

# Appendix A

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Notice of Preparation and Scoping Comments

# Notice of Preparation

**To:** Public Agencies and Other Interested Parties

**From:** City of Burbank  
Community Development Department  
Planning Division  
150 North Third Street  
Burbank, California 91502



**Subject: Notice of Preparation of a Draft Program Environmental Impact Report**

**Project Title: Burbank Media District Specific Plan Update**

The City of Burbank (City), in partnership with the Southern California Association of Governments (SCAG), is undertaking a planning effort to update the Media District Specific Plan (hereafter referred to as “Specific Plan”). The City will be the Lead Agency and prepare a Program Environmental Impact Report (EIR) for the Media District Specific Plan Update (hereafter referred to as “Project” or “proposed Project”). The Project would establish updated development standards to facilitate the projected development of up to 4,627 residential units, and 2,466,081 square feet of commercial and other general business uses in addition to what is already allowed under the current zoning and land use regulations. The Project would also provide a vision with specific objectives/policies for the planning of future utility and street infrastructures improvements needed to support the proposed development within the approximately 544 acres of the Specific Plan area (hereafter referred to as “Plan Area”).

The City, in its capacity as Lead Agency for the proposed Project, has determined that the project has the potential to result in significant environmental effects and that an EIR shall be prepared. The EIR will assess the effects of the Project on the environment, identify potentially significant impacts, identify feasible mitigation measures to reduce or eliminate potentially significant environmental impacts, and discuss potentially feasible alternatives to the project that may accomplish basic objectives while lessening or eliminating any potentially significant project-related impacts. It is anticipated that the primary issues of concern that will be analyzed in the EIR are the following: Air Quality, Cultural Resources, Greenhouse Gas Emissions, Population/Housing, Noise, Transportation, and Utilities/Service Systems. The City requests input from affected public agencies and interested members of the public as to the scope and content of the environmental information that is germane to your agency’s statutory responsibilities in connection with the Project. The Project description and location are described in the attached materials. Due to the time limits mandated by State law, your response must be sent at the earliest possible time but not later than thirty (30) days after receipt of this notice, and no later than **5:00 P.M. on November 30, 2023**. Please send your response to the City of Burbank, Community Development Department, Attn: Amanda Landry, Principal Planner, 150 North Third Street, Burbank, California 91502. You may also email your response to [alandry@burbankca.gov](mailto:alandry@burbankca.gov). Please provide the name of a contact person at your agency.

An EIR Public Scoping Meeting will be held in person on November 16, 2023, from 6:00 P.M. to 7:30 P.M. in Room 104 of the Community Services Building located at 150 North Third Street, Burbank, California, 91502. All interested parties are invited to attend the public scoping meeting to assist in identifying issues to be addressed in the EIR. The presentation will begin at 6:00 P.M., then public comments for the EIR will be received and attendees will have an opportunity to provide input to the consultants preparing the EIR.

Date: 10/31/23

Signature:   
Amanda Landry  
Title: Principal Planner  
Telephone: (818) 238-5250

