AIRPORT LAND USE COMMISSION REVIEW OF THE BOB HOPE AIRPORT REPLACEMENT TERMINAL PROJECT

APPLICANT

Burbank-Glendale-Pasadena Airport Authority (Airport Authority) and the City of Burbank (City).

OVERVIEW

This is an Airport Land Use Commission (ALUC) review of a proposed Airport Replacement Terminal project (Project) at Bob Hope Airport (Airport) for consistency with the Los Angeles County Airport Land Use Compatibility Plan (ALUCP). This project includes ordinance amendments to two Planned Development Zones on airport property and a new Development Agreement to permit building of a new replacement passenger terminal and other airport-related facilities. These are major land use actions that require ALUC review. These land use actions are subject to discretionary approval by the City, and subject to a vote by the residents of the City in accordance with city law. Per Section 4.3 of the Los Angeles County ALUC Review Procedures (Review Procedures), the review of the Project is limited to aircraft activity forecasts, modifications to runways, and safety and noise impacts to areas immediately surrounding the Airport for consistency with the ALUCP.

STATUTORY REQUIREMENTS

California Public Utilities Code (PUC) Section 21670.2 established the Los Angeles County Regional Planning Commission as the Airport Land Use Commission with the mission of protecting public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards around public airports.

PUC Section 21676(b) directs local agencies to submit for ALUC review, amendments to the general plan or specific plan, or the adoption of a zoning ordinance or building regulation affecting property within an Airport Influence Area (AIA) for consistency with the adopted 1991 Los Angeles County Airport Land Use Compatibility Plan. Furthermore, as the Airport does not have an Airport Master Plan, Section 1.5.3(a)(3) of the Review Procedures require that development agreements and any amendments thereof be reviewed by the ALUC for consistency. Furthermore, Section 1.5.3(a)(5) of the Review Procedures requires that any nonresidential projects proposing greater than 40,000 square feet within an AIA is a major land use action subject to ALUC review. PUC Section 21674(a) does not authorize the ALUC to review existing land uses, projects that only require ministerial approvals, and aircraft operations on or above the airport grounds.

LOCATION AND SITE DESCRIPTION

The Project is on Bob Hope Airport, located at 2627 N. Hollywood Way on the portion of Airport property that is within the City of Burbank's jurisdiction. The Airport is immediately surrounded by Interstate 5 (Golden State Freeway), San Fernando Road and railroad tracks served by Metrolink (Antelope Valley Line) to the north; Empire Avenue, Vanowen Street and railroad tracks served by Metrolink (Ventura County Line) and Amtrak to the south; North Hollywood Way to the east, and the city boundary with the City of Los Angeles to the west, defined by Vineland Avenue, Sherman Way, and Clybourn Avenue.

Land uses within or overlapping the Airport's AIA are industrial uses to the east, regional commercial and open space (a cemetery) and multi- and single-family residences to the south,

open space easements and industrial warehouses to the west of Runway 8-26, a supermarket to the north of Runway 8-26, and industrial uses to the west of Runway 15-33. A church, an adult school, industrial warehouses, and a self-serve storage facility are to the north of the edge of Runway 15-33. Further north are single-family residences. (See ***Attachments A and B***)

The Airport is a 555-acre general aviation airport for use by commercial air carriers and air freighter carriers (FedEx and UPS), along with related storage and cargo facilities. Also, FAA maintenance and communication facilities, rental car storage, other hangers, and parking facilities are present on the property. The Airport is the second busiest airport in Los Angeles County, and the ninth busiest in California, handling an average of 3.8 million passengers (as of end of 2014) per year, and 358 flight operations per day. It contains two runways that intersect with each other. The largest aircrafts that the Airport handles are Boeing 737 and Airbus A320. About 455 acres of the Airport property are located in the City of Burbank and the remaining acres are located in the City of Los Angeles.

The affected properties covered by the Planned Development zone amendments in the Project are 31.6-acre "A-1 North" (A-1 North property) located at 2555 N. Hollywood Way on the southeast corner if the airport and a portion of 3.8-acre "Parking Lot A" (Lot A property) located at 2729 N. Hollywood Way at the terminus of Winona Avenue. The A-1 North property, which is zoned PUC/PD, currently accommodates a recently-built four-story Regional Intermodal Transit Center (RITC) and access driveways, and the Lot A property, also zoned PUC/PD, is currently used for surface parking for employees and airport passengers. The Lot A property, which is technically part of Adjacent Property, is currently restricted by its Planned Development conditions not to be used for any airport-related purposes other than surface parking.

