreds of construction-related jobs.

70-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding economic benefits of increased tourism is acknowledged and will be forwarded to and considered by the Authority decision-makers.

70-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding the potential for businesses to relocate to Burbank is acknowledged and will be forwarded to and considered by the Authority decision-makers.

70-4 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding the need for increased seating in the hold rooms is acknowledged and will be forwarded to and considered by the Authority decision-makers. Also, Master Response E provides an overview of the increase in the size of the hold rooms.

70-5 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding support of the proposed project is acknowledged and will be forwarded to and considered by the Authority decision-makers.

RESPONSE TO COMMENTER #71 (FRANK MACCHIA)

71-1 Section 3.9 of the Draft EIR provides a discussion of the existing conditions of the soils at the Airport and the impacts associated with construction of a replacement passenger terminal on those soils.

71-2 Section 3.17 of the Draft EIR provides a discussion of the traffic-related impacts that would occur with the implementation of the proposed project. While the analysis shows that additional traffic would occur on Hollywood Way compared to Base Year (2015) conditions, the number of vehicle trips generated by passengers at the Airport was greater in 2007 than in 2015 or what is forecast to occur in 2025. Therefore, the assertion that traffic is getting more congested is not correct.

The governance changes proposed by the Authority are described in Section 2.4.6 on pages 2-27 and 2-28 of the Draft EIR.

RESPONSE TO COMMENTER #72 (DAVID SPELL)

72-1 Based on the comment, the location of Our Children's Place is assumed to be south of the Airport. However, no address for this facility is available on the facility's website. As stated in Section 3.4 of the Draft EIR, the Southwest Quadrant Full-Size Terminal Option and the Southwest Quadrant Same-Size Terminal Option would have significant unavoidable adverse impact related to the generation of toxic air contaminants in areas south of the southwest quadrant of the Airport.

72-2 As demonstrated in this appendix, all questions and comments provided by the public during the 45-day comment period are being addressed.

72-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the desire to have a commitment to not expand the Airport is acknowledged and will be forwarded to and considered by the Authority decision-makers.

RESPONSE TO COMMENTER #73 (JANET DIEL)

73-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding improvements for accessibility of all passengers in the existing passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers.

73-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding accessibility when boarding and deplaning in the replacement passenger terminal and the Adjacent Property as the preferred location for a replacement passenger terminal are acknowledged and will be forwarded to and considered by the Authority decision-makers. Also, Master Response E provides an overview of the increased accessibility being planned for the replacement passenger terminal.

73-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding training of airline personnel and the overall accessibility of the replacement passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers.

73-4 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding access to the existing passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers.

RESPONSE TO COMMENTER #74 (ALEX DAVIS)

74-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding support for a replacement passenger terminal is acknowledged and will be forwarded to and considered by the Authority decision-makers.

74-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding the objectives of the proposed project and the support for the proposed project are acknowledged and will be forwarded to and considered by the Authority decision-makers.

RESPONSE TO COMMENTER #75 (WILL ROGERS)

75-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding the relationship between the Authority and the City of Burbank to the existing passenger terminal is acknowledged and will be forwarded to and by the Authority decision-makers.

75-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the preparation of written comments is acknowledged and will be forwarded to and considered by the Authority decision-makers.

APPENDIX O
FAA LETTERS

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O.1 INTRODUCTION

This appendix contains four letters received by the Authority from the Federal Aviation Administration (FAA) regarding its concerns over the location of the existing airport terminal and associated airfield infrastructure. As stated in **Chapter 2**, the existing terminal does not comply with FAA airport design standards as prescribed in AC 150/5300-13A, Change 1, *Airport Design* (FAA, 2014). The letters from the FAA date from 1982 through 2002.

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US Department
of Transportation
Federal Aviation
Administration

Western Pacific Region

P.O. Box 92007
Worldway Postal Center
Los Angeles, CA 90009

November 3, 1982

Mr. Russell C. Widmar
Director, Airport Services
Burbank-Glendale-Pasadena
Airport Authority
2627 Hollywood Way
Burbank, California 91505

Dear Mr. Widmar:

Status of Plans for Improvement of Airport Safety

In January of 1980, we sent a letter to the Airport Authority regarding various actions which could be taken to improve the level of safety at the Burbank Airport. We noted at that time our concern with respect to the location of the terminal building which is located within the safety area of Runway 7/25 and penetrates the primary and transition surfaces of FAR Part 77. In addition, the Airport Layout Plan approved by the FAA on June 23, 1981, depicts the terminal building to be removed. Our subsequent letter dated August 13, 1980, acknowledged that the timing for implementing a new terminal location is a key factor in the enhancement of safety. The purpose of this letter is to reiterate these concerns and to request a report regarding the status of planning by the Authority to improve safety at the airport.

In our early 1980 letter, we indicated our awareness of the Authority's proposed preparation of an Airport Master Plan study. Since that time, the three-volume "Final Draft Airport Master Plan Update" has been prepared, in which the issue of airport safety is thoroughly addressed. In fact, a major portion of Volume II is devoted to an assessment of appropriate sites on airport property for the relocation of the airport terminal.

We are hopeful that the Airport Authority has had the opportunity since the completion of the Master Plan update to evaluate the findings of this study and to undertake a more specific plan for the improvement of safety at the airport. In this regard, we anticipate that the Authority will seriously consider the relocation of the airport terminal to a location which will comply with FAA Airport Design Standards and the requirements of FAR Part 77, thereby improving the level of safety at the Burbank Airport.

We would appreciate your reporting to us the status of Authority planning with respect to matters referenced above. Thank you for your prompt attention to our concerns.

Sincerely,

ROBERT C. BLOOM, Manager
Southern Airports Field Office

U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region

P.O. Box 92007
Worldway Postal Center
Los Angeles, CA 90009

FEB 20 1986

Mr. Robert W. Garcin
President, Burbank-Glendale-Pasadena
Airport Authority
2627 Hollywood Way
Burbank, California 91505

Dear Mr. Garcin:

We are in receipt of correspondence requesting review and comment on the proposal to initiate commercial service to Burbank-Glendale-Pasadena Airport with Boeing B-767 aircraft. In reviewing this proposal, we have analyzed the records of our meetings and correspondence with you during the 1979/1980 time frame. At that time we accepted interim deviations to separation standards; however, there is now an increased level of air carrier operations, in addition to an extended delay on new terminal facilities.

The previous evaluation and acceptance of the currently used aircraft parking layout at the existing terminal was based on anticipated temporary or short-term use. Recently, the Airport Authority was advised that the proposed land acquisition for the new terminal site is not acceptable to the Lockheed Corporation due to the security requirements of defense contracts. In view of Lockheed's new decision, the Airport Authority must pursue an immediate strategy to identify potential terminal sites which could be developed to meet applicable design standards. Since there are no immediate definitive plans for terminal relocation, the following safety enhancements should be implemented immediately:

a. Implement Alternative No. 3 as outlined in our correspondence to you dated August 13, 1980, involving the relocation of existing gates and aircraft parking positions utilizing the existing auto parking lot east of the terminal building.

b. Construct future Taxiway D from Runway 25 threshold to Runway 15/33 and extend Taxiway B to the end of Runway 15, as indicated on the Airport Layout Plan dated August 19, 1985. Taxiway D is of high priority as it will provide a taxiway for turbo-jet aircraft without using Runway 7/25.

c. When operationally feasible, use of Runway 15/33 should be used for arrivals and departures of aircraft with gross weights greater than 12,500 pounds.

d. Prohibit departures on Runway 7 to all multi-engine aircraft with gross weights greater than 12,500 pounds.

The long-term solution is to pursue location of a new terminal. We would be available to assist in moving ahead toward this goal. Should you be unable to develop immediate plans for terminal relocation, the Airport Authority may have to consider displacement of the Runways 25 and 33 thresholds to the intersection of Runways 15/33 and 7/25 to assure operations are more in accordance with current separation standards from runway centerlines and aircraft parked at the terminal. As previously suggested, it may be necessary for the Airport Authority to also consider bussing passengers from remote automobile parking locations. Another option would be to park turbo-jet aircraft remote from the existing terminal and utilize bussing to accommodate passenger transfer.

We are very concerned over the introduction and the utilization of B-767 or larger aircraft at Burbank-Glendale-Pasadena Airport, not only by United Airlines, but other commercial carriers. It is our understanding that the carrier would provide a demonstration of Runway 7 arrivals with B-767 aircraft. There is no objection to such a one time demonstration, however, close operational coordination would be required. We are not optimistic that the demonstration will alter our position of objecting to additional service without a specific plan for the airport which does not perpetuate the present deviations to design standards.

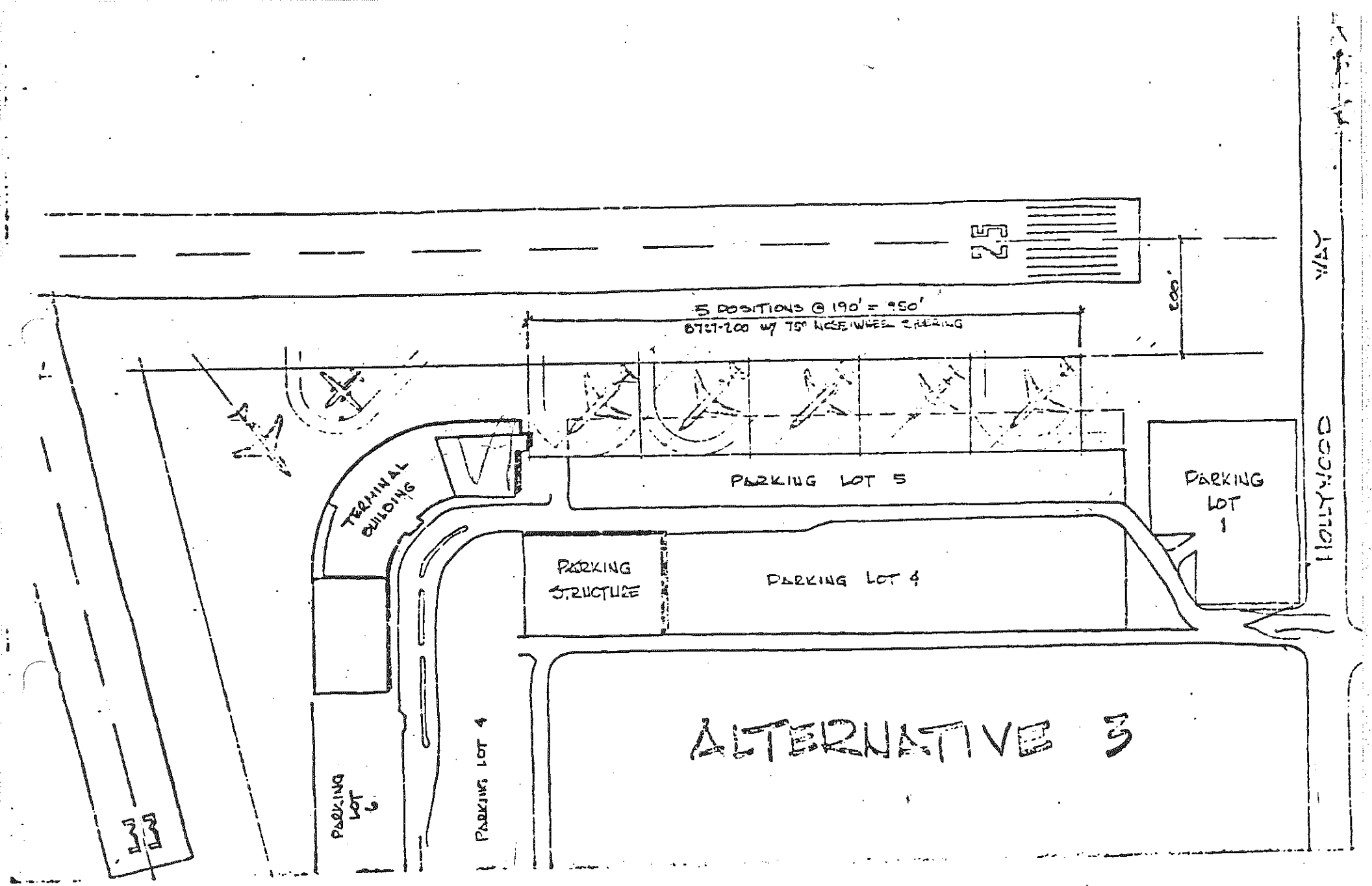
As previously stated, the FAA does object to the continual deviation of design standards in the terminal area. We are available to meet with you to review the planning process to be undertaken to resolve the issues.