## Description of the Media District Specific Plan Update

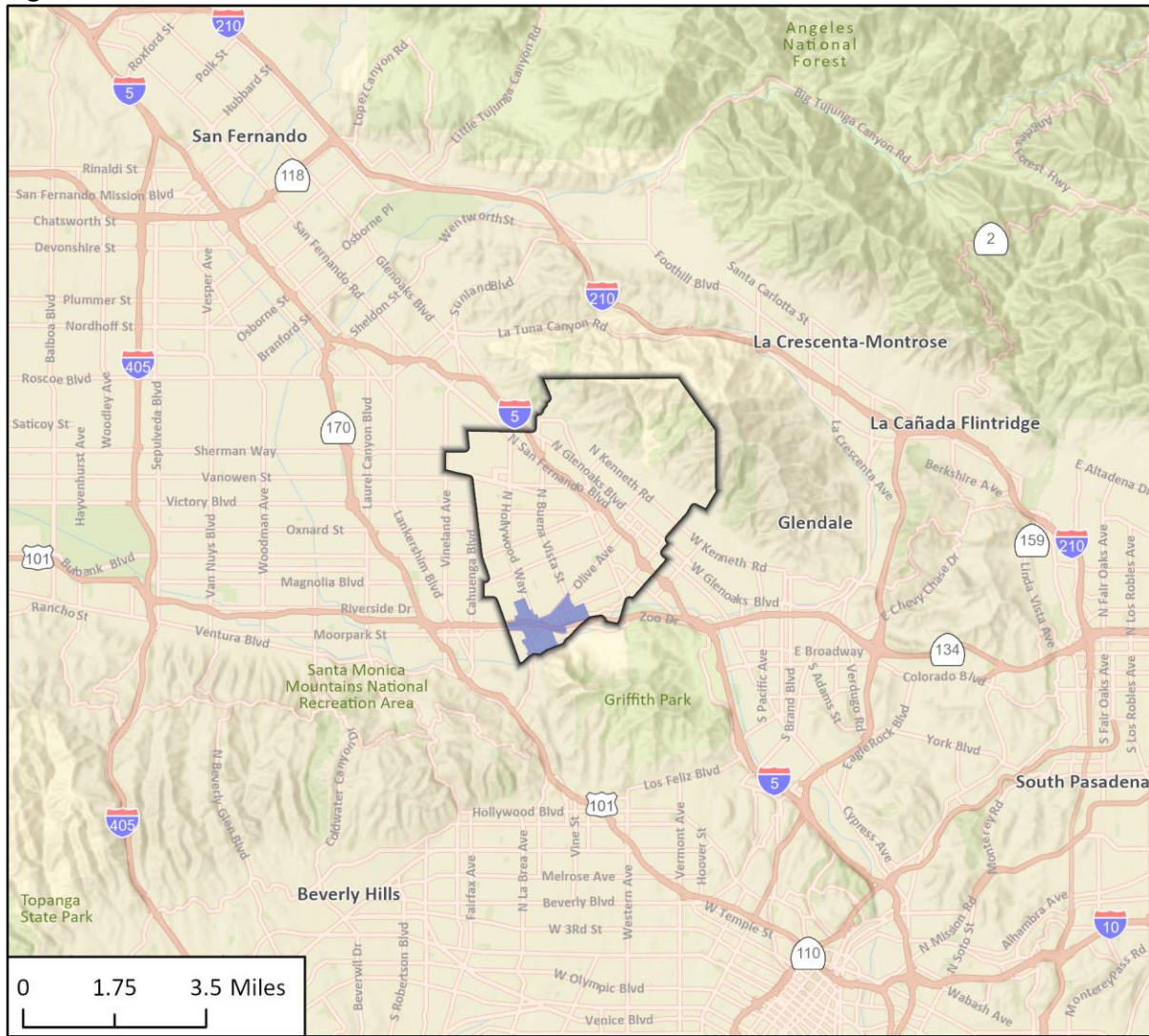
The Media District Specific Plan is a policy document that provides land use policies and development standards for the commercial, residential, institutional, and industrial areas in the southwestern corner of the City of Burbank. The existing Specific Plan was created in 1991 and concentrated on development growth-control and assured that all new development could be accommodated by infrastructure and public services and preserved the character of neighborhoods within the Specific Plan. The update to this Specific Plan is intended to focus on developing and implementing policies and programs to remove barriers to housing production, streamline the permitting process, and introduce objective design standards for new development within the plan area. Approximately 4,627 residential units and 2,466,081 square feet of commercial and general business development are projected under the Specific Plan update.

The Specific Plan would apply to an approximately 544-acre Plan Area located in the southwest region of Burbank. The Plan Area is generally bounded by the Magnolia Park neighborhood to the north, South Keystone Street east, the Los Angeles River to the south, and the Toluca Lake and Toluca woods neighborhoods to the west. The Plan Area is bisected by State Route 134 (SR 134) and the Metrolink Commuter Rail (see Figure 1, Plan Area Location, and Figure 2, Media District Specific Plan Area).