The affected properties covered by the Development Agreement include both Planned Development properties, a 49.2-acre parcel called "Adjacent Property" (Adjacent Property) located immediately to the east of Taxiway A and Runway 15-33 which run north-south across the Airport, and a 43.2-acre portion of Airport property called "Southwest Quadrant" (Southwest Quadrant) located on the southern portion of the Airport between Runway 8-26 and Empire Avenue and Vanowen Street, and Lots B and C, both located immediately to the east of Hollywood Way. (See ***Attachment C***)

The Adjacent Property, which is zoned Airport, is currently under an easement, which stipulates that no development shall occur on the Adjacent Property other than for surface parking. The Adjacent Property was the site of a former Lockheed manufacturing plant, and is mostly vacant, surrounded by surface parking lots.

The Southwest Quadrant property, also zoned Airport, is used for general aviation and air cargo facilities, rental car storage and maintenance facilities, and other airport-related uses.

Lots B and C are zoned General Industrial (M-2) and are currently used for long-term airport parking. Lot C is within the Runway Protection Zone (RPZ) of the eastern terminus of Runway 8-26.

NEED FOR PROJECT

The Airport Authority acknowledges that the 232,000-square-foot, 14-gate passenger terminal, built in 1930, at its current location does not comply with FAA airport design standards[1], and poses a safety risk for passengers due to its close proximity to the runways. The FAA has stated that

[1] Advisory Circular (AC) 150/5300-13A, *Airport Design* (FAA 2012)

the terminal needs to be replaced or relocated to comply with safety standards. There are other considerations, including accessibility, seismic, and efficiency, that compel the need to replace the existing terminal. The Airport Authority has two possible sites elsewhere on the airport property that can accommodate a new terminal that will meet FAA airport design standards. However, one of the sites is restricted by its current Easement, that it not be developed for airport-related purposes other than parking (Adjacent Property site). The Airport Authority has full vested rights to develop the other site (Southwest Quadrant site), but has expressed a preference to develop on the Adjacent Property, which requires that the Easement be amended through a new Development Agreement and other legal agreements to rescind the restriction on development. Furthermore, the runways do not have full parallel taxiways, which restrict the movement and flow of aircrafts taxiing for take-off or upon landing, and taxiway improvements are needed.

PROJECT DESCRIPTION

The components of the Project subject to ALUC review includes a Development Agreement and two zone amendments on and adjacent to Airport property. Although the proposed Burbank Replacement Terminal is a major feature of the Project, ALUC review is limited in scope to noise and safety contained in three options identified by the Project's Final Environmental Impact Report under consideration by the proposed Development Agreement and the zone amendments. Each land use action in the Project is described as follows:

1. ***New Development Agreement.*** (Officially "Development Agreement Between the City of Burbank and the Burbank-Glendale-Pasadena Airport Authority Relating to the Bob Hope Airport") A new Development Agreement, (See ***Attachment D***), replaces a 2005 Development Agreement that expired in March 2015, and contains the following terms:
   a. Grants the Airport Authority vested rights for a term of 20 years, and includes all discretionary approvals that may be required for the entire Airport property located within the City to construct a Replacement Terminal up to a maximum of 355,000 square feet, construct new and realigned taxiways, and other airport-related uses and demolish the existing terminal and parking structure;
   b. Authorizes the Airport Authority to include the community in the design process of the Replacement Terminal and parking structure, with a minimum of six workshops;
   c. Vests the current zoning and General Plan land use designations for the entire Airport for the 20 year term;
   d. Authorizes the City's Community Development Director to make determinations on allowed and compatible uses for the Airport Zone, including ministerial uses;
   e. Grants the City Building Official Duties unless the City is found to be out of compliance with the Agreement, the duties will be granted to the County of Los Angeles, then Glendale or Pasadena should the County refuse or is unable to perform; and
   f. Imposes other conditions of approval and grants demolition credits towards impact fees provided that the demolition is completed within a year of the opening of the new Terminal.

2. ***Ordinance text amendments to Planned Development No. 2004-169 for A-1 North property.*** Text amendments (See ***Attachment E***) will be made to conditions of approval for PD Zone on A-1 North property to allow for a surface Airport shuttle drop-off and pick-up area and a modification to the airport loop road. This amendment will go into effect only if the Airport Authority elects the Southwest Quadrant Full-Size Terminal Option.