Sincerely,

H C McClure

H. C. McClure
Director

Enclosure


5 POSITIONS @ 190' = 950'
B727-200 w/ 75° NOSE/WHEEL STEERING
200'
PARKING LOT 5
TERMINAL BUILDING
PARKING STRUCTURE
PARKING LOT 4
PARKING LOT 1
PARKING LOT 6
PARKING LOT 4
HIGHWAY
ALTERNATIVE 3

U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 24 2000

The Honorable Stacey Murphy
Mayor of Burbank
Office of the City Council
275 E. Olive Avenue
Burbank, CA 01510

Dear Mayor Murphy:

Your letter of February 18 asked me to indicate more precisely the Federal Aviation Administration's (FAA) position with respect to supporting and implementing the Framework for Settlement (Framework). I believe that it may be possible to implement, through the Development Agreement, the key objectives of the Framework in a manner that satisfies Federal requirements. However, to reach this outcome, considerable work remains to be done.

I appreciate your desire to have a clear "yes" or "no" answer from the FAA. The Framework is best described as a conceptual outline that will be further refined and defined in the Development Agreement. So, by its nature, there is not a complete document on which the FAA can make a final assessment. However, there is sufficient information in the Framework and in those portions of the draft Development Agreement for the FAA to classify the various components into three basic categories: elements which can be implemented with only minor adjustment; elements which may be implemented through means different than those currently contemplated; and others which may not be implemented without legislative change at the state or Federal level. Each of these elements has been discussed in great detail with representatives of the city of Burbank and the airport authority. In the interest of giving you greater insight into these discussions, the paragraphs that follow summarize some of our findings in each of these categories.

Many of the revenue use provisions of the Framework appear to be achievable, although certain details in the draft Development Agreement would need to be amended. These provisions include payments to compensate for lost tax revenue, direct payments for sewer and water services, and funding for infrastructure and mass transit where the improvement is specifically related to an airport project and directly and substantially related to air transportation. FAA's earlier expressed concerns regarding the proposed ban on eastern

departures appear to have been addressed in the January 2000 draft of the Development Agreement. It also appears that progress has been made concerning the Framework's requirement to ban Stage 3 retrofit aircraft. The FAA indicated singling out types of Stage 3 aircraft would be unjustly discriminatory. This concern was addressed in the recent Federal Aviation Regulations (FAR) Part 161 scope of work through a recharacterization of the proposal to require an evaluation of aircraft by noise level, rather than engine type.

With careful modification, we believe Burbank's goal of discouraging violation of the voluntary curfew with a nighttime closure of the terminal could be achieved. Any nighttime operation of the terminal, consistent with current practices is clearly permissible. At the other extreme, active barring of use of the terminal would turn a voluntary curfew into a mandatory one and would be impermissible without first complying with applicable requirements of Part 161. In between these two extremes, the discussion has revolved around permissible methods to discourage scheduling during the voluntary curfew period without amounting to a ban on service. The airport can also, of course, continue to enforce grandfathered restrictions consistent with enforcement provisions of regulations that were in effect at the airport before enactment of the Airport Noise and Capacity Act.

In our meetings with city and authority representatives, the FAA has explained where the Framework violates Federal laws and regulations in several areas. These include conditioning the use of passenger facility charges, which were used to purchase the land and fund the terminal relocation project through deed restrictions. In the draft Development Agreement, there appears to be a double charge for the payment to compensate for lost tax revenue and a payment for proposed fines for violation of the curfew hours, both of which would be violations of revenue use requirements. The Framework and the Development Agreement, as currently drafted, both appear to subject relocation, occupancy, and use of the terminal, and aircraft flights and passenger levels to ongoing regulation by the city of Burbank. The California Public Utilities Code does not afford the city of Burbank, a nonproprietor, authority to regulate in federally preempted areas. Discussions in this area to date have centered on understanding the objectives of the city of Burbank and the possibility of alternatives so that the aims of the Framework could be achieved in a manner consistent with Federal law.

While I am a strong advocate of local agreement, such agreements must consider the interests of all parties, must respond to Federal requirements, as well as address particular local needs and interests. Although certain elements of the Framework presently do not satisfy Federal requirements, we are

committed to working with you to identify ways to achieve as many of the objectives of the Framework as possible, consistent with Federal requirements. The Development Agreement is the key document at this point for resolving the open issues. We continue to stand ready to work with the city and the authority to ensure the Development Agreement will achieve our mutual goal of a relocated terminal facility.

I understand that Woodie Woodward, Acting Associate Administrator for Airports, has had several conversations recently with you to discuss your concerns and possible next steps. As she has indicated, relocation of the terminal remains an important goal. In addition to Woodie and her staff, I personally would be available to meet with you and the airport authority to explore strategies for moving this project forward.

Sincerely,

Jane F. Garvey
Administrator

U.S. Department
of Transportation
Federal Aviation
Administration

Office of the Administrator

600 Independence Ave., SW.
Washington, DC 20591

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Mr. Chris Holden
President, Burbank-Glendale-Pasadena
Airport Authority
2627 Hollywood Way
Burbank, CA 91505

Dear Mr. Holden:

This is an additional response to your letter of November 4. You stated that the Airport Authority for the Burbank-Glendale-Pasadena Airport decided to discontinue efforts to relocate the existing passenger terminal to the B-6 property purchased from Lockheed. I understand you have been unable to achieve consensus locally about this project. I know this has been a long and complex project and I understand your decision. The Federal Aviation Administration (FAA) will continue to work with you to resolve outstanding grant issues created by this decision and to meet any future needs for the airport.

As you know, the FAA has worked many years with the Airport Authority in an effort to relocate the terminal. Our longstanding support for the relocation of the terminal was based on our interest in bringing the airfield up to current design standards and providing the highest level of safety. However, given the special operating procedures in effect for the airport and the long history of operations with the terminal, we believe that operations in the present location can continue safely in the future as in the past. As the airport operator, it is your decision whether to continue to pursue this project or to terminate it.

I know this project has been active for over 20 years. It has had a difficult history involving three separate Federal environmental reviews, separate state environmental analyses, multiple planning efforts, and extensive negotiations by both Federal and local authorities with all stakeholders. Given the history of the project, I understand why the Airport Authority has reached this difficult decision.

As you know, the FAA has participated financially in the Airport Authority's relocation effort through Airport Improvement Program (AIP) grants for land acquisition and various passenger facility charge (PFC) approvals. Given the Airport Authority's decision to discontinue this effort, we must now recover AIP grant funds that we issued to purchase land for the terminal relocation project. Also, we will need to work with

you to resolve the status of PFC approvals associated with land acquisition and terminal construction. I understand our regional office is already working with you on these matters.

I know there is still wide interest in the Airport Authority continuing its noise and access restriction study under 14 Code of Federal Regulations part 161. The FAA is committed to continuing to work with you as you complete this process.

If I can be of further assistance, please let me know.

Sincerely,

Marion Blakey

Marion C. Blakey
Administrator

APPENDIX P
MITIGATION MONITORING AND REPORTING PLAN

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P.1 INTRODUCTION

This appendix describes the recommended monitoring program for implementation of the mitigation measures identified in this EIR that reduce the potentially significant environmental effects of the replacement passenger terminal. This appendix also describes the mitigation measure implementation timing, as well as the enitity responsible for monitoring the implementation mitigation measures.

P.2 CEQA REQUIREMENTS

Section 10591(d) of the *CEQA Guidelines* states that:

> *When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a Association of Environmental Professionals 2014 CEQA Guidelines 153 condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.*

P.3 MITIGATION MONITORING AND REPORTING PLAN MATRIX

The mitigation monitoring and reporting plan matrix below includes the following sections:

- **Mitigation measure.** This column identifies the mitigation measure specified within the EIR that would reduce potentially significant environmental effects.
- **Mitigation Monitoring Timing.** This column specifies when the identified mitigation measure should be and will be implemented.
- **Responsible Monitoring Entity.** This column specifies the entity responsible for monitoring the implementation of the mitigation measure.
- **Verification and Compliance Notes.** This section will allow for the signature of the responsible entity and date when a mitigation measure monitoring milestone has been reached.

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ADJACENT PROPERTY FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**

ADJACENT PROPERTY FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Aesthetics			
None warranted.			
Agricultural and Forestry Resources			
None warranted.			
Air Quality			
Mitigation Measure ADJ PROP FULL-AIR-3 Regional emissions of VOC and NOX would exceed the SCAQMD threshold due to the increased emissions from aircraft LTOs and taxiing. The increase in aircraft LTOs and taxiing would occur with or without implementation of the project under the future No Project condition. In addition, emissions associated with aircraft are under the jurisdiction of the FAA. The Authority has no ability to regulate aircraft emissions. The project would implement PDF-AIR-1 to minimize emissions associated with building energy use and mobile sources.	Immediately for the preparation of the final design During construction After construction During operation of the replacement passenger terminal	Authority	
Mitigation Measure ADJ PROP FULL-AIR-4 Regional emissions of VOC and NOX would exceed the SCAQMD threshold due to the increased emissions from aircraft LTOs and taxiing. The increase in aircraft LTOs and taxiing would occur with or without implementation of the project under the future No Project condition. In addition, emissions associated with aircraft are under the jurisdiction of the FAA. The Authority has no ability to regulate aircraft emissions. The project would implement PDF-AIR-1 to minimize emissions associated with building energy use and mobile sources.	Immediately for the preparation of the final design During construction After construction During operation of the replacement passenger terminal	Authority	

ADJACENT PROPERTY FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Mitigation Measure ADJ PROP FULL-AIR-9 Regional emissions of VOC and NOX would exceed the SCAQMD threshold due to the increased emissions from aircraft LTOs and taxiing. The increase in aircraft LTOs and taxiing would occur with or without implementation of the project under the future No Project condition. In addition, emissions associated with aircraft are under the jurisdiction of the FAA. The Authority has no ability to regulate aircraft emissions. The project would implement PDF-AIR-1 to minimize emissions associated with building energy use and mobile sources.	Immediately for the preparation of the final design During construction After construction During operation of the replacement passenger terminal	Authority	
Biological Resources			
Mitigation Measure ADJ PROP FULL-BIO-4 The Authority and its contractors will avoid vegetation removal, clearing, and/or grubbing during the avian nesting season (February 15 to August 31). However, if removal, clearing, and/or grubbing must take place during the nesting season, a qualified biologist will conduct a nesting bird survey within three days before vegetation clearing activities. If any active nests are detected, the biologist will delineate and flag a buffer of 300 feet (500 feet for raptors) around the nest, and the construction contractors shall not engage in construction activities within this buffer zone until the nesting cycle is complete. The buffer may be modified and/or other recommendations proposed, as determined appropriate by the biological monitor, to minimize impacts. The biologist will provide a written summary of the nesting bird survey within three days of survey completion.	During construction	Authority	

ADJACENT PROPERTY FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Cultural Resources			
Mitigation Measure ADJ PROP FULL-CULT-1A A qualified archaeologist shall be retained to develop and implement an archaeological monitoring program for construction excavations that would encounter younger Holocene-age native soils. The archaeologist shall attend a pre-grading/excavation meeting to discuss an archaeological monitoring program. The qualified archaeologist shall supervise an archaeological monitor who shall be present during construction excavations (e.g., demolition, grading, trenching, or clearing/grubbing) into non-fill Holocene-aged native soils that are located underneath surface parking lots. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus artificial fill soils and/or older versus younger alluvial soils), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring can be reduced to part-time inspections or ceased entirely if determined adequate by the archaeologist.	Prior to the start of construction During construction	Authority	
Mitigation Measure ADJ PROP FULL-CULT-1B In the event that historic or prehistoric archaeological resources (e.g., bottles, foundations, refuse dumps, Native American artifacts or features, etc.) are unearthed during ground-disturbing activities, the Authority shall halt or redirect ground-disturbing activities away from the vicinity of the find so that the find can be evaluated by a qualified archaeologist. A buffer area of at least 25 feet shall be	During construction After construction	Authority	