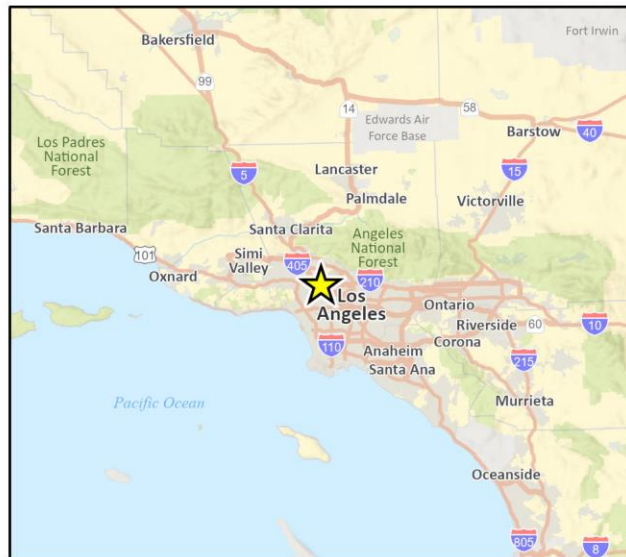
The City identified groupings of underutilized sites within the Plan Area as opportunities for infill and adaptive reuse. These sites are referred to as opportunity sites and would assist in meeting the City of Burbank's goals of introducing affordable housing, promoting infill development, and catalyzing economic development in proximity to existing employment centers and envisioned transit centers and corridors. Under the proposed Project, 125% of allowed density would be applied to all sites where residential uses are allowed, including opportunity sites and 100% of allowed non-residential intensity would be applied to all opportunity sites. This would aid in streamlining the full range of non-residential development options without additional bonuses or restrictions. For parcels within the Plan Area that are not specifically designated as opportunity sites, the non-residential development intensity is limited to 33% of what is allowed by the existing General Plan.

Approximately 212-acres within the Plan Area are under private development agreements with several multi-media studios. For informational purposes, the number of potential residential units within these areas has been assessed under the "Planned Development" designation. However, these units are not included in the projected development potential under the proposed Specific Plan update.

**Figure 1 Plan Area Location**



- Burbank City Limits
- Media District Specific Plan Area



**Figure 2 Media District Specific Plan Area**





**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

November 30, 2023

Amanda Landry  
City of Burbank  
150 North Third Street  
Burbank, CA 91502

Sent by Email: [alandry@burbankca.gov](mailto:alandry@burbankca.gov)

RE: Burbank Media District Specific Plan Update  
Notice of Preparation of Environmental Impact Report (EIR)

Dear Ms. Landry:

Thank you for coordinating with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the proposed Media District Specific Plan Update (Plan) located in the City of Burbank (City). Metro's mission is to provide a world-class transportation system that enhances quality of life for all who live, work, and play within Los Angeles County. As the County's mass transportation planner, builder and operator, Metro is constantly working to deliver a regional system that supports increased transportation options and associated benefits, such as improved mobility options, air quality, health and safety, and access to opportunities.

Per Metro's area of statutory responsibility pursuant to sections 15082(b) and 15086(a) of the Guidelines for Implementation of the California Environmental Quality Act (CEQA: Cal. Code of Regulations, Title 14, Ch. 3), the purpose of this letter is to provide the City with specific detail on the scope and content of environmental information that should be included in the Environmental Impact Report (EIR) for the Project. Effects of a project on transit systems and infrastructure are within the scope of transportation impacts to be evaluated under CEQA.

In addition to the specific comments outlined below, Metro is providing the City with the Metro Adjacent Development Handbook (attached), which provides an overview of common concerns for development adjacent to Metro right-of-way (ROW) and transit facilities, available at <https://www.metro.net/devreview>.

#### **Project Description**

The Plan includes a focus on developing and implementing policies that would increase housing production while keeping design standards consistent with the character of the historic Media District.

## Recommendations for EIR Scope and Content

### *Transit Services and Facilities*

The Plan and EIR should include updated information on existing and planned transit services and facilities within the Plan area. Metro encourages the City to continue providing for additional density for developments surrounding major transit stops which should include, without limitation, high-frequency bus stops and Metro Rail stations (as currently defined in the City's Transit Oriented Communities Affordable Housing Incentive Guidelines). Metro's NextGen Bus Plan should be used as a resource to determine the location of high-frequency bus stops within the Plan area. For more information, visit the NextGen Bus Plan's website at <https://www.metro.net/projects/nextgen/>.

### *Adjacency to Metro Bus Stops and Service*

The Plan area includes transit facilities for Metro Bus service. In particular, these Bus Lines include 155, 222, and 501. Buses operate 24 hours a day, seven days a week.

The EIR's transportation section should analyze potential impacts on Metro within the Plan area, and identify mitigation measures or project design features as appropriate. Metro recommends reviewing the Metro Adjacent Development Handbook (available at <https://www.metro.net/devreview/>) to identify issues and best practices for development standards arising from adjacency to Metro bus stops. In addition, Metro recommends that the Plan include a policy encouraging applicants to coordinate with Metro during City Planning review if the subject parcel is within a 100-foot buffer of a Metro bus stop. Such projects should also comply with the Adjacent Development Handbook.