3. ***Ordinance text amendments to Planned Development No. 2004-170 for Lot A property.*** Text amendments (See ***Attachment E***) will be made to conditions of approval for PD Zone on Lot A property by rescinding all conditions of approval for this PD and replacing with a new condition, which is dependent on which terminal option is approved:
   a. For Adjacent Property Full-Size Terminal Option, authorize the construction and operation of an Airport access road to the terminal and a ground access staging area; or
   b. For Southwest Quadrant Full-Size Terminal Option, authorize the construction and operation of an Airport access road to general aviation development and a rental car storage area.
   c. For either Option, no buildings are proposed.

Further details of the Project are included in the City Development Commission's staff report, (See ***Attachment M***). The Project also includes other components, including amendments to PUC Section 21661.6(e) Land Use Plan, modifications to the Adjacent Property Easement, and modifications to the Joint Powers Agreement between the cities of Burbank, Glendale, and Pasadena regarding voting powers and governance of the airport, which are not planning entitlements and are not subject to ALUC review. All airport-related and airport-serving land uses, including the terminal, that are incidental to airport operations in the Airport Zone on the property are ministerial, so the review will not be concerned whether to allow new airport-related land uses in the Airport Zone at the Airport.

The Project is considering two different options to replace the existing passenger terminal at the Airport, and whichever option is chosen, one or both zone amendments and the Development Agreement will be enacted accordingly with the conditions of approval for the chosen option. Once the Airport Authority elects an option, the voters of the City must ratify one or both zone amendments and the Development Agreement in a Measure B vote at the November 8, 2016 election. Measure B was adopted by the voters of the City in 2000 to require that any terminal relocation or expansion proposals be subject to voters' approval. The two options are as follows:

Adjacent Property Full-Size Terminal Option

Under this Option, the existing passenger terminal and adjacent parking structure located at the southeast corner of the intersecting runways will be demolished, and a new 355,000 square foot, two-story passenger terminal will be constructed on the Adjacent Property site, about mid-field of Runway 15-33 on the eastern portion of the Airport.

This new terminal will include an expanded ticket lobby, baggage claim area, security area, and additional concessions, a 1,880 feet long by 75 feet wide concourse to serve 14 gates, and office spaces for Airport Authority, Airport tenants, and FAA officials, and a central utility plant. The total building frontage will be 2,007 feet. The terminal will be set approximately 887.6 feet from the centerline of the runway, which is more than enough clearance required by FAA between the building line and the runway centerline. An existing taxiway will act as a buffer between the runway and the new terminal. New aircraft ramps to accommodate 14 aircrafts will be constructed between the taxiway and the new terminal.

On the other side of the new terminal, will be a new five-level adjacent parking garage, and there will be some other parking lot enhancements elsewhere providing a total of 6,637 parking spaces for the public, which is the same number as the existing parking capacity, and 600 employee parking spaces and a small expansion in square footage of valet parking services, as well as

rental car storage. The Agreement will cap the current parking capacity so there will be no net expansion in parking spaces on the property.

Enhancements will be made to the taxiways, including construction of two new taxiways within the southern RPZ of Runway 15-33 and eastern RPZ of Runway 8-26 to improve aircraft navigation while taxiing.

New and reconfigured access roads will be created to connect to the new parking garage and the new terminal, and to other parking areas. New emergency service, air cargo and maintenance buildings totaling approximately 51,000 square feet are also proposed.

Southwest Quadrant Full-Size Terminal Option

Under this Option, the existing passenger terminal and adjacent parking structure located at the southeast corner of the intersecting runways will be demolished, and a new two-story, 355,000 square foot terminal will be constructed on the Southwest Quadrant site, which is at the southwest corner of the two intersecting runways, about mid-field of Runway 8-26 on the southern portion of the Airport property.

The proposed terminal will be of the same size and offer the same facilities and the sane number of gates as the proposed terminal under Adjacent Property Option. The total building frontage is 2,085 square feet. The building line of this terminal will be set back approximately 750 feet from the runway centerline, which is the minimum clearance required by FAA. A new aircraft ramp will be constructed in the clearance area between the terminal and the runway.