ADJACENT PROPERTY FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by project construction activities shall be evaluated by an archaeologist. The Authority shall coordinate with the archaeologist and the building official for the proposed project to develop an appropriate treatment plan for the resources if they are determined to be potentially eligible for the California Register or potentially qualify as unique archaeological resources pursuant to CEQA. Preservation in place (i.e., avoidance) shall be considered as a treatment measure first. If preservation in place is not feasible, treatment may include the implementation of archaeological data recovery excavations to remove the resource from the project site along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a Burbank school or historical society for educational purposes. The archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of treatment and/or the any follow-up archaeological construction monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact			

ADJACENT PROPERTY FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources. The report and the Site Forms shall be submitted to the Authority, the SCCIC, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.			
Mitigation Measure ADJ PROP FULL-CULT-1C If human remains are encountered unexpectedly during implementation of the proposed project, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the Authority, inspect the site of the discovery of the Native American remains and may recommend to the Authority or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the Authority to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the Authority	During construction	Authority	

ADJACENT PROPERTY FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the Authority has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The Authority shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment. Whenever the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the Authority rejects the recommendation of the descendants and the mediation provided for in subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the Authority, the Authority shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.			
Mitigation Measure ADJ PROP FULL-CULT-2A A qualified paleontologist shall be retained to develop and implement a paleontological monitoring program for construction excavations that would encounter the fossiliferous older Quaternary alluvium deposits. The paleontologist shall attend a pre-grading/excavation meeting to discuss a paleontological monitoring program. A qualified paleontologist is defined as a paleontologist meeting the criteria established by the Society for	Prior to the start of construction During construction	Authority	

ADJACENT PROPERTY FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Vertebrate Paleontology. The qualified paleontologist shall supervise a paleontological monitor who shall be present during construction excavations into non-fill older Quaternary alluvium. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. The frequency of monitoring inspections shall be determined by the paleontologist and shall be based on the rate of excavation and grading activities, the materials being excavated (native vs. fill soils; younger vs. older Quaternary alluvium), and the depth of excavation, and if found, the abundance and type of fossils encountered. Full-time monitoring can be reduced to part-time inspections, or ceased entirely, if determined adequate by the paleontologist.			
Mitigation Measure ADJ PROP FULL-CULT-2B If a potential fossil is found, the paleontological monitor shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation of the discovery. A buffer area of at least 25 feet, or larger as determined by the paleontologist, shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. At the paleontologist's discretion, and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing and evaluation. If preservation in place is not feasible, the paleontologist shall implement a paleontological salvage	During construction	Authority	

ADJACENT PROPERTY FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
program to remove the resources form the project site. Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are submitted to their final repository. Any fossils collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school.			
Mitigation Measure ADJ PROP FULL-CULT-2C The paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the Authority to the Natural History Museum of Los Angeles County, and other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.	After construction	Authority	
Mitigation Measure ADJ PROP FULL-CULT-3 The implementation of Mitigation Measures ADJ PROP FULL-CULT-1A, 1B, 1C, 2A, 2B, and 2C also would apply to the discovery of any previously unknown tribal cultural resource.	Prior to the start of construction During construction After construction	Authority	

ADJACENT PROPERTY FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Geology and Soils			
None warranted.			
Greenhouse Gas Emissions			
None warranted.			
Hazards and Hazardous Materials			
Mitigation Measure ADJ PROP FULL-HAZ-1A The removal of ACMs would be subject to SCAQMD and Cal-OSHA requirements to ensure proper handling, notification, and disposal and would be performed by a licensed asbestos abatement contractor Prior to any interior demolition or renovation within the buildings containing ACMs, an Asbestos Operations and Management Plan (Asbestos O&M Plan) would be implemented to manage in place any ACMs during demolition activities. The Asbestos O&M Plan would address building cleaning, maintenance, renovation, and general operation procedures to minimize exposure to asbestos. An asbestos survey would be performed prior to demolition. The survey would include the inspection, identification and quantification of all friable and Class I and Class II non-friable asbestos containing materials and physical samplings. Removal procedures could include; HEPA filtration, glovebag, adequate wetting, dry removal or another approved alternative. All ACWM would be collected and placed in transparent, leak-tight containers or wrapping. All ACWM would be contained in leak tight containers, labeled appropriately, transported and disposed of in accordance with applicable rules and regulations.	Prior to the start of construction During construction	Authority	

ADJACENT PROPERTY FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Mitigation Measure ADJ PROP FULL-HAZ-1B Prior to demolition activities involving any areas known to contain lead-based paint, the Project applicant would follow all procedural requirements and regulations for its proper removal and disposal. The removal of LBP would be subject to Cal-OSHA requirements to ensure proper handling, notification, and monitoring and would be performed by a licensed LBP abatement contractor. All trucks transporting lead-based waste would be covered or enclosed. All lead-based waste material would be contained properly, labeled appropriately, transported and disposed of in accordance with applicable rules and regulations.	Prior to the start of demolition During demolition	Authority	
Hydrology and Water Quality			
Mitigation Measure ADJ PROP FULL-HYDRO-1 No mitigation is warranted with adherence to PROJECT DESIGN FEATURES HYDRO-1 and HYDRO-2.	PDF-HYRDO-1: Immediately for the preparation of the final design PDF-HYDRO-2: Prior to the start of construction	Authority	
Mitigation Measure ADJ PROP FULL-HYDRO-2 No mitigation is warranted with adherence to PROJECT DESIGN FEATURES HYDRO-1 and HYDRO-2.	PDF-HYRDO-1: Immediately for the preparation of the final design PDF-HYDRO-2: Prior to the start of construction	Authority	

ADJACENT PROPERTY FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Mitigation Measure ADJ PROP FULL-HYDRO-3 No mitigation is warranted with adherence to PROJECT DESIGN FEATURE HYDRO-1.	Immediately for the preparation of the final design	Authority	
Mitigation Measure ADJ PROP FULL-HYDRO-4: No mitigation is warranted with adherence to PROJECT DESIGN FEATURE HYDRO-1.	Immediately for the preparation of the final design	Authority	
Mitigation Measure ADJ PROP FULL-HYDRO-5 No mitigation is warranted with adherence to PROJECT DESIGN FEATURES HYDRO-1 and HYDRO-2.	PDF-HYRDO-1: Immediately for the preparation of the final design PDF-HYDRO-2: Prior to the start of construction	Authority	
Mitigation Measure ADJ PROP FULL-HYDRO-6 No mitigation is warranted with adherence to PROJECT DESIGN FEATURES HYDRO-1 and HYDRO-2.	PDF-HYRDO-1: Immediately for the preparation of the final design PDF-HYDRO-2: Prior to the start of construction	Authority	
Mitigation Measure ADJ PROP FULL-HYDRO-9 No mitigation is warranted with adherence to PROJECT DESIGN FEATURES HYDRO-1 and HYDRO-2.	PDF-HYRDO-1: Immediately for the preparation of the final design PDF-HYDRO-2: Prior to the start of construction	Authority	
Land Use and Planning			
None warranted.			

ADJACENT PROPERTY FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Mineral Resources			
None warranted.			
Noise			
None warranted.			
Population and Housing			
None warranted.			
Public Services			
None warranted.			
Recreation			
None warranted.			
Transportation and Traffic			
Mitigation Measure ADJ PROP FULL-TRANS-1 The intersection of Hollywood Way and Winona Avenue would serve as the primary access to the terminal under the Adjacent Property Option. In order to fully mitigate the impact at this intersection to a less-than-significant level, it would have to be expanded with a third northbound through lane, a second northbound left turn lane, and a fourth eastbound lane exiting the Airport. Additionally, the eastbound approach would need to have a protected left-turn traffic signal arrow.	Prior to the opening and operation of the replacement passenger terminal	City of Burbank Authority	

ADJACENT PROPERTY FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Mitigation Measure ADJ PROP FULL-TRANS-1B The intersection of Hollywood Way Southbound Ramps and San Fernando Boulevard could be mitigated by converting the existing eastbound shared through/right-turn lane into an exclusive right-turn lane and installing a right-turn traffic signal arrow that overlaps with the northbound signal phase. This mitigation measure would increase the capacity of right-turns from San Fernando Boulevard onto the Hollywood Way Southbound Ramps.	Prior to the opening and operation of the replacement passenger terminal	City of Burbank Authority	
Mitigation Measure ADJ PROP FULL-TRANS-2A The intersection of San Fernando Boulevard & Cohasset Street would serve as a secondary access to the terminal under the Adjacent Property Option. The impacts at this location could be fully mitigated through the installation of traffic signal control, which is warranted under application of the peak hour traffic signal warrant from the MUTCD. Signal warrant worksheets are provided in Appendix L. Along with signalization, crosswalks could be installed and the eastbound approach on Cohasset Street could be striped with exclusive left and right-turn lanes.	Prior to the opening and operation of the replacement passenger terminal	City of Los Angeles Authority	

ADJACENT PROPERTY FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Mitigation Measure ADJ PROP FULL-TRANS-2B The intersection of Hollywood Way and San Fernando Boulevard Ramps could be fully mitigated by reconfiguring the intersection with traffic signal control and adding a second eastbound right-turn lane. The traffic signal control could be limited to the southbound side of Hollywood Way, as there is a raised median dividing the northbound and southbound sides of Hollywood Way and the northbound side does not have any conflicting vehicle movements. As part of the improvement, the Hollywood Way southbound ramp from San Fernando Boulevard would remain two lanes for its entire length rather than merging to one before reaching Hollywood Way, and would be realigned within the existing right-of-way to approach Hollywood Way at a 90-degree angle.	Prior to the opening and operation of the replacement passenger terminal	City of Burbank Authority	
Mitigation Measure ADJ PROP FULL-TRANS-6 A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, would be prepared and submitted to the City for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the project site, and may include, but not be limited to, the following elements, as appropriate:	Prior to the start of construction	Authority	

ADJACENT PROPERTY FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
• Adequate parking would be provided for construction workers at all time, and construction workers would be prohibited from parking on nearby residential streets; if remote parking is used, shuttles would be provided to take workers to and from the construction site. • Temporary traffic control would be provided during any construction activities adjacent to public rights-of-way to improve safety and traffic flow on public roadways. • Construction activities would be scheduled to reduce the effect of worker traffic on surrounding arterial streets during peak hours. • Construction-related vehicles would not park on surrounding public streets. • Construction-related deliveries, haul trips, etc., would be scheduled so as to occur outside the commuter peak hours to the extent feasible. • Haul and delivery vehicles would be routed to reduce travel on congested streets and to avoid residential areas. • Contractors would be required to obtain any applicable haul route permits.			
Utilities and Service Systems			
None warranted.			