### *North Hollywood to Pasadena Bus Rapid Transit*

The North Hollywood to Pasadena Bus Rapid Transit (BRT) project will be a premium 19-mile regional transit service connecting the San Gabriel and San Fernando Valleys. The BRT will include 22 stations in the cities of Los Angeles (North Hollywood and Eagle Rock communities), Burbank, Glendale, and Pasadena, improving access to jobs, education, and other regional transit services, including the Metro B, G and A Lines, Metrolink, and several bus lines. Featuring dedicated bus lanes, transit signal priority, all-door boarding, and stations with rail-like amenities, the BRT will offer fast and reliable service as well as increased comfort and convenience. In April 2022, the Metro Board approved the project and certified the Final Environmental Impact Report (EIR). Since that time the project has been advancing through the Preliminary Engineering design phase and is anticipated to open in 2027. Additional information on the NoHo to Pasadena BRT project and the Final EIR can be found on the project webpage at <https://www.metro.net/projects/noho-pasadena-corridor/>.

Of the six BRT stations planned in Burbank, two of them are located within the Burbank Media District Specific Plan Area, including at Olive Ave/Riverside Dr and Alameda Ave/Buena Vista St. Metro has been coordinating with the City of Burbank throughout the BRT planning and design phases and requests continued coordination efforts in the context of the Burbank Media District Specific Plan Update.

Additionally, Metro anticipates developing a First/Last Mile (FLM) plan for at least one of the six stations planned in Burbank. The specific station selected for FLM planning is still to be determined. Following the methodology established in Metro's FLM Strategic Plan and updated Metro's FLM Guidelines, the FLM plan will identify walking, biking, and other rolling-mode projects to facilitate safe, accessible, and dignified pathways to the selected station.

### **Transit Supportive Planning: Recommendations and Resources**

Considering the Plan area's inclusion of the future North Hollywood to Pasadena Bus Rapid Transit Project as well as several key bus lines, Metro would like to identify the potential synergies associated with transit-oriented development:

1. **Land Use:** Metro supports development of commercial and residential properties near transit stops and understands that increasing development near stations represents a mutually beneficial opportunity to increase ridership and enhance transportation options for the users of developments. Metro encourages the City to be mindful of proposed developments in proximity to Metro stops, including orienting pedestrian pathways towards the bus stop.
2. **Transit Connections and Access:** Metro strongly encourages the City to install Project features that help facilitate safe and convenient connections for pedestrians, people riding bicycles, and transit users to/from the proposed development site and nearby destinations. The City should consider requiring the installation of such features as part of the Plan's development standards, including:
  - a. **Walkability:** The provision of wide sidewalks, pedestrian lighting, a continuous canopy of shade trees, enhanced crosswalks with ADA-compliant curb ramps, and other amenities along all public street frontages of the development site to improve pedestrian safety and comfort to access to Metro Bus stops.
  - b. **Bicycle Use and Micromobility Devices:** The provision of adequate short-term bicycle parking, such as ground-level bicycle racks, and secure, access-controlled, enclosed long-term bicycle parking for residents, employees, and guests. Bicycle parking facilities should be designed with best practices in mind, including highly visible siting, effective surveillance, ease to locate, and equipment installation with preferred spacing dimensions, so bicycle parking can be safely and conveniently accessed. Similar provisions for micro-mobility devices are also encouraged. The City should also coordinate with the Metro Bike Share program to explore potential Bike Share stations in the Plan area.
  - c. **First/Last Mile Access:** The City should address First/Last Mile connections to transit and is encouraged to support these connections with wayfinding signage inclusive of all modes of transportation. For reference, please review the First/Last Mile Strategic Plan, authored by Metro and the Southern California Association of Governments (SCAG), available on-line at: [http://media.metro.net/docs/sustainability\\_path\\_design\\_guidelines.pdf](http://media.metro.net/docs/sustainability_path_design_guidelines.pdf).

3. **Parking:** Metro encourages the incorporation of transit-oriented, pedestrian-oriented parking provision strategies such as the reduction or removal of minimum parking requirements and the exploration of shared parking opportunities. These strategies could be pursued to reduce automobile-orientation in design and travel demand.
4. **Wayfinding:** Wayfinding signage should be considered as part of the Plan to help people navigate through the Plan area to all modes of transportation. Any temporary or permanent wayfinding signage with content referencing Metro services or featuring the Metro brand and/or associated graphics (such as Metro Bus pictograms) requires review and approval by Metro Signage and Environmental Graphic Design.

