

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov



September 21, 2026

Fred Ramirez
City of Burbank, Community Development Department
150 North Third Street,
Burbank CA, 91502

RE: City of Burbank TOD Area Zoning Project –
Notice of Preparation (NOP)
SCH # 2026080892
GTS # LA-2026-05126
Vic. LA 134 PM 2.229
LA 5 PM 29.174

Fred Ramirez,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The City of Burbank publicly announces the initiation of the preparation of an Environmental Impact Report (EIR) for the Transit Oriented Development (TOD) Station Zoning (proposed project) pursuant to the California Environmental Quality Act (CEQA). The City of Burbank is the lead agency for the preparation of the EIR under CEQA because SCAG has elected not to conduct CEQA review on its SB 79 TOD zoning maps, and the City must do so to implement the SB 79 TOD zoning. As a result, the lots designated by SB 79 will be subject to state mandated height, FAR, and density requirements that exceed the City's General Plan (Burbank2035) and Burbank Municipal Code (BMC) Title 10 (Zoning Regulation) requirements but have yet to be studied either by Metro in its 2022 project FEIR or SCAG prior to adopting SB 79 TOD Station Zoning maps. SCAG adopted SB 79 TOD Station Zoning maps on July 2, 2026.

After reviewing the NOP, Caltrans has the following comments:

A review of nearby freeway corridors has identified complex ramp interfaces near Olive Avenue/Angeleno Avenue and Verdugo Avenue/Front Street. Caltrans recommends a full Transportation Impact Analysis (TIA) evaluating mainline and ramp operations along both the SR 5 and SR 134 corridors. If potential transportation impacts are identified, the following may be recommended as mitigation:

- Transportation demand management program(s) to reduce the traffic operation impacts, which may include increased transit access, commute trip reductions such as rideshare programs, shared mobility facilities, and increased bicycle and pedestrian infrastructure;
- Investments to existing active transportation infrastructure, or transit system amenities (or expansion) to reduce the project's traffic operation impacts; and/or
- Improved striping and signage at intersections and signal timing enhancements near key transit station access points.
- Potential change(s) to the ramp terminal operations including, but not limited to lane reassignment, traffic signalization, signal phasing or timing modifications. Please be aware that any proposed changes to any infrastructure within Caltrans right of way will require an encroachment permit.

While Caltrans looks forward to reviewing the forthcoming DEIR and Transportation analysis, please also keep the following recommendations in mind when rezoning the TOD areas:

- Reduce the amount of car parking whenever possible, as research suggests that abundant car parking enables and encourages driving. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation. For any project to effectively reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) strategies as an alternative to building an excessive amount of parking.
- Any car parking that is supplied, should be completely unbundled from the cost of housing. This unlocks choice for residents and exposes car parking to market forces.
- If any surface parking must be built, it is recommended that it not face the street directly. By shifting the parking to the rear or interior of the project site, a more inviting streetscape can be created. A more active frontage, against the sidewalk, can encourage both recreational and transportation walking. These urban design principles can affect mode choice and help the State of California achieve its goals to improve health and reduce Green House Gases (GHG).
- Provide for a mixture of land use types within the Project's new zoning area to allow for adaptive reuse in the future. This can allow goods, services, and jobs to be created closer to where the project's residents live.

- Caltrans encourages the Lead Agency to consider any reduction in vehicle speeds to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality or serious injury. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles is through physical design and geometrics. These methods include the construction of physically separated facilities such as Class IV bike lanes, wide sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing. Visual indicators such as pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage, and striping should be used in addition to physical design improvements to indicate to motorists that they can expect to see and yield to pedestrians and people on bikes.

Please be aware that Caltrans encroachment permits will be required where Project work interacts with State ROW. This includes any grading, topography, or equipment work that will change the pattern or direction of water runoff in a way that will impact State facilities or ROW.

Caltrans District 7 Office of Permits contact information:

Mailing Address: 100 S Main Street, Ste 100 Los Angeles, CA 90012

Office Hours: 8:00 a.m. to 5:00 p.m. Monday-Friday

Phone: 213-897-3631 | Fax: 213-897-0420 | E-mail: D7.Permits@dot.ca.gov

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2026-05126.

Sincerely,

Frances Duong

Frances Duong
LDR Branch Chief

Cc: State Clearinghouse