SOUTHWEST QUADRANT FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**

SOUTHWEST QUADRANT FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Aesthetics			
Mitigation Measure SW QUAD FULL-AESTH-2 Hangar 2 would be moved to another location on Airport property. A Relocation and Rehabilitation Plan shall be commissioned by the Authority and developed by a qualified historic preservation consultant. The Plan shall include relocation methodology recommended by the National Park Service (NPS). The Plan shall include an assessment of the condition of Hangar 2 by a qualified engineer, and a shoring plan for relocation and storage, and relocation to the final site. If temporary storage is required, the storage conditions should closely follow the recommendations of *NPS Preservation Brief 31: Mothballing Historic Buildings* with regard to recommendations for structural stabilization, pest control, protection against vandalism, fire, and moisture, adequate ventilation which should be applied to the hangars at the temporary storage location to ensure the safety of the building during storage. A periodic maintenance and monitoring plan shall also be included in the Plan and implemented during the storage period in accordance with the guidance outlined in *NPS Preservation Brief 31*. The Relocation and Rehabilitation Plan shall be reviewed and approved by the project building officer prior to its implementation.	Prior to relocation During relocation	Authority	

SOUTHWEST QUADRANT FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Upon relocation of Hangar 2 to the new site, any maintenance, repair, stabilization, rehabilitation, preservation, conservation, or reconstruction work performed in conjunction with the relocation of the hangars shall be undertaken in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Properties. In addition, a plaque describing the date of the move and the original location shall be placed in a visible location on Hangar 2. The removal, storage, relocation and rehabilitation process shall be monitored by a qualified historic preservation consultant at key intervals to ensure conformance with the Standards and NPS guidelines. The preservation consultant shall also be available to provide technical expertise to reduce potential impacts to historical resources from unforeseen circumstances.			
Agricultural and Forestry Resources			
None warranted.			
Air Quality			
Mitigation Measure SW QUAD FULL-AIR-3 Regional emissions of VOC and NOX would exceed the SCAQMD threshold due to the increased emissions from aircraft LTOs and taxiing. The increase in aircraft LTOs and taxiing would occur with or without implementation of the project under the future No Project condition. In addition, emissions associated with aircraft are under the jurisdiction of the FAA. The Authority has no ability to regulate aircraft emissions. The project would implement	Immediately for the preparation of the final design During construction After construction	Authority	

SOUTHWEST QUADRANT FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
PDF-AIR-1 to minimize emissions associated with building energy use and mobile sources.	During operation of the replacement passenger terminal		
Mitigation Measure SW QUAD FULL-AIR-4 Regional emissions of VOC and NOX would exceed the SCAQMD threshold due to the increased emissions from aircraft LTOs and taxiing. The increase in aircraft LTOs and taxiing would occur with or without implementation of the project under the future No Project condition. In addition, emissions associated with aircraft are under the jurisdiction of the FAA. The Authority has no ability to regulate aircraft emissions. The project would implement PDF-AIR-1 to minimize emissions associated with building energy use and mobile sources.	Immediately for the preparation of the final design During construction After construction During operation of the replacement passenger terminal	Authority	
Mitigation Measure SW QUAD FULL-AIR-7 Operational TAC impacts would exceed the SCAQMD threshold due to the relocation of emissions sources such as aircraft taxiing, GSE, and auxiliary power units. Emissions associated with aircraft are under the jurisdiction of the FAA. The Authority has no ability to regulate aircraft emissions. The Authority would implement the following mitigation measure to reduce GSE-related TAC emissions. The Authority would require the installation of commercially available diesel particulate matter filters (DPFs) for those classes and categories of GSE that CARB has verified that DPFs are technically feasible and do not pose safety or reliability problem. This measure does not apply to specific GSE if it is scheduled to be replaced or	After construction During operation of the replacement passenger terminal	Authority	

SOUTHWEST QUADRANT FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
converted within 36 months after the opening of the replacement terminal to meet the USEPA Tier 3 standards or better or the Zero Emissions Vehicle (ZEV) standard as set forth in the California Exhaust Emission Standards and Test Procedures for 2003 and Subsequent Model Zero-Emission Vehicles, and 2001 and Subsequent Model Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes or is certified to meet applicable ZEV standards in Title 13 of the California Code of Regulations. This measure does not apply to specific GSE if it operates for less than 200 hours per year.			
Mitigation Measure SW QUAD FULL-AIR-9 Regional emissions of VOC and NOX would exceed the SCAQMD threshold due to the increased emissions from aircraft LTOs and taxiing. The increase in aircraft LTOs and taxiing would occur with or without implementation of the project under the future No Project condition. In addition, emissions associated with aircraft are under the jurisdiction of the FAA. The Authority has no ability to regulate aircraft emissions. The project would implement PDF-AIR-1 to minimize emissions associated with building energy use and mobile sources.	Immediately for the preparation of the final design During construction After construction During operation of the replacement passenger terminal	Authority	
Biological Resources			
Mitigation Measure SW QUAD FULL-BIO-4 The Authority and its contractors will avoid vegetation removal, clearing, and/or grubbing during the avian nesting season (February 15 to August 31). However, if removal, clearing, and/or grubbing must take place during the nesting season, a qualified biologist will	During construction	Authority	

SOUTHWEST QUADRANT FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
conduct a nesting bird survey within three days before vegetation clearing activities. If any active nests are detected, the biologist will delineate and flag a buffer of 300 feet (500 feet for raptors) around the nest, and the construction contractors shall not engage in construction activities within this buffer zone until the nesting cycle is complete. The buffer may be modified and/or other recommendations proposed, as determined appropriate by the biological monitor, to minimize impacts. The biologist will provide a written summary of the nesting bird survey within three days of survey completion.			
Mitigation Measure SW QUAD FULL-BIO-5 In accordance with Section 7-4-111 of the Burbank Municipal Code, the Authority would coordinate any street tree removal with the director of the Park, Recreation & Community Services department. Any street tree removed shall be replaced with a tree of the nearest size available, of a species and in the location to be determined by the director.	Prior to the start of construction	Authority	
Cultural Resources			
Mitigation Measure SW QUAD FULL-CULT-1A A qualified archaeologist shall be retained to develop and implement an archaeological monitoring program for construction excavations that would encounter younger Holocene-age native soils. The archaeologist shall attend a pre-grading/excavation meeting to discuss an archaeological monitoring program. The qualified archaeologist shall supervise an archaeological monitor who shall be present during construction excavations (e.g., demolition, grading, trenching, or	Prior to the start of construction During construction	Authority	

SOUTHWEST QUADRANT FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
clearing/grubbing) into non-fill Holocene-aged native soils that are located underneath surface parking lots. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus artificial fill soils and/or older versus younger alluvial soils), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring can be reduced to part-time inspections or ceased entirely if determined adequate by the archaeologist.			
Mitigation Measure SW QUAD FULL-CULT-1B In the event that historic or prehistoric archaeological resources (e.g., bottles, foundations, refuse dumps, Native American artifacts or features, etc.) are unearthed during ground-disturbing activities, the Authority shall halt or redirect ground-disturbing activities away from the vicinity of the find so that the find can be evaluated by a qualified archaeologist. A buffer area of at least 25 feet shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by project construction activities shall be evaluated by an archaeologist. The Authority shall coordinate with the archaeologist and the building official for the proposed project to develop an appropriate treatment plan for the resources if they are determined to be potentially eligible for the California Register or potentially qualify as unique archaeological resources pursuant to CEQA. Preservation in place (i.e., avoidance) shall be considered as a treatment measure first. If preservation in place is not	During construction After construction	Authority	

SOUTHWEST QUADRANT FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
feasible, treatment may include the implementation of archaeological data recovery excavations to remove the resource from the project site along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a Burbank school or historical society for educational purposes. The archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of treatment and/or the any follow-up archaeological construction monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources. The report and the Site Forms shall be submitted to the Authority, the SCCIC, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.			
Mitigation Measure SW QUAD FULL-CULT-1C If human remains are encountered unexpectedly during implementation of the proposed project, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner	During construction	Authority	

SOUTHWEST QUADRANT FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
has made the necessary findings as to origin and disposition pursuant to California Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the Authority, inspect the site of the discovery of the Native American remains and may recommend to the Authority or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the Authority to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the Authority shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the Authority has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The Authority shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment. Whenever the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the			

SOUTHWEST QUADRANT FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Authority rejects the recommendation of the descendants and the mediation provided for in subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the Authority, the Authority shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.			
Mitigation Measure SW QUAD FULL-CULT-2A A qualified paleontologist shall be retained to develop and implement a paleontological monitoring program for construction excavations that would encounter the fossiliferous older Quaternary alluvium deposits. The paleontologist shall attend a pre-grading/excavation meeting to discuss a paleontological monitoring program. A qualified paleontologist is defined as a paleontologist meeting the criteria established by the Society for Vertebrate Paleontology. The qualified paleontologist shall supervise a paleontological monitor who shall be present during construction excavations into non-fill older Quaternary alluvium. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. The frequency of monitoring inspections shall be determined by the paleontologist and shall be based on the rate of excavation and grading activities, the materials being excavated (native vs. fill soils; younger vs. older Quaternary alluvium), and the depth of excavation, and if found, the abundance and type of fossils encountered. Full-time monitoring can be reduced to part-time	Prior to the start of construction During construction		

SOUTHWEST QUADRANT FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
inspections, or ceased entirely, if determined adequate by the paleontologist.			
Mitigation Measure SW QUAD FULL-CULT-2B If a potential fossil is found, the paleontological monitor shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation of the discovery. A buffer area of at least 25 feet or larger as determined by the paleontologist, shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. At the paleontologist's discretion, and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing and evaluation. If preservation in place is not feasible, the paleontologist shall implement a paleontological salvage program to remove the resources form the project site. Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are submitted to their final repository. Any fossils collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school.	During construction	Authority	

SOUTHWEST QUADRANT FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Mitigation Measure SW QUAD FULL-CULT-2C The paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the Authority to the Natural History Museum of Los Angeles County, and other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.	After construction	Authority	
Mitigation Measure SW QUAD FULL-CULT-3 The implementation of Mitigation Measures SW QUAD FULL-CULT-1A, 1B, 1C, 2A, 2B, and 2C also would apply to the discovery of any previously unknown tribal cultural resource.	Prior to the start of construction During construction After construction	Authority	
Mitigation Measure SW QUAD FULL-CULT-4A If Hangar 1 is reused as an air cargo building, or other owner or tenant improvements are proposed that have the potential to materially impair the historical significance of Hangar 1, the improvements shall be designed and undertaken to comply with the Standards. Prior to designing or implementing owner or tenant improvements that have the potential to alter the identified significant character defining features of the building, the owner or tenant, as appropriate, shall engage a qualified preservation consultant to review the proposed improvements and the compatibility of new design and construction components with retained historic features. A qualified preservation consultant is an architectural historian, historic architect, or historic	Prior to the start of construction	Authority	

SOUTHWEST QUADRANT FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
preservation professional who satisfies the Secretary of the Interior's Professional Qualification Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61, and has at least 10 years' experience in reviewing architectural plans for conformance to the Secretary's Standards and Guidelines. The preservation consultant shall review the final project plans for conformance to the Secretary of the Interior's Standards and prepare a memorandum commenting on the projects adherence to the Standards and pertinent preservation recommendations, if any. The memorandum shall be submitted to the City's Community Development Department for review and approval prior to project approval or issuance of a building permit, if any. The owner or tenant shall undertake and complete construction in a manner consistent with the preservation consultant's and City's recommendations, and the preservation consultant shall complete and submit a monitoring report to the City at project completion to ensure that the proposed project meets the Standards to the degree feasible and does not materially impair the historical significance of Hangar 1.			
Mitigation Measure SW QUAD FULL-CULT-4B (see SW QUAD FULL-AESTH-2) Hangar 2 would be moved to another location on Airport property. A Relocation and Rehabilitation Plan shall be commissioned by the Authority and developed by a qualified historic preservation consultant. The Plan shall include relocation methodology recommended by the National Park Service (NPS), which are outlined in the booklet entitled "Moving Historic Buildings," by John Obed Curtis (1979). The Plan shall include an assessment	Prior to relocation During relocation After relocation	Authority	

SOUTHWEST QUADRANT FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
of the condition of both hangars by a qualified engineer, and a shoring plan for relocation and storage, and relocation to the final site. If temporary storage is required, the storage conditions should closely follow the recommendations of *NPS Preservation Brief 31: Mothballing Historic Buildings* with regard to recommendations for structural stabilization, pest control, protection against vandalism, fire, and moisture, adequate ventilation which should be applied to the hangars at the temporary storage location to ensure the safety of the building during storage. A periodic maintenance and monitoring plan shall also be included in the Plan and implemented during the storage period in accordance with the guidance outlined in *NPS Preservation Brief 31*. The Relocation and Rehabilitation Plan shall be reviewed and approved by the project building official prior to its implementation. Upon relocation of the hangars to the new site, any maintenance, repair, stabilization, rehabilitation, preservation, conservation, or reconstruction work performed in conjunction with the relocation of the hangars shall be undertaken in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Properties. In addition, a plaque describing the date of the move and the original location shall be placed in a visible location on each of the hangars. The removal, storage, relocation and rehabilitation process shall be monitored by a qualified historic preservation consultant at key intervals to ensure conformance with the			