If you have any questions regarding this letter, please contact me by phone at 213.418.3484, by email at [DevReview@metro.net](mailto:DevReview@metro.net), or by mail at the following address:

Metro Development Review  
One Gateway Plaza  
MS 99-22-1  
Los Angeles, CA 90012-2952

Sincerely,



Cassie Truong  
Senior Transportation Planner, Development Review Team  
Transit Oriented Communities

Attachments and links:

- Adjacent Development Handbook: <https://www.metro.net/devreview>



GABRIELENO BAND OF MISSION INDIANS - KIZH NATION  
Historically known as The San Gabriel Band of Mission Indians recognized by  
the State of California as the aboriginal tribe of the Los Angeles basin

November 21, 2023

Project Name: Burbank Media District Specific Plan, City of Burbank

Thank you for your letter. Regarding the project above. This is to concur that we agree with the Specific Plan Amendment. However, our Tribal government would like to request consultation for all future projects within this location.

Andrew Salas, Chairman  
Gabrieleno Band of Mission Indians – Kizh Nation

Andrew Salas, Chairman  
Albert Perez, treasurer I

Nadine Salas, Vice-Chairman  
Martha Gonzalez Lemos, treasurer II

Dr. Christina Swindall Martinez, secretary  
Richard Gradias, Chairman of the council of Elders

PO Box 393 Covina, CA 91723

[www.gabrielenoindians@yahoo.com](http://www.gabrielenoindians@yahoo.com)

[gabrielenoindians@yahoo.com](mailto:gabrielenoindians@yahoo.com)

Amanda,

Thank you for meeting with me yesterday.

On the subject of the EIR:

1. I think that an area of emphasis needs to be light and shadow from any new tall buildings. You indicated that this is typically an element, but I think that it is especially so with the media district plan, especially as to buildings in the area bounded by Pass and Olive. That area is directly east of a residential neighborhood. Putting homes in shade for part of the day has substantial effects, from the plant life that may be sustained to the emotional state of residents deprived of direct sunlight.
2. In this regard, the EIR needs to examine the affect of a media district plan with and without the ability to transfer rights to obtain greater heights and in the context of state laws that allow developers to blow through stated development limits.
3. I assume that the EIR will address traffic impacts. In doing so, it needs to address not only overall traffic impacts, but also time period impacts (i.e., what will be the impact during morning and evening rush hours). Among those impacts need to be the ability of emergency vehicles to get through what could be bumper to bumper traffic. We live in a corner of Burbank. The nearest hospital and ER by far is St. Joe's. If there is an emergency, Burbank Fire and Police need to respond down Riverside, Alameda, and Olive. If those are jammed up, response times to our neighborhood will necessarily suffer. Los Angeles City is not going to respond to emergencies in the Burbank side of Toluca Lake.
4. On the subject of traffic studies, I assume that those studies are going to address safety for bicylists. I routinely ride down Pass, Olive, and Riverside (I tend to avoid Alameda between Pass and Whole Foods as the traffic coming on and off the freeway makes it a less safe route). I have no problem with what is moderate car traffic on those routes. If traffic counts were to go up with no bile lane it would be a different situation.
5. In addressing supposed mitigating impacts of public transit, I assume that the EIR is going to reference current usage rates. It is unrealistic to expect that usage rates will change considerably. (In my experience most busses passing through the area are nearly empty if not entirely empty.) I'm not opposed to convenient public transit. (Last month I had a late afternoon/early evening event at the Disney Center in DTLA. I took Metro rather than fight traffic down the 101 and back.) But without frequent, convenient, clean, safe, easy to use options, public transit will not be used. Unfortunately, the history of public transit in our area is an object failure and an EIR cannot simply assume away that truth.

Thank you for passing these thoughts on to those preparing an EIR.

Regards,  
Bob Olson

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**From:** Landry, Amanda <ALandry@burbankca.gov>  
**Sent:** Thursday, November 9, 2023 6:48 PM  
**To:** Landry, Amanda <ALandry@burbankca.gov>  
**Subject:** Media District Specific Plan Update - EIR Scoping Meeting

FYI

**AMANDA LANDRY, AICP**  
PRINCIPAL PLANNER | COMMUNITY DEVELOPMENT DEPARTMENT

**From:** [REDACTED]  
**To:** Landry, Amanda  
**Subject:** Tonight's environmental meeting  
**Sent:** 11/16/2023 4:00:12 PM

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Unfortunately I am unable to attend the meetings this week regarding the Media District.

I would however like to voice my concern as I'm a homeowner on Rose St. and like many of my neighbors will be greatly affected by the development where the old Kinkos stood.