On the other side of the new terminal, will be a new adjacent parking garage, and there will be some other parking lot enhancements elsewhere providing a total of 6,637 parking spaces for the public, which is the same number as the existing parking capacity, and 600 employee parking spaces and a small expansion in square footage of valet parking services, as well as rental car storage. The Agreement will cap the current parking capacity so there will be no net expansion in parking spaces on the property.

Enhancements will be made to the taxiways, including construction of two new taxiways, within the southern RPZ of Runway 15-33 and eastern RPZ of Runway 8-26 to improve aircraft navigation while taxiing.

New and reconfigured access roads will be created to connect to the new parking garage and the new terminal, and to other parking areas. New emergency service, air cargo and maintenance buildings totaling approximately 51,000 square feet are also proposed. A new shuttle pick-up/drop-off area will be constructed. The existing general aviation and air freight facilities and rental car storage on the Southwest Quadrant will be relocated to the Adjacent Property.

More details on this Project can be found in the Attachments. The renderings for the terminals provided in ***Attachment G*** are only conceptual and not finalized, and are subject to change through the design process and extensive input from Burbank residents when the Development Agreement becomes effective.

Should the City deny the Project or the voters choose not to ratify the Development Agreement and ordinance amendments, the Airport Authority may elect to build a terminal under a *Southwest Quadrant Same-Size Terminal Option* (which was considered in the Project's FEIR) which will be on the same location as the Southwest Quadrant Full-Size Terminal Option, however, the terminal and parking garage will be the same size as the existing terminal and garage and the proposed

second floor of the terminal will only accommodate a central utility plant. New offices for airport-related personnel and concession vendors will not be constructed, but other airport-related facilities will be constructed. The Airport Authority asserts it already has full vested rights under this Option and that no discretionary approvals would be required by the City.

LOS ANGELES COUNTY AIRPORT LAND USE COMPATIBILITY PLAN

In 1991 the ALUC adopted the ALUCP which set forth policies, maps with planning boundaries, and criteria for promoting compatibility between airports and the land uses that surround them. The adopted ALUCP contains policies to help minimize the public's exposure to excessive noise and safety hazards associated with airport operations.

CONSISTENCY WITH ALUCP POLICIES

ALUCP GENERAL POLICIES

ALUCP General Policies G-1 through G-5 relate to the compatibility of the new uses to the Land Use Compatibility Chart, prohibits new uses that may be incompatible and encourages recycling of existing uses that are incompatible, encourages easement dedication surrounding the runways, and encourages adherence to the California Noise Standards guidelines.

The Project does not propose new uses, but proposes relocation of existing land uses to other parts of the Airport property and enhancement of some existing uses. All the existing uses that will be affected by the Project are airport-related uses and are compatible with the Land Use Compatibility Table. No off-airport uses are proposed. One of the properties affected by the Project is an easement that will be converted for airport development, but that easement is not located within any of the RPZ's at the airport. The Airport Authority already owns multiple aviation and avigation easements in the vicinity of the airport, including around RPZs. Furthermore, the Project does not propose an increase in the number of gates at the terminal, which controls the number of flight operations per day. The Airport Authority will continue to uphold the voluntary nighttime curfew (10 PM to 7AM), and to offer its existing acoustical treatment program for affected residences within the AIA. Therefore, this project is consistent with the General Policies in the ALUCP.

ALUCP NOISE POLICIES

ALUCP noise policies N-1 through N-4 relate to the noise compatibility between the airport and surrounding land uses with the airport's AIA. The policies establishes a system for measuring noise, sets sound insulation standards for qualified projects, establishes the Land Use Compatibility Table (See ***Attachment J***) and encourages a statement of noise disclosure for properties in affected areas.

The ALUCP Land Use Compatibility Table lists recreation, agriculture, industrial and commercial uses within the 65 dB CNEL noise contour as compatible from an airport land use perspective. Residential and recreational uses are also listed as compatible uses provided sound insulation needs are reviewed, and lists educational facilities as not compatible.