SOUTHWEST QUADRANT FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Standards and NPS guidelines. The preservation consultant shall also be available to provide technical expertise to reduce potential impacts to historical resources from unforeseen circumstances.			
Mitigation Measure SW QUAD FULL-CULT-4C Prior to the issuance of a relocation permit for the Hangar 2, a recordation document in accordance with Historic American Buildings Survey (HABS) Level II requirements shall be completed for the existing buildings. The HABS document shall be prepared by a qualified architectural historian or historic preservation professional. This document shall include a historical narrative on the architectural and historical importance of Hangar 2, and record the existing appearance of Hangar 2 in professional large format HABS photographs. The building exteriors, representative interior spaces, character-defining features, as well as the setting and contextual views shall be documented. All documentation components shall be completed in accordance with the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation (HABS standards). Original archivally-sound copies of the report shall be submitted to the HABS collection at the Library of Congress, and SCCIC, California State University, Fullerton, CA. Non-archival copies will be distributed to the City of Burbank and Burbank Public Library. In addition, any existing and available design and/or as-built drawings shall be compiled, reproduced, and incorporated into the recordation document.	Prior to the start of relocation	Authority	

SOUTHWEST QUADRANT FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Mitigation Measure SW QUAD FULL-CULT-4D A permanent metal plaque will be affixed to the primary elevation of the relocated Hangar 2 or a marker will be imbedded in the pavement in front of the relocated Hangar 2, which briefly explains the relocation of the hangar and its original site.	After relocation	Authority	
Geology and Soils			
None warranted.			
Greenhouse Gas Emissions			
None warranted.			
Hazards and Hazardous Materials			
Mitigation Measure SW QUAD FULL-HAZ-1A The removal of ACMs would be subject to SCAQMD and Cal-OSHA requirements to ensure proper handling, notification, and disposal and would be performed by a licensed asbestos abatement contractor Prior to any interior demolition or renovation within the buildings containing ACMs, an Asbestos Operations and Management Plan (Asbestos O&M Plan) would be implemented to manage in place any ACMs during demolition activities. The Asbestos O&M Plan would address building cleaning, maintenance, renovation, and general operation procedures to minimize exposure to asbestos. An asbestos survey would be performed prior to demolition. The survey would include the inspection, identification and quantification of all friable and Class I and Class II non-friable asbestos containing materials and physical samplings. Removal procedures could include; HEPA filtration, glovebag, adequate wetting, dry	Prior to the start of construction During construction	Authority	

SOUTHWEST QUADRANT FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
removal or another approved alternative. All ACWM would be collected and placed in transparent, leak-tight containers or wrapping. All ACWM would be contained in leak tight containers, labeled appropriately, transported and disposed of in accordance with applicable rules and regulations.			
Mitigation Measure SW QUAD FULL-HAZ-1B Prior to demolition activities involving any areas known to contain lead-based paint, the Project applicant would follow all procedural requirements and regulations for its proper removal and disposal. The removal of LBP would be subject to Cal-OSHA requirements to ensure proper handling, notification, and monitoring and would be performed by a licensed LBP abatement contractor. All trucks transporting lead-based waste would be covered or enclosed. All lead-based waste material would be contained properly, labeled appropriately, transported and disposed of in accordance with applicable rules and regulations.	Prior to the start of construction During construction	Authority	
Hydrology and Water Quality			
Mitigation Measure SW QUAD FULL-HYDRO-1 No mitigation is warranted with adherence to PROJECT DESIGN FEATURES HYDRO-1 and HYDRO-2.	PDF-HYRDO-1: Immediately for the preparation of the final design PDF-HYDRO-2: Prior to the start of construction	Authority	

SOUTHWEST QUADRANT FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Mitigation Measure SW QUAD FULL-HYDRO-2 No mitigation is warranted with adherence to PROJECT DESIGN FEATURES HYDRO-1 and HYDRO-2.	PDF-HYRDO-1: Immediately for the preparation of the final design PDF-HYDRO-2: Prior to the start of construction	Authority	
Mitigation Measure SW QUAD FULL-HYDRO-3 No mitigation is warranted with adherence to PROJECT DESIGN FEATURE HYDRO-1.	PDF-HYRDO-1: Immediately for the preparation of the final design	Authority	
Mitigation Measure SW QUAD FULL-HYDRO-4: No mitigation is warranted with adherence to PROJECT DESIGN FEATURE HYDRO-1.	PDF-HYRDO-1: Immediately for the preparation of the final design	Authority	
Mitigation Measure SW QUAD FULL-HYDRO-5 No mitigation is warranted with adherence to PROJECT DESIGN FEATURES HYDRO-1 and HYDRO-2.	PDF-HYRDO-1: Immediately for the preparation of the final design PDF-HYDRO-2: Prior to the start of construction	Authority	
Mitigation Measure SW QUAD FULL-HYDRO-6 No mitigation is warranted with adherence to PROJECT DESIGN FEATURES HYDRO-1 and HYDRO-2.	PDF-HYRDO-1: Immediately for the preparation of the final design PDF-HYDRO-2: Prior to the start of construction	Authority	

SOUTHWEST QUADRANT FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Mitigation Measure SW QUAD FULL-HYDRO-9 No mitigation is warranted with adherence to PROJECT DESIGN FEATURES HYDRO-1 and HYDRO-2.	PDF-HYRDO-1: Immediately for the preparation of the final design PDF-HYDRO-2: Prior to the start of construction	Authority	
Land Use and Planning			
None warranted.			
Mineral Resources			
None warranted.			
Noise			
Mitigation Measure SW QUAD FULL-NOISE-1 The Authority would require the use of less-intensive equipment for pavement removal and construction in the area near Hangar 1, such as the hand chisel and concrete saw.	During construction	Authority	
Population and Housing			
None warranted.			
Public Services			
None warranted.			
Recreation			
None warranted.			

SOUTHWEST QUADRANT FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Transportation and Traffic			
Mitigation Measure SW QUAD FULL-TRANS-2 The intersection of Hollywood Way and San Fernando Boulevard Ramps could be fully mitigated by reconfiguring the intersection with traffic signal control and adding a second eastbound right-turn lane. The traffic signal control could be limited to the southbound side of Hollywood Way, as there is a raised median dividing the northbound and southbound sides of Hollywood Way and the northbound side does not have any conflicting vehicle movements. As part of the improvement, the Hollywood Way southbound ramp from San Fernando Boulevard would remain two lanes for its entire length rather than merging to one before reaching Hollywood Way, and would be realigned within the existing right-of-way to approach Hollywood Way at a 90-degree angle.	Prior to the opening and operation of the replacement passenger terminal	City of Burbank Authority	
Mitigation Measure SW QUAD FULL-TRANS-6 A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, would be prepared and submitted to the City for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the project site, and may include, but not be limited to, the following elements, as appropriate:	Prior to the start of construction	Authority	

SOUTHWEST QUADRANT FULL-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
• Adequate parking would be provided for construction workers at all time, and construction workers would be prohibited from parking on nearby residential streets; if remote parking is used, shuttles would be provided to take workers to and from the construction site. • Temporary traffic control would be provided during any construction activities adjacent to public rights-of-way to improve safety and traffic flow on public roadways. • Construction activities would be scheduled to reduce the effect of worker traffic on surrounding arterial streets during peak hours. • Construction-related vehicles would not park on surrounding public streets. • Construction-related deliveries, haul trips, etc., would be scheduled so as to occur outside the commuter peak hours to the extent feasible. • Haul and delivery vehicles would be routed to reduce travel on congested streets and to avoid residential areas.			
Utilities and Service Systems			
None warranted.			

SOUTHWEST QUADRANT SAME-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**

SOUTHWEST QUADRANT SAME-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Aesthetics			
Mitigation Measure SW QUAD SAME-AESTH-2 Hangar 2 would be moved to another location on Airport property. A Relocation and Rehabilitation Plan shall be commissioned by the Authority and developed by a qualified historic preservation consultant. The Plan shall include relocation methodology recommended by the National Park Service (NPS). The Plan shall include an assessment of the condition of Hangar 2 by a qualified engineer, and a shoring plan for relocation and storage, and relocation to the final site. If temporary storage is required, the storage conditions should closely follow the recommendations of *NPS Preservation Brief 31: Mothballing Historic Buildings* with regard to recommendations for structural stabilization, pest control, protection against vandalism, fire, and moisture, adequate ventilation which should be applied to the hangars at the temporary storage location to ensure the safety of the building during storage. A periodic maintenance and monitoring plan shall also be included in the Plan and implemented during the storage period in accordance with the guidance outlined in *NPS Preservation Brief 31*. The Relocation and Rehabilitation Plan shall be reviewed and approved by the City of Burbank prior to its implementation. Upon relocation of Hangar 2 to the new site, any maintenance, repair, stabilization, rehabilitation, preservation, conservation, or reconstruction work performed in conjunction with the relocation of the hangars shall be undertaken in a manner consistent with	Prior to the start of relocation During relocation After relocation	Authority	

SOUTHWEST QUADRANT SAME-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Properties. In addition, a plaque describing the date of the move and the original location shall be placed in a visible location on Hangar 2. The removal, storage, relocation and rehabilitation process shall be monitored by a qualified historic preservation consultant at key intervals to ensure conformance with the Standards and NPS guidelines. The preservation consultant shall also be available to provide technical expertise to reduce potential impacts to historical resources from unforeseen circumstances.			
Agricultural and Forestry Resources			
None warranted.			
Air Quality			
Mitigation Measure SW QUAD SAME-AIR-3 Regional emissions of VOC and NOX would exceed the SCAQMD threshold due to the increased emissions from aircraft LTOs and taxiing. The increase in aircraft LTOs and taxiing would occur with or without implementation of the project under the future No Project condition. In addition, emissions associated with aircraft are under the jurisdiction of the FAA. The Authority has no ability to regulate aircraft emissions. The project would implement PDF-AIR-1 to minimize emissions associated with building energy use and mobile sources.	Immediately for the preparation of the final design During construction After construction During operation of the replacement passenger terminal	Authority	

SOUTHWEST QUADRANT SAME-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Mitigation Measure SW QUAD SAME-AIR-4 Regional emissions of VOC and NOX would exceed the SCAQMD threshold due to the increased emissions from aircraft LTOs and taxiing. The increase in aircraft LTOs and taxiing would occur with or without implementation of the project under the future No Project condition. In addition, emissions associated with aircraft are under the jurisdiction of the FAA. The Authority has no ability to regulate aircraft emissions. The project would implement PDF-AIR-1 to minimize emissions associated with building energy use and mobile sources.	Immediately for the preparation of the final design During construction After construction During operation of the replacement passenger terminal	Authority	
Mitigation Measure SW QUAD SAME-AIR-7 Operational TAC impacts would exceed the SCAQMD threshold due to the relocation of emissions sources such as aircraft taxiing, GSE, and auxiliary power units. Emissions associated with aircraft are under the jurisdiction of the FAA. The Authority has no ability to regulate aircraft emissions. The Authority would implement the following mitigation measure to reduce GSE-related TAC emissions. The Authority would require the installation of commercially available diesel particulate matter filters (DPFs) for those classes and categories of GSE that CARB has verified that DPFs are technically feasible and do not pose safety or reliability problem. This measure does not apply to specific GSE if it is scheduled to be replaced or converted within 36 months after the opening of the replacement terminal to meet the USEPA Tier 3 standards or better or the Zero Emissions Vehicle (ZEV) standard as set forth in the California Exhaust Emission Standards and	After construction During operation of the replacement passenger terminal	Authority	

SOUTHWEST QUADRANT SAME-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Test Procedures for 2003 and Subsequent Model Zero-Emission Vehicles, and 2001 and Subsequent Model Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes or is certified to meet applicable ZEV standards in Title 13 of the California Code of Regulations. This measure does not apply to specific GSE if it operates for less than 200 hours per year.			
Mitigation Measure SW QUAD SAME-AIR-9 Regional emissions of VOC and NOX would exceed the SCAQMD threshold due to the increased emissions from aircraft LTOs and taxiing. The increase in aircraft LTOs and taxiing would occur with or without implementation of the project under the future No Project condition. In addition, emissions associated with aircraft are under the jurisdiction of the FAA. The Authority has no ability to regulate aircraft emissions. The project would implement PDF-AIR-1 to minimize emissions associated with building energy use and mobile sources.	Immediately for the preparation of the final design During construction After construction During operation of the replacement passenger terminal	Authority	
Biological Resources			
Mitigation Measure SW QUAD SAME-BIO-4 The Authority and its contractors will avoid vegetation removal, clearing, and/or grubbing during the avian nesting season (February 15 to August 31). However, if removal, clearing, and/or grubbing must take place during the nesting season, a qualified biologist will conduct a nesting bird survey within three days before vegetation clearing activities. If any active nests are detected, the biologist will delineate and flag a buffer of	During construction	Authority	