One thing that came to mind is that the building needs to make a place for delivery trucks/ Urbers etc. to pull over. The Wholefoods didn't have a plan for this and the trucks block traffic on Alameda unload/pick up passengers.

I'm sure there's many big and little things that will go into all the decisions.... Just one little one that came to my mind.

Thank you for your time.

Carolyn Lawrence  
Sent with happiness. 😊

November 30, 2023

City of Burbank  
Community Development Department  
Attn: Amanda Landry, Project Planner  
150 N. Third Street  
Burbank, CA 91502

Via Email:  
[alandry@burbankca.gov](mailto:alandry@burbankca.gov)

Comments: Notice of Preparation of a Draft Program Environmental Impact Report  
Project: Burbank Media District Specific Plan Update

I have read the NOP for the Media District Specific Plan Update and have regarding the proposed project.

**Initial Comment on public dates/deadlines**

1. There are two deadlines posted for comments on the NOP. This isn't right.

CEQANet and NOP published under project webpage at [www.BurbankMediaDistrictSP.com](http://www.BurbankMediaDistrictSP.com) state the following:

"Due to time limits mandated by State Law..." the NOP comment deadline is "no later than 5:00 P.M. on November 30, 2023."

However, the final slide of the slide deck presented at the community meeting at the November 16 NOP Scoping Meeting, states comments due by December 1, 5pm.

How will the public be assured of consistent dates and deadlines?

**NOP Comments:**

1. Boundaries

The NOP needs a clear description of the proposed project's boundaries. First, the unadopted boundaries must be labeled "*proposed*." Secondly, the distinction between the existing Media Specific Plan boundaries and the proposed project boundaries must be discussed in the EIR.

The description needs to explain the basis for recommending these changes in the boundaries of the existing specific plan area. The boundaries could have been drawn any number of ways, but this appears to be the chosen boundaries. Therefore, why are they drawn in this manner?

2. Land Uses

The proposed project description says 212 acres within the proposed plan area are under city-adopted development agreements. It is unclear how nearly 40% of the proposed project will be excluded from the impacts analyses. What are the reasons for excluding the number of potential residential units within these areas?

1.

Development Agreements can and have been modified by the developer/City of Burbank through subsequent actions. For example, at least one D.A. modified the land use potential from commercial to residential. What is the basis for not considering similar alterations of these D.A.'s (commercial to residential land uses) for the purposes of the assessing land use impacts? In addition, the existing Development Agreement for NBC Studios old site is currently requesting another extension of time to end in 2027. The new extension, if permitted, will result in a 30-year Development Agreement. How does that factor into the analysis required for the program EIR?

The proposed project development is described as "...up to 4,627 residential units and 2,466,081 square feet of commercial and other general business uses in addition to what is already allowed under current zoning and land use regulations." The program EIR should clarify how the Development Agreement entitlements will be considered with respect to "current zoning and land use regulations." See opening comment to this subsection on Land Uses.

The proposed project needs to include a discussion on the length of time the city can approve a Development Agreement. Is a generation and a half — or 30 years — reasonable considering the age of the environmental documents and the substantial changes to CEQA law since 1997?

The program EIR should clarify— using an opportunity site — how the net new density and the net new FAR proposals interact with one another. This is unclear.

Housing. Clearly, affordable housing is a requirement of the proposed project. However, the project description excludes the levels of affordability and the number of units needed to address them. The EIR should analyze the likely needs based upon the number and types of jobs within the district inasmuch as over 69,000 jobs have been represented as present in the Media District.

### 3. Public Services: open space

How will the increase in population be accommodated by the creation of additional public open space such as publicly accessible community parks? What impacts will occur because of additional demand for community services? How will this demand impact the Park Recreation and Community Services Department of the City?

In analyzing the impacts on public open space, the Program EIR needs to address consistency with the City's existing standards for public open space (especially required for new development), identify any lack of consistency and provide mitigation for such impacts.

### 4. Utilities

Many water and sewer lines have reached the end of their useful life, indeed, some city water lines are 100 years old. How will the program EIR identify the location and the extent of required infrastructure upgrades due to the age of the water and sewer systems? The program EIR needs to analyze this information. and develop mitigations to address the whole of the specific plan area, not just individual parcels. What will the strategy be in the proposed project to meet increased demand, size, cumulative impacts and funding for construction of SP-wide upgrades?