The Project's Final Environmental Impact Review (EIR) (See ***Attachment I***) used the CNEL levels to measure noise impacts, and has determined that the Project is compliant with the Airport Authority's 14 CFR Part 150 Study of its Noise Compatibility Program (See ***Attachment L***) on noise impacts to the surrounding areas. It notes that the "noise impact area" which covers single-family residential areas within the 65 CNEL noise contour has shrunk from 688 acres in 2012 to

approximately six acres today. More than 75% of the residences located within the AIA have been acoustically treated. The Airport Authority will continue to offer its existing acoustical treatment program for any remaining affected residences and all multi-family residences within the AIA in compliance with its revised Noise Compatibility Program. The Airport Authority already acoustically treated two schools and preschools located with the AIA. The EIR notes that the 65 CNEL noise contour is projected to grow in the next 10 years, due to economic growth which would occur regardless of whether the Project is built or not and regardless of no changes in the number of gates. However, this contour will still be smaller than in 2007, when flight operations peaked and the noise contour was at its largest. The EIR assumes this will be due to the changes in aircraft technology and FAA mandates for quieter aircrafts (Stage 3 noise levels, which are quieter, were mandated for the end of 2015). 311 homes will be affected by the new noise contours, but these homes would be affected even under the No Project scenario due to economic growth of airport operations over the next 10 years.

No changes to take-off or landing patterns will be made as a result of the Project. Only taxiing patterns will be affected due to taxiway enhancements and gate relocations. The EIR states that there is no measure available to determine the threshold of significance in noise from the shift in taxiing activities as a result of the Project, so they have to use Sound Exposure Levels (SEL) for each taxiing operation. The EIR measured SELs at four noise-sensitive sites adjacent to the airport and found that all peak noise levels of taxiing (which ranged from 65 to 80 dB for up to two minutes) would not project off-airport when sound attenuation with acoustics and buffer buildings, including the terminal, are taken into account. Aircrafts use a single engine to power the plane during taxiing, and will only engage both engines during take-off sequences. Pages 6-16 and D-17 and D-18 of the California Department of Transportation ALUC Handbook states that regarding noise from taxiing activities and runway holding bays, the noise levels are minimal and not a factor off the airport property. Furthermore, PUC Section 21664.5 states that new taxiways and alignments are not considered an expansion of the airport.

The Project will be built entirely on Airport property, and does not affect any uses outside of the airport, and the EIR has not identified any significant impacts with compatibility of airport uses to the surrounding areas. It should be noted that the Southwest Quadrant Full-Size terminal will be placed much closer to residences to the south, at 450 feet. However, the terminal, industrial warehouses and the railroad tracks will serve as buffers between the gates and the residences. The Adjacent Property Option terminal will be over 2,000 feet to the nearest residences to the northeast and west. The FAA-approved Part 150 Noise Study found that the noise increase as a result of the Project was found to be less than 1 dB CNEL within the 65 dB CNEL contour, having taken into account the No Project Option and 10-year economic growth. The EIR determined that this increase to be less than significant, and the Project to have no impact on noise. The Airport Authority recently revised and updated its Part 150 Study Noise Compatibility Program in March of this year to address current noise issues. The City's General Plan contains policies that require surrounding property owners to be informed of all airport projects. Condition 32 of the City's Draft Conditions of Approval for the Project (see ***Attachment F***) will monitor noise issues related to construction activities involved with the Project.

Based on the analysis for noise, the Project is consistent with the Noise Policies in the ALUCP.

ALUCP SAFETY POLICIES

ALUCP safety policies S-1 through S-4 relate to land uses and the Runway Protection Zones (RPZ), and S-5 through S-7 discuss safety issues related to uses that may interfere with safe air

navigation. These policies requires the establishment of safety zones, and set criteria for limiting uses that may create a safety hazard for aircraft in the air and people on the ground.

Other than removing an existing parking lot and new taxiway enhancements, the Project does not affect the RPZs of all the runways at the Airport. Demolition of the existing terminal may potentially encroach into the RPZs, but the EIR has mitigation measures to keep all demolition activities away from the RPZs as much as possible, with the exception of removal of Parking Lot B, which is already within a RPZ. The Airport Authority will file a Form 7460-1 with the FAA to authorize construction and realignment of taxiways within the RPZs. The Airport Authority has been proactive in acquiring easements around the RPZs to comply with FAA's grant assurance requirements.

There may be hazardous materials stored or carried during construction and demolition of the terminal in the Project, but they will not be placed within the RPZs. The EIR contains mitigation measures, including compliance with OSHA requirements, to handle hazardous materials to minimize safety risks, including implementing a Health and Safety Plan.

The existing terminal, with a high volume of passengers, is very close to the runways and two RPZ's, and the new terminal will be placed further away from the runway and the RPZ in compliance with FAA design standards, thereby increasing safety for airport passengers. The Adjacent Option terminal will have greater clearance from the runways than the Southwest Quadrant Option terminal.