SOUTHWEST QUADRANT SAME-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
300 feet (500 feet for raptors) around the nest, and the construction contractors shall not engage in construction activities within this buffer zone until the nesting cycle is complete. The buffer may be modified and/or other recommendations proposed, as determined appropriate by the biological monitor, to minimize impacts. The biologist will provide a written summary of the nesting bird survey within three days of survey completion.			
Mitigation Measure SW QUAD SAME-BIO-5 In accordance with Section 7-4-111 of the Burbank Municipal Code, the Authority would coordinate any street tree removal with the director of the Park, Recreation & Community Services department. Any street tree removed will be replaced with a tree of the nearest size available, of a species and in the location to be determined by the director.	Prior to the start of construction	Authority	
Cultural Resources			
Mitigation Measure SW QUAD SAME-CULT-1A A qualified archaeologist shall be retained to develop and implement an archaeological monitoring program for construction excavations that would encounter younger Holocene-age native soils. The archaeologist shall attend a pre-grading/excavation meeting to discuss an archaeological monitoring program. The qualified archaeologist shall supervise an archaeological monitor who shall be present during construction excavations (e.g., demolition, grading, trenching, or clearing/grubbing) into non-fill Holocene-aged native soils that are located underneath surface parking lots.	Prior to the start of construction During construction	Authority	

SOUTHWEST QUADRANT SAME-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus artificial fill soils and/or older versus younger alluvial soils), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring can be reduced to part-time inspections or ceased entirely if determined adequate by the archaeologist.			
Mitigation Measure SW QUAD SAME-CULT-1B In the event that historic or prehistoric archaeological resources (e.g., bottles, foundations, refuse dumps, Native American artifacts or features, etc.) are unearthed during ground-disturbing activities, the Authority shall halt or redirect ground-disturbing activities away from the vicinity of the find so that the find can be evaluated by a qualified archaeologist. A buffer area of at least 25 feet shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by project construction activities shall be evaluated by an archaeologist. The Authority shall coordinate with the archaeologist and the project building official to develop an appropriate treatment plan for the resources if they are determined to be potentially eligible for the California Register or potentially qualify as unique archaeological resources pursuant to CEQA. Preservation in place (i.e., avoidance) shall be considered as a treatment measure first. If preservation in place is not feasible, treatment may include the implementation of	During construction After construction	Authority	

SOUTHWEST QUADRANT SAME-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
archaeological data recovery excavations to remove the resource from the project site along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a Burbank school or historical society for educational purposes. The archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of treatment and/or the any follow-up archaeological construction monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources. The report and the Site Forms shall be submitted to the Authority, the SCCIC, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.			
Mitigation Measure SW QUAD SAME-CULT-1C If human remains are encountered unexpectedly during implementation of the proposed project, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner	During construction	Authority	

SOUTHWEST QUADRANT SAME-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
has made the necessary findings as to origin and disposition pursuant to California Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the Authority, inspect the site of the discovery of the Native American remains and may recommend to the Authority or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the Authority to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the Authority shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the Authority has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The Authority shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.			

SOUTHWEST QUADRANT SAME-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Whenever the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the Authority rejects the recommendation of the descendants and the mediation provided for in subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the Authority, the Authority shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.			
Mitigation Measure SW QUAD SAME-CULT-2A A qualified paleontologist shall be retained to develop and implement a paleontological monitoring program for construction excavations that would encounter the fossiliferous older Quaternary alluvium deposits. The paleontologist shall attend a pre-grading/excavation meeting to discuss a paleontological monitoring program. A qualified paleontologist is defined as a paleontologist meeting the criteria established by the Society for Vertebrate Paleontology. The qualified paleontologist shall supervise a paleontological monitor who shall be present during construction excavations into non-fill older Quaternary alluvium. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. The frequency of monitoring inspections shall be determined by the paleontologist and shall be based on the rate of excavation and grading activities, the materials being excavated (native vs. fill soils; younger vs. older	Prior to the start of construction During construction	Authority	

SOUTHWEST QUADRANT SAME-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Quaternary alluvium), and the depth of excavation, and if found, the abundance and type of fossils encountered. Full-time monitoring can be reduced to part-time inspections, or ceased entirely, if determined adequate by the paleontologist.			
Mitigation Measure SW QUAD SAME-CULT-2B If a potential fossil is found, the paleontological monitor shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation of the discovery. A buffer area of at least 25 feet, or larger as determined by the paleontologist shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. At the paleontologist's discretion, and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing and evaluation. If preservation in place is not feasible, the paleontologist shall implement a paleontological salvage program to remove the resources form the project site. Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are submitted to their final repository. Any fossils collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they shall be donated to a local school in the area for educational purposes.	During construction	Authority	

SOUTHWEST QUADRANT SAME-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Accompanying notes, maps, and photographs shall also be filed at the repository and/or school.			
Mitigation Measure SW QUAD SAME-CULT-2C The paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the Authority to the Natural History Museum of Los Angeles County, and other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.	After construction	Authority	
Mitigation Measure SW QUAD SAME-CULT-3 The implementation of Mitigation Measures SW QUAD SAME-CULT-1A, 1B, 1C, 2A, 2B, and 2C also would apply to the discovery of any previously unknown tribal cultural resource.	Prior to the start of construction During construction After construction	Authority	
Mitigation Measure SW QUAD SAME-CULT-4A If Hangar 1 is reused as an air cargo building, or other owner or tenant improvements are proposed that have the potential to materially impair the historical significance of Hangar 1, the improvements shall be designed and undertaken to comply with the Standards. Prior to designing or implementing owner or tenant improvements that have the potential to alter the identified significant character defining features of the building, the owner or tenant, as appropriate, shall engage a qualified preservation consultant to review the	Prior to the start of construction	Authority	

SOUTHWEST QUADRANT SAME-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
proposed improvements and the compatibility of new design and construction components with retained historic features. A qualified preservation consultant is an architectural historian, historic architect, or historic preservation professional who satisfies the Secretary of the Interior's Professional Qualification Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61, and has at least 10 years' experience in reviewing architectural plans for conformance to the Secretary's Standards and Guidelines. The preservation consultant shall review the final project plans for conformance to the Secretary of the Interior's Standards and prepare a memorandum commenting on the projects adherence to the Standards and pertinent preservation recommendations, if any. The memorandum shall be submitted to the City's Community Development Department for review and approval prior to project approval or issuance of a building permit, if any. The owner or tenant shall undertake and complete construction in a manner consistent with the preservation consultant's and City's recommendations, and the preservation consultant shall complete and submit a monitoring report to the City at project completion to ensure that the proposed project meets the Standards to the degree feasible and does not materially impair the historical significance of Hangar 1.			
Mitigation Measure SW QUAD SAME-CULT-4B (SW QUAD SAME-AESTH-2) Hangar 2 would be moved to the Northwest Quadrant of the Airport. A Relocation and Rehabilitation Plan shall be	Prior to relocation During relocation	Authority	

SOUTHWEST QUADRANT SAME-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
commissioned by the Authority and developed by a qualified historic preservation consultant. The Plan shall include relocation methodology recommended by the National Park Service (NPS), which are outlined in the booklet entitled "Moving Historic Buildings," by John Obed Curtis (1979). The Plan shall include an assessment of the condition of both hangars by a qualified engineer, and a shoring plan for relocation and storage, and relocation to the final site. If temporary storage is required, the storage conditions should closely follow the recommendations of NPS Preservation Brief 31: Mothballing Historic Buildings with regard to recommendations for structural stabilization, pest control, protection against vandalism, fire, and moisture, adequate ventilation which should be applied to the hangars at the temporary storage location to ensure the safety of the building during storage. A periodic maintenance and monitoring plan shall also be included in the Plan and implemented during the storage period in accordance with the guidance outlined in NPS Preservation Brief 31. The Relocation and Rehabilitation Plan shall be reviewed and approved by the project building official prior to its implementation. Upon relocation of the hangars to the new site, any maintenance, repair, stabilization, rehabilitation, preservation, conservation, or reconstruction work performed in conjunction with the relocation of the hangars shall be undertaken in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for	After relocation		

SOUTHWEST QUADRANT SAME-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Preserving, Rehabilitating, Restoring, and Reconstructing Historic Properties. In addition, a plaque describing the date of the move and the original location shall be placed in a visible location on each of the hangars. The removal, storage, relocation and rehabilitation process shall be monitored by a qualified historic preservation consultant at key intervals to ensure conformance with the Standards and NPS guidelines. The preservation consultant shall also be available to provide technical expertise to reduce potential impacts to historical resources from unforeseen circumstances.			
Mitigation Measure SW QUAD SAME-CULT-4C Prior to the issuance of a relocation permit for the Hangar 2, a recordation document in accordance with Historic American Buildings Survey (HABS) Level II requirements shall be completed for the existing buildings. The HABS document shall be prepared by a qualified architectural historian or historic preservation professional. This document shall include a historical narrative on the architectural and historical importance of Hangar 2, and record the existing appearance of Hangar 2 in professional large format HABS photographs. The building exteriors, representative interior spaces, character-defining features, as well as the setting and contextual views shall be documented. All documentation components shall be completed in accordance with the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation (HABS standards). Original archivally-sound copies of the report shall be submitted to the	Prior to the start of relocation	Authority	

SOUTHWEST QUADRANT SAME-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
HABS collection at the Library of Congress, and SCCIC, California State University, Fullerton, CA. Non-archival copies will be distributed to the City of Burbank and Burbank Public Library. In addition, any existing and available design and/or as-built drawings shall be compiled, reproduced, and incorporated into the recordation document.			
Mitigation Measure SW QUAD SAME-CULT-4D A permanent metal plaque will be affixed to the primary elevation of the relocated Hangar 2 or a marker will be imbedded in the pavement in front of the relocated Hangar 2, which briefly explains the relocation of the hangar and its original site.	After relocation	Authority	
Geology and Soils			
None warranted.			
Greenhouse Gas Emissions			
None warranted.			
Hazards and Hazardous Materials			
Mitigation Measure SW QUAD SAME-HAZ-1A The removal of ACMs would be subject to SCAQMD and Cal-OSHA requirements to ensure proper handling, notification, and disposal and would be performed by a licensed asbestos abatement contractor Prior to any interior demolition or renovation within the buildings containing ACMs, an Asbestos Operations and Management Plan (Asbestos O&M Plan) would be implemented to manage in place any ACMs during	Prior to the start of construction During construction	Authority	

SOUTHWEST QUADRANT SAME-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
demolition activities. The Asbestos O&M Plan would address building cleaning, maintenance, renovation, and general operation procedures to minimize exposure to asbestos. An asbestos survey would be performed prior to demolition. The survey would include the inspection, identification and quantification of all friable and Class I and Class II non-friable asbestos containing materials and physical samplings. Removal procedures could include; HEPA filtration, glovebag, adequate wetting, dry removal or another approved alternative. All ACWM would be collected and placed in transparent, leak-tight containers or wrapping. All ACWM would be contained in leak tight containers, labeled appropriately, transported and disposed of in accordance with applicable rules and regulations.			
Mitigation Measure SW QUAD SAME-HAZ-1B Prior to demolition activities involving any areas known to contain lead-based paint, the Project applicant would follow all procedural requirements and regulations for its proper removal and disposal. The removal of LBP would be subject to Cal-OSHA requirements to ensure proper handling, notification, and monitoring and would be performed by a licensed LBP abatement contractor. All trucks transporting lead-based waste would be covered or enclosed. All lead-based waste material would be contained properly, labeled appropriately, transported and disposed of in accordance with applicable rules and regulations.	Prior to the start of demolition During demolition	Authority	