### 5. Public Art

There are existing publicly accessible artworks within the boundaries of the proposed project ranging from illustrations on utility boxes to statuary. The artworks are particularly notable because they are not located behind a lobby door, inside of a building. The program EIR needs to inventory and analyze the basis of the presence of existing publicly accessible artworks and establish mitigation measures.

#### 6. Traffic and Transportation

Vehicle Miles Traveled (VMT) is a policy-driven metric that excludes facts-on-the-ground. In many ways it is designed to circumvent the realities of how people move around the region and city; and its algorithms are based on hoped for alternatives to the single occupancy vehicle. VMT policies for the proposed project include more bicycles/bike routes, "pedestrian-friendly" streets, a Bus Rapid Transit route down Olive Ave. and other unknown measures to divert use of the single occupancy vehicle.

How will the program EIR determine the number of new residents walking, biking or using the BRT (a fixed route) to get to their jobs, school, shopping, medical, dental etc.?

What steps will be taken to analyze the expected trip generation of the additional proposed housing units and what measures will be implemented to address those impacts through the regulations in the proposed project?

When the Media District Plan was adopted in 1990, its central traffic mitigation measure was the Rancho Master Plan Area Neighborhood Protection Plan. This specific NPP reduced the lanes on Riverside Drive, introduced islands between the curbs and travel lanes and installed bicycle lanes. These traffic calming measures were specifically constructed as mitigation to the MD SP. Given the net increase in the proposed project (over 4,600 dwelling units and nearly 2.5 million square feet of commercial), how will the increased traffic impacts on the Rancho Master Plan Area be mitigated?

Given the net increase in dwelling units, what will the proposed project include to mitigate additional traffic through Magnolia Park and Toluca Lake?

Will any trip generation studies address the proposed project's effects on Hollywood Way, Barham Blvd., the 134 Freeway, Alameda and Riverside Dr.? What will the commensurate air quality impacts be?

#### 7. Coordination with other cities

Part of Johnny Carson Park is located on land that is owned by the City of Los Angeles. One parcel is north of the 134 freeway and two are south of the 134 freeway. How will the program EIR address impacts on these properties?

#### 8. Guarantee Implementation of Objective Standards

The impact of State housing mandates on objective standards is well known: a density bonus application requires cities to grant developers one or more concessions in exchange for low income housing. These concessions are a developer's choice and frequently consist of increased heights, reduced setbacks, reduction of on-site open space, etc.

These kinds of concessions fly in the face of the protections objective standards afford. The program EIR should apply the worst case use of developer density bonus (or other state housing mandates) and identify how the objective development standards for height, setback,

building envelope, open space etc. will govern the building envelope after a density bonus is applied. The density bonus (and any other State housing mandate) should not exceed nor eliminate any objective design standards developed for the proposed project.

9. Alternatives

As presented at the November 16, 2023 NOP community meeting, the slide deck showed three Alternatives to be studied during environmental review: Alternative 1, Existing Conditions, Alternative 2, Preferred Project and Alternative 3, Increased Growth.

CEQA does not consider a "Higher Increased Growth Alternative" a legitimate alternative as it increases impacts not reduces them. Alternative 3 should be eliminated from the Alternatives analysis.

Alternative 3 should be reconstituted as an Adaptive-Reuse Alternative. This analysis should include analysis of the conversion of existing commercial buildings, in particular mid- high rise structures.

10. Monitoring Program

The program EIR needs to develop a framework for the city to prepare an Annual Report on Growth and Infrastructure that tracks the city's progress on services/ infrastructure improvements (including any changes to the capacity of the public school system to serve the community). This kind of report is different from a "mitigation monitoring program" which tends to track detailed policies, regulations and standards. The Annual Report on Growth and Infrastructure should represent a solid tracking of real-world implementation to services and infrastructure (including schools) commensurate with the increase in residential units and commercial development.

Thank you for the opportunity to comment,  
*Emily Gabel-Luddy*  
Emily Gabel-Luddy



**From:** [REDACTED]  
**To:** Landry, Amanda  
**Subject:** MDSP - EIR Scoping  
**Sent:** 11/16/2023 1:12:05 PM

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Hi Amanda,

Thank you for last night's workshop and opportunity to comment.

I'm unable to make tonight's EIR Scoping meeting, but wanted to offer some historical feedback that I think is relevant to the MDSP EIR.

I live in Alameda North, which borders the Media District. Intersections along the north side of the Media District, along Alameda, Olive, Hollywood Way, and Buena Vista have been evaluated in a previous EIR process and traffic study connected to the Talaria development. Many of the intersections along those streets are already rated poorly for traffic (if I recall correctly, rated D, E or F).