No light or glare nor smoke will be an issue in the RPZs. Condition 10 of the Draft Conditions of Approval for the Project will require that all exterior lighting be fully shielded or fully cut-off. Attraction of birds may occur during the construction/demolition phase of the Project, and the EIR has identified mitigation measures to handle proper food waste disposal to minimize attraction of birds. The terminal will use FAA design standards to minimize exterior lighting and will not pose detrimental electrical interference. The tallest object in the Project will be 82 feet and it will be located below the Part 77 height standard, so height obstruction will not be an issue. The EIR determined that there are less than significant impacts with mitigation on hazards and hazardous materials.

Based on the analysis for safety, the Project is consistent with the Safety Policies in the ALUCP.

CONSISTENCY WITH BURBANK 2035 GENERAL PLAN

The City has determined, at its Planning Board hearing dated July 7, 2016, that this Project, including its Development Agreement, is found consistent with the Burbank 2035 General Plan. The ALUC reviewed the City's General Plan update and made a determination at its January 23, 2013 hearing that the General Plan update was consistent with the ALUCP. However, the Project was not considered in the Burbank 2035 General Plan, even though it mentioned the possibility that a replacement terminal would be considered by the City's voters should such a project or a land use plan that includes this project be brought forth.

STATUS OF PROJECT

The Project is to be presented to the City's Planning Board (Board) Special Meeting on Thursday, July 7, 2016. At the time of submittal of this Staff Analysis, the Board has not taken action, however the staff report submitted by the City's Community Development Department (See ***Attachment M***) recommends that the Board recommends approval of the Project to the City Council. The Project is scheduled for public hearings with the Burbank City Council on July 25

and 26, 2016. A second reading, adoption of ordinances and Development Agreement, and a call for a November 8 Measure B election will be held on or before August 9, 2016. If the City Council approves the Project, the Project will be put on the ballot at the November 8, 2016 Presidential Election for voters to ratify the ordinance amendments and development agreement as required by Measure B. If the voters ratifies the Development Agreement and ordinance amendments, the Airport Authority will seek approvals from the FAA, have a National Environmental Policy Act document prepared, and once all final approvals are secured, work with the community during the design process before construction can commence. Should the voters not ratify the Development Agreement and

ENVIRONMENTAL DOCUMENTATION

A Final Environmental Impact Report (FEIR) was prepared by the applicant for this Project and is attached (***Attachment I***). It is to be certified by the Airport Authority at its meeting on July 11, 2016.

PUBLIC COMMENTS

In compliance with Section 65090 of the California Government Code, the ALUC public hearing was noticed for ten days in the Burbank Leader on June 29, 2016. To date no comments have been received.

RECOMMENDED ACTION

Staff recommends that the Airport Land Use Commission find the Bob Hope Airport Replacement Terminal Project **CONSISTENT** with the policies of the Los Angeles County Airport Land Use Compatibility Plan. Staff also recommends that the Commission consider the Adjacent Property Full-Size Terminal Option as the preferred option in this Project from a noise and safety perspective, due its location being further away from nearby noise-sensitive uses and the existing runways. The Commission may consider the Southwest Quadrant Full-Size Terminal Option as an acceptable alternative.

SUGGESTED MOTION

*"I move that the Airport Land Use Commission close the public hearing and, based on the evidence presented, find the Bob Hope Airport Replacement Terminal Project **CONSISTENT** with the adopted Los Angeles County Airport Land Use Compatibility Plan."*

ATTACHMENTS:

Draft Findings
Attachment A – Burbank AIA Map
Attachment B – City of Burbank Land Use and Zone Maps
Attachment C – Airport Property Maps
Attachment D – Draft Development Agreement
Attachment E – Planned Zone Ordinance Amendments
Attachment F – Draft Project Conditions of Approval (on CD)
Attachment G – Project Descriptions, Site Plans and Renderings (on CD)
Attachment H – Public Utilities Code 21661 Amendments (on CD)
Attachment I – Final Environmental Impact Report (on CD)

Attachment J – ALUCP Land Use Compatibility Table
Attachment K – ALUCP Compatibility Matrix for the Project
Attachment L – 14 CFR Part 150 Study Noise Compatibility Program (on CD)
Attachment M – City of Burbank Community Development Department Staff Report
Hearing Notice

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