SOUTHWEST QUADRANT SAME-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Hydrology and Water Quality			
Mitigation Measure SW QUAD SAME-HYDRO-1 No mitigation is warranted with adherence to PROJECT DESIGN FEATURES HYDRO-1 and HYDRO-2.	PDF-HYRDO-1: Immediately for the preparation of the final design PDF-HYDRO-2: Prior to the start of construction	Authority	
Mitigation Measure SW QUAD SAME-HYDRO-2 No mitigation is warranted with adherence to PROJECT DESIGN FEATURES HYDRO-1 and HYDRO-2.	PDF-HYRDO-1: Immediately for the preparation of the final design PDF-HYDRO-2: Prior to the start of construction	Authority	
Mitigation Measure SW QUAD SAME-HYDRO-3 No mitigation is warranted with adherence to PROJECT DESIGN FEATURE HYDRO-1.	PDF-HYRDO-1: Immediately for the preparation of the final design	Authority	
Mitigation Measure SW QUAD SAME-HYDRO-4: No mitigation is warranted with adherence to PROJECT DESIGN FEATURE HYDRO-1.	PDF-HYRDO-1: Immediately for the preparation of the final design	Authority	
Mitigation Measure SW QUAD SAME-HYDRO-5 No mitigation is warranted with adherence to PROJECT DESIGN FEATURES HYDRO-1 and HYDRO-2.	PDF-HYRDO-1: Immediately for the preparation of the final design PDF-HYDRO-2: Prior to the start of construction	Authority	

SOUTHWEST QUADRANT SAME-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Mitigation Measure SW QUAD SAME-HYDRO-6 No mitigation is warranted with adherence to PROJECT DESIGN FEATURES HYDRO-1 and HYDRO-2.	PDF-HYRDO-1: Immediately for the preparation of the final design PDF-HYDRO-2: Prior to the start of construction	Authority	
Mitigation Measure SW QUAD SAME-HYDRO-9 No mitigation is warranted with adherence to PROJECT DESIGN FEATURES HYDRO-1 and HYDRO-2.	PDF-HYRDO-1: Immediately for the preparation of the final design PDF-HYDRO-2: Prior to the start of construction	Authority	
Land Use and Planning			
None warranted.			
Mineral Resources			
None warranted.			
Noise			
Mitigation Measure SW QUAD SAME-NOISE-1 The Authority would require the use of less-intensive equipment for pavement removal and construction in the area near Hangar 1, such as a hand chisel and concrete saw.	During construction	Authority	
Population and Housing			
None warranted.			

SOUTHWEST QUADRANT SAME-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
Public Services			
None warranted.			
Recreation			
None warranted.			
Transportation and Traffic			
Mitigation Measure SW QUAD SAME-TRANS-6 A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, would be prepared and submitted to the City for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the project site, and may include, but not be limited to, the following elements, as appropriate: • Adequate parking would be provided for construction workers at all time, and construction workers would be prohibited from parking on nearby residential streets; if remote parking is used, shuttles would be provided to take workers to and from the construction site. • Temporary traffic control would be provided during any construction activities adjacent to public rights-of-way to improve safety and traffic flow on public roadways.	Prior to the start of construction	Authority	

SOUTHWEST QUADRANT SAME-SIZE TERMINAL OPTION			
Mitigation Measure	**Mitigation Monitoring Timing**	**Responsible Monitoring Entity**	**Verification and Compliance Notes**
• Construction activities would be scheduled to reduce the effect of worker traffic on surrounding arterial streets during peak hours. • Construction-related vehicles would not park on surrounding public streets. • Construction-related deliveries, haul trips, etc., would be scheduled so as to occur outside the commuter peak hours to the extent feasible. • Haul and delivery vehicles would be routed to reduce travel on congested streets and to avoid residential areas.			
Utilities and Service Systems			
None warranted.			

APPENDIX Q
PROJECT DESIGN FEATURES

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Q.1 INTRODUCTION

This appendix describes Project Design Features (PDFs) associated with the EIR. PDFs are not mitigation measures, but rather features the Authority has committed to building into the replacement terminal project that will help further reduce potential environmental effects.

Q.2 PROJECT DESIGN FEATURES MATRIX

The Project Design Features matrix below includes the following sections:

- **Timing.** This column identifies the PDF specified within the EIR that would reduce potentially significant environmental effects.
- **Responsible Entity.** This column specifies the entity responsible for ensuring the PDF is implemented.
- **Notes.** This section will allow for the signature of the responsible entity and date when a PDF milestone has been reached.

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PROJECT DESIGN FEATURES			
Project Design Feature	**Timing**	**Responsible Entity**	**Notes**
Aesthetics			
PDF-AES-1: All outdoor lighting for individual buildings, other than signs, would be limited to lighting required for safety, security, low-level architectural illumination, and landscaping. The Authority would comply with all applicable rules/regulations of the FAA, the California Division of Aeronautics, and the Los Angeles County Airport Comprehensive Land Use Plan pertaining to lighting and glare control. Specific features would include the following: • Use high-cutoff and/or shielded light fixtures that shall direct light downward (i.e., not allow illumination above the horizontal). • LED or bulb colors would be installed that cannot be confused with airfield lighting, navigational aids, or other airfield operational lighting. • Except for FAA-required lighting, no other flashing or strobing lighting directed upward into the sky would be included. • Glare within the property of the Airport would be minimized to the maximum extent feasible primarily for the safety of arrival and departure of aircraft.	Prior to the start of construction and during design During construction After construction	Authority	
Agricultural and Forestry Resources			
None.			

PROJECT DESIGN FEATURES			
Project Design Feature	**Timing**	**Responsible Entity**	**Notes**
Air Quality			
PDF-AIR-1: GREEN BUILDING MEASURES The Authority would design and operate the replacement passenger terminal to meet or exceed the applicable green building, energy, water, and waste requirements of the State of California Green Building Standards Code and the City of Burbank GGRP. Green building measures would include, but are not limited to the following: • The Airport would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of nonhazardous construction debris. • The Airport would be constructed with materials, equivalent in performance to virgin materials with a total (combined) recycled content value (RCV) of 10 percent or more of the total material cost of the Airport. • The Airport would design and operate the replacement passenger terminal to meet or exceed the Title 24, Part 11 (CALGreen) Tier 1 standards and would optimize energy performance and reduce building energy cost by at least 15 percent for new commercial construction compared to the Title 24, Part 6 standards. • The Airport would optimize energy performance and reduce building energy cost by installing energy efficient commercial appliances that meet the USEPA ENERGY STAR rating standards or equivalent. • The Airport would design the replacement passenger terminal to reduce its contribution to the urban heat island effect by using roofing materials with a minimum	During design During construction Post construction and operation of the replacement terminal	Authority	

PROJECT DESIGN FEATURES			
Project Design Feature	**Timing**	**Responsible Entity**	**Notes**
• aged solar reflectance and thermal emittance or a minimum aged Solar Reflective Index (SRI) that meets or exceeds the Title 24, Part 11 (CALGreen) Tier 1 standards. • The Airport would design the replacement passenger terminal with solar-ready rooftops that are pre-wired for the installation of on-site solar photovoltaic (PV) or solar water heating (SWH) systems. • The Airport would include double-paned windows to keep heat out during summer months and keep heat inside during winter months; • The Airport would reduce indoor potable water use within the replacement passenger terminal by installing water fixtures that exceed applicable standards. The reduction in indoor potable water would be achieved through the installation of high-efficiency water faucets, high efficiency toilets, flushless urinals, and other similar means; • The Airport would reduce outdoor potable water use associated with the replacement passenger terminal landscaping as per the Title 24, Part 11 (CALGreen) Tier 1 standards by installing water-efficient irrigation systems, planting native or drought-tolerant plant species, using recycled water, or other similar means. • The Airport would provide recycling collection bins within appropriate publicly accessible locations of the replacement passenger terminal;			

PROJECT DESIGN FEATURES			
Project Design Feature	**Timing**	**Responsible Entity**	**Notes**
• The Airport would design and operate the replacement passenger terminal such that mechanically ventilated areas would utilize air filtration media for outside and return air prior to occupancy that provides at least a Minimum Efficiency Reporting Value (MERV) of 11. • To encourage employee carpooling and the use of low-emitting or fuel-efficient vehicles by employees, the Authority would designate a minimum of 10 percent of the onsite employee parking for carpool and/or low-emitting or fuel-efficient vehicles. To encourage public transportation use by the Authority employees, the Authority shall provide incentives, such as discounted public transportation passes. • The Authority will pre-wire, or install conduit and panel capacity for, electric vehicle charging stations for a minimum of five (5) percent of onsite relocated parking spaces, of which 50 spaces would be installed with electric vehicle charging stations upon opening of the replacement passenger terminal. • The replacement terminal gates shall be designed with electric infrastructure to allow for aircraft and ground support equipment to utilize electric power. New hangars would be designed to include electric infrastructure to provide the ability for aircraft in the hangars to use electricity. • The Authority would provide incentives to encourage the use of public transportation by Authority employees.			

PROJECT DESIGN FEATURES			
Project Design Feature	**Timing**	**Responsible Entity**	**Notes**
• The Authority would require the use of electric lawn mowers and leaf blowers during landscaping activities. • The Authority would require the use of electric or alternatively-fueled sweeper with HEPA filters for roadways and parking structures.			
PDF-AIR-2: CONSTRUCTION MEASURES The Authority shall require construction contractor(s) to utilize off-road diesel-powered construction equipment that meets or exceeds the CARB and USEPA Tier 3 off-road emissions standard with Level 3 diesel particular filters for equipment rated at 100 hp or greater during Airport construction. To the extent possible, pole power will be made available for use with electric tools, equipment, lighting, etc. These requirements shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment. The Authority shall encourage construction contractors to apply for SCAQMD "SOON" funds, which provides funds to accelerate the clean-up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: http://www.aqmd.gov/tao/Implementation/SOONProgram.htm.	Project bid documents During construction	Authority Contractor	

PROJECT DESIGN FEATURES			
Project Design Feature	**Timing**	**Responsible Entity**	**Notes**
Biological Resources			
None.			
Cultural Resources			
None.			
Geology and Soils			
None.			
Greenhouse Gas Emissions			
See Air Quality Project Design Features.			
Hazards and Hazardous Materials			
PDF-HAZ-1 The proposed project would implement fugitive dust control measures consistent with SCAQMD rules and regulations. The dust control measures would consist of various elements including: proper maintenance and watering of internal haul roads; water spraying of soil excavated and placed for cover or soil reconsolidation; applying water on intermediate soil cover areas; and seeding/planting vegetation on the completed protective cap. Water used for this purpose would most likely be recycled water. In addition, to water, other approved fugitive dust control measures could be used, such as Soil-Sement® or foam. This project design feature is consistent with SCAQMD Rule 403 requirements (see also **Section 3.4**).	During construction	Contractor	

PROJECT DESIGN FEATURES			
Project Design Feature	**Timing**	**Responsible Entity**	**Notes**
PDF-HAZ-2 The proposed project would comply with applicable SCAQMD rules that govern the control of air pollutant emissions from the Airport, including SCAQMD Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil. This would include the following: • Submit a Mitigation Plan to minimize VOC emissions during excavation, grading, handling and treatment of VOC contaminated soil in accordance with Attachment A of SCAQMD Rule 1166, and obtain approval from the SCAQMD. A copy of the approved plan must be on-site during the entire excavation period. Then plan specifies what to do if contaminated soils are encountered. If vapors are encountered during excavation, then soils would be monitored for VOC contaminated soils by recording concentrations every 15 minutes. If contaminated, soils would be segregated from non-contaminated soils. Contaminated soils would be sprayed with water and/or approved vapor suppressant and covered with plastic sheeting for all periods of inactivity lasting more than an hour. Daily inspections of contaminated soil would occur until soils are treated or removed. If treating soil onsite, a permit to construct and operate the treatment equipment would be obtained. Treatment options could include; an underground VOC collection and disposal system prior to excavation, or a collection and disposal of the VOC from the excavated soil using approved equipment. If	Project bid documents During construction Post construction	Authority Contractor	