Mitigation measure were suggested, but the report basically said it would be difficult to achieve much improvement. Cul-de-sacs were implemented along the north side of the Media District as a protection measure for some vocal residents, against the advice of the traffic study and Burbank City Staff; the cul-de-sacs actually restrict the flow of traffic in and around Alameda North. Since the cul-de-sacs were implemented, it is more difficult to enter and exit Alameda North, and more school traffic flows to the non-cul-de-sac streets (this has been documented by the city as well).

Soon, around a million square feet of soundstages will be built at Hollywood Way and Oak -- interestingly the site of the soundstage development is also listed as a housing opportunity site for the MDSP.

I'm anticipating that the eventual EIR for the MDSP will acknowledge what is already known about traffic in this area, and because we need housing, development will proceed and add traffic impact. I'm wondering what the state, and/or future developers, and/or the airport authority (Hollywood Way is the official route to the airport) could contribute idea-wise and funds-wise to ease traffic patterns for the MDSP. It seems like all have a stake in this area working well, not just residents. All are connected. How do we incentivize them to participate in solutions?

Thank you for your time.  
Julie D'Angelo

**From:** [REDACTED]  
**To:** Landry, Amanda  
**Subject:** MDSP EIR Scoping Meeting comments  
**Sent:** 11/17/2023 3:02:34 PM

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**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Hello Amanda. At last night's meeting, it was suggested that written comments on the subject could be addressed to you. I had a few thoughts and wanted to email them to you for consideration.

1. Regarding the MDSP's impact on neighboring parts of Burbank, it was mentioned that the current Plan suggested traffic mitigation measures in the Rancho District to compensate for increased traffic in and out of the Media District. It was also mentioned that the current Plan suggested widening Hollywood Way although that was never actually implemented possibly for budget reasons. Will the EIR for the new plan assess the impacts on neighboring sections of (largely single-family residential) Magnolia Park, and if so, how far into Magnolia Park will impacts be considered? If so, will the new Plan's Program EIR set a housing threshold in the Media District beyond which road improvements in Magnolia Park must be taken and thus must be funded? The important general point I wanted to make is that as you probably know, the Media District and the MDSP significantly impacts all directly-adjacent neighborhoods and all of Burbank to a lesser extent.

2. Will the impact on potentially increased traffic on CA 134 be considered in the EIR? A number of impacts come to mind: longer backups at entrance and exit ramps, slower traffic causing increased air pollution near the Freeway, more hazardous driving conditions through Burbank due to heavier traffic, impact on neighboring freeways - especially I-5 with the inadequate connection to CA 134 that relies on surface streets. I'm afraid that the density increase will cause a ripple effect on the Freeway that cannot be mitigated due to physical limitations and to the cost of mitigation to be borne by the State since it's the State's Freeway.

3. I don't know how the Media District park availability stacks up against other neighborhoods but I would venture a guess that it is not as well-served. The EIR will assess recreation opportunities within the district and so will make clear whether more parkland availability will be needed to provide parity with other parts of town. I would like to suggest that in that assessment, the EIR consider the feasibility of capping CA 134 where it goes below grade between the Olive Ave. overpass and Bob Hope Dr. and creating a new park with the increased at-grade square footage that would result. There is a similar park in La Canada Flintridge over I-210 that could be considered as a model for this suggestion. See <https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Ffla.curbed.com%2F2012%2F2%2F22%2F10394164%2Fstroll-around-la-countys-only-freeway-cap-park&data=05%7C01%7Calandry%40burbankca.gov%7Ca1e9d6bd529749ad232f08dbe7c145b5%7C648dae31182b4da299ef2581ab8e8bea%7C0%7C0%7C638358589534548491%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6IklhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=i7tVb13X08tPcGtDWNtp2NIAaUy79Vn14Xy9nwFCIsI%3D&reserved=0> for reference.

4. Please take into account the observation that the list of potential environmental impacts will not be evenly spread across the entire Media District. For example, air pollution will be substantially worse near CA 134 than on areas further away. I'm sure that there are many more examples such as the need for increased gas, water and sewer service that will be unevenly impacting not only the Media District but other parts of Burbank as well.

Thank you for your leadership on this program. It is clear to me that you and your team want to get this right and are doing everything possible to engage the community in coming up with objective development standards for the benefit of everyone in Burbank.

Sincerely,

Steve Storozum