PROJECT DESIGN FEATURES			
Project Design Feature	**Timing**	**Responsible Entity**	**Notes**
transporting the soil off-site for disposal, trucks must be tarped and the exterior of the truck, trailer and tires would be cleaned off prior to the truck leaving the site. • Monitor for the presence of VOC, and implement the approved mitigation plan when VOC-contaminated soil, as defined in Rule 1166, is detected. • If required, obtain a SCAQMD Permit for Project activities, and provide a copy of said Permit to the DTSC.			
PDF-HAZ-3 Prior to leaving the Airport, each haul truck, and other delivery trucks that come in contact with Airport waste, would be inspected and put through procedures as necessary to remove loose debris from tire wells and on the truck exterior. Haul truck operators (drivers) would be required to have the proper training and registration by the State and as applicable to the material they would be hauling. Trucks transporting hazardous waste are required to maintain a hazardous waste manifest that describes the content of the materials.	During construciton	Contractor	
PDF-HAZ-4 The final design of the replacement passenger terminal shall include necessary consideration of vapor intrusion strategies and/or technologies, as warranted, based upon a refined review of existing soil gas survey data and relevant data collected during construction in accordance with SCAQMD Rule 1166 (PDF-HAZ-2) and PDF-HYDRO-2.	During design	Authority	

PROJECT DESIGN FEATURES			
Project Design Feature	**Timing**	**Responsible Entity**	**Notes**
Hydrology and Water Quality			
PDF-HYDRO-1: LOW IMPACT DEVELOPMENT PLAN Prior to final design of the Adjacent Property Full-Size Terminal Option, Southwest Quadrant Full-Size Terminal Option, or Southwest Quadrant Same-Size Terminal Option, a Low Impact Development Plan would be developed by the Authority and submitted to the City of Burbank Community Development Director for approval. The LID Plan is required because the replacement terminal project is classified as a "Planning Priority Project" per the BMC and must comply with requirements of Section 9-3-413. The adjacent property and southwest quadrant sites will result in an alteration to 50-percent or more of the impervious surfaces of a previously existing development which was not subject to post-construction storm water quality control requirements. Therefore, all storm water runoff generated at these two locations must be treated. At the northeast quadrant site, less than 50-percent of the impervious surfaces of a previous development not subject to post-construction storm water quality control requirements will be altered. Therefore, only the area that is altered must be treated. The LID Plan would be designed to control pollutants, pollutant loads, and runoff volumes to the maximum extent feasible by minimizing impervious surface areas and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest and use. The LID plan will detail how the project will comply with retaining storm water runoff onsite for the storm water quality design volume (SWQDv)	During deisgn	Authority	

PROJECT DESIGN FEATURES			
Project Design Feature	**Timing**	**Responsible Entity**	**Notes**
and minimizing hydromodification impacts to the natural drainage systems. If 100-percent onsite retention of the SWQDv is technically infeasible, partially or fully, the infeasibility will be demonstrated in the LID Plan submitted for approval. Technically infeasible reasons could include; brownfield development sites or other locations where pollutant mobilization is a document concern, smart growth and infill or redevelopment locations where the density and/or nature of the project would create significant difficulty for compliance with the on-site volume retention requirements. If partial or complete onsite retention is technically infeasible, the project site may biofiltrtre 1.5 times the portion of the remaining SWQDv that is not reliably retained onsite or alternatively off-site infiltration may be available. The remaining SWQDv that cannot be retained or biofiltered on- or off-site must be treated onsite to reduce pollutant loading. BMPs must be selected and designed to meet pollutant-specific benchmarks as required by the NPDES Permit. Flow-through BMPs may be used to treat the remaining SWQDv and must be sized appropriately based on either a rainfall intensity of 0.2 inchers per hour or the one year, one-hour rainfall intensity as determined by the most recent Los Angeles County isohyetal map, whichever is greater. The LID Plan will identify permanent site design, source-control, and treatment-control BMPs that would be implemented as part of the project, including pollutant removal and protection of downstream water resources. The LID manual10 presents several alternatives for storm water quality control measures; retention			

PROJECT DESIGN FEATURES			
Project Design Feature	**Timing**	**Responsible Entity**	**Notes**
based, biofiltration, vegetation based and treatment based. Potential retention/detention based options include constructed wetlands and wet ponds, which would feature standing water which is not a suitable application for airports due to the risk of creating wildlife attractants per FAA AC 150/5200-33B. Additionally, a majority of the retention based, biofiltration, and vegetation measures are not feasible according to the LID manual as the drainage areas in the adjacent property, southwest quadrant and northeast quadrant are larger than 10 acres. The four remaining storm water quality control measures include sand filters, extended detention basin, permeable pavement with an underdrain system, and proprietary devices. The majority of the replacement terminal sites are occupied by pavement and structures so a sand filter is likely not feasible due to sizing restrictions. While apron pavement would not be able to be of permeable construction due to FAA pavement design requirements, sections of the surface parking lots could be made permeable; however the majority of the parking facilities in the proposed developments are parking structures. The project sites lie above the Burbank and North Hollywood Operable Units, which are known to have groundwater pollution, therefore, infiltration basins should be avoided because it can mobilize groundwater contamination11. So, an underground extended detention basin is the only storm water quality control measure left. Any proprietary devices would need to be investigated further as the drainage basins are finalized and the final flow paths are determined. Therefore, the proposed storm water			

PROJECT DESIGN FEATURES			
Project Design Feature	**Timing**	**Responsible Entity**	**Notes**
quality control measure is an underground detention basin where the water will be treated by going through synthetic treatment chambers prior to being hydraulically released into the storm drains when volume permits. The synthetic treatment chambers may contain, baffle boxes, modular wetlands, hydrocarbon bricks, CDS unit, etc. The final design will be specified in the LID Plan. The underground detention basis would reduce the amount of runoff enough to mitigate the increase in SWQDv flowrate as a result of implementation of the Adjacent Property Full-Size Terminal Option., Southwest Quadrant Full-Size Terminal Option, and Southwest Quadrant Same Size Terminal Option to a less than significant impact. **Table 3.10-4 of the FEIR,** *LID Source Control Measures*, identifies source control measures taken from the County LID Manual. Of these 11 measures, storm drainage message and signage, outdoor trash storage, outdoor loading/unloading dock area, fuel-maintenance area and landscape irrigation are anticipated to be required due to the proposed operations. Storm drain message and signage requires that signs and messages be posted that discourage illegal dumping. Outdoor trash requirements include isolating the storm water impacted by the storage area and ensuring the waste is contained onsite via grading and screens until the materials can be disposed of properly. Outdoor loading and unloading include similar requirements such as isolating the bays from the surround drainage systems and covering the area to prevent any leakage of pollutants. Lastly, landscape requirements include design criteria to limit excessive			

PROJECT DESIGN FEATURES			
Project Design Feature	**Timing**	**Responsible Entity**	**Notes**
runoff generated by the landscaping and minimize fertilize, pesticides, and herbicide uses. The LID Plan will include a detailed list of components and features that will be incorporated into the final project design. Implementation of these source control measures would reduce impacts at the Adjacent Property Full-Size Terminal Option, Southwest Quadrant Full-Size Terminal Option, and Southwest Quadrant Same Size Terminal Option to a less than significant level.			
PDF-HYDRO-2: SOIL MANAGEMENT PLAN The Adjacent Property Full-Size Terminal Option, Southwest Quadrant Full-Size Terminal Option, and Southwest Quadrant Same-Size Terminal Option are located in an area which has been used for various aircraft manufacturing and maintenance purposes. These purposes involved the use and storage of various chemicals and hazardous materials. As a result of these past uses, the Airport was investigated for potential groundwater and soil contamination under the Well Investigation Program as part of the San Fernando Valley Groundwater Basin Superfund Site. The San Fernando Valley Groundwater Basin Superfund Site is broken up into four separate areas: Burbank & North Hollywood; Glendale/Crystal Springs; Verdugo; and Pollock/Los Angeles. The Airport is located within Area 1 (Burbank & North Hollywood). As Area 1 is large, the site was broken up to make cleanup easier and more manageable in the form of Operable Units. Area 1 is currently comprised of the North Hollywood Operable Unit and the Burbank Operable Unit. The Adjacent Property and northeast quadrant lie within the Burbank Operable Unit. The southwest	Prior to construction	Authority	

PROJECT DESIGN FEATURES			
Project Design Feature	**Timing**	**Responsible Entity**	**Notes**
quadrant lies within the North Hollywood Operable Unit. Therefore, there is a potential that construction activities could uncover previously contaminated soils. The Authority would prepare a Soil Management Plan (SMP) and obtain RWQCB approval prior to the initiation of construction activities. The SMP would outline the framework for soils assessment, remediation, and removal confirmation actions to be undertaken if contaminated soils are uncovered during construction activities. As grading, excavation and trenching were performed, exposed soil would be monitored for stained or discolored soil, wet or saturated soils, or odors. If impacted soil is encountered, the soil would be analyzed to identify and characterize the impact and determine if soil remediation is required. Based on visual monitoring, "grab" soil samples would be collected at selected locations for headspace screening for volatile organic compounds using a calibrated Photoionization Detector (PID). Headspace PID readings that are elevated above those of non-impacted grab soil samples would be considered potentially contaminated. Soil impacted by highly elevated concentrations of hexavalent chromium and/or total chromium may appear to be stained a yellow color, dissimilar to surrounding non-impacted soil. At a minimum, at least one soil sample would be collected for chemical analysis at or near the center of the suspected impact, ideally representative of the "worst case" condition. Soil samples would be analyzed by an appropriate State-certified laboratory using appropriate methods based on the parameters to be analyzed. When a new impact has been			

PROJECT DESIGN FEATURES			
Project Design Feature	**Timing**	**Responsible Entity**	**Notes**
identified it would be characterized to assess its lateral and vertical extent. Likely excavation of impacted soil would be followed by segregated stockpiling or direct-loading, waste profiling, and off-site disposal or recycling which would be performed in accordance with applicable federal, state, and local regulations. Compliance with the SMP would be protective of water quality and would reduce potentially significant impacts to a less than significant level.			
Land Use and Planning			
None.			
Mineral Resources			
None.			
Noise			
PDF-NOISE-1 The Project Authority shall provide a qualified "Noise Disturbance Coordinator." The Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Disturbance Coordinator shall notify the City within 24 hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, malfunctioning muffler, etc.) and shall implement reasonable measures to resolve the compliant, as deemed acceptable by the Burbank Planning and Transportation Division. All signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator.	During construction	Authority	

PROJECT DESIGN FEATURES			
Project Design Feature	**Timing**	**Responsible Entity**	**Notes**
Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.), to the extent feasible, and shall be identified and approved by Building Official before grading permit issuance. During construction, stationary construction equipment shall be placed such that emitted noise is directed away from any sensitive noise receivers. Per the Burbank2035 General Plan construction shall be limited to the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and from 8:00 a.m. to 5:00 p.m. on Saturday. No construction is permitted on Sundays or major holidays. Due to the unique nature of the project and challenges of building at an operating airport, construction activity may occur outside of the normal construction hours, up to 24 hours a day. However, with respect to non-airfield infrastructure only, the Community Development Director reserves the right to limit construction hours down to and including the hours otherwise required by the Burbank Municipal Code in the event that the City receives noise complaints from nearby businesses or residents or construction during extended hours is otherwise shown to create problems. Construction activities that relate to non-airfield infrastructure and that create substantially more noise than typical construction activity, including but not limited to pile driving, shall occur only during the normal construction hours specified in the Burbank Municipal Code unless the Community Development Director			

PROJECT DESIGN FEATURES			
Project Design Feature	**Timing**	**Responsible Entity**	**Notes**
grants an exception based on extraordinary circumstances. At least 24 hours prior to conducting pile driving or other activities that are louder than typical construction, the applicant shall provide notice to all businesses within a 500-foot radius of the location where the work will occur.			
Population and Housing			
None.			
Public Services			
None.			
Recreation			
None.			
Transportation and Traffic			
None.			
Utilities and Service Systems			
PDF-UTIL-1 When available, the Authority would use recycled water for landscape irrigation and cooling towers.	Post construction	Authority	

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