



MEMORANDUM

DATE: October 23, 2006

TO: City Planning Board

FROM: Greg Herrmann, Chief Assistant Community Development Director/City Planner *GH*
by Avital Shavit, Assistant Planner *AS*

SUBJECT: PROJECT NO. 2006-105: WHOLE FOODS MARKET: CONDITIONAL
USE PERMIT, DEVELOPMENT REVIEW & VARIANCE
901 West Alameda Avenue
Applicant: 901 Alameda Investors, INC

PURPOSE:

The purpose of this report is to consider a request by 901 Alameda Investors, INC to construct a 60,000 square foot Whole Foods market with two levels of subterranean parking which includes 305 parking spaces. The applicant is requesting a variance for the front, side and rear setbacks to provide less than is required by code. The applicant is also requesting a Conditional Use Permit (CUP) for type 21, 41, and 42 alcohol licenses.

BACKGROUND:

Property Location: The project site is located at 901 West Alameda Avenue at the corner of Main Street and Alameda Avenue.

Zoning: The subject property is zoned Rancho Commercial (Exhibit A-1)

General Plan Designation: The subject property has a General Plan Land Use designation of Shopping Center / Rancho Commercial.

Property Dimensions: The property, as currently configured, consists of two (2) separate lots. Together this site measures 311' wide and 245' long.

Street Classifications: The subject property is on the northwest corner of Alameda Avenue and Main Street. Main Street is a Major Arterial /Approach Way with an 80' right-of-way (48' paved with 16' sidewalks) and Alameda Avenue is a Major Arterial with a 100' right-of-way (76' paved with 12' sidewalks).

EXHIBIT | 1

Current and Past Development:

Past Development: The site is currently developed with a 43,000 SF commercial office building with a large surface parking lot. The current parking lot configuration surrounds the building fronting Main Street and Alameda Avenue. The current occupant, since 1998 is a post production office Captions Incorporated. The previous tenant was Martino's Bakery which occupied the building from 1956 to 1998. (Exhibit B-1). The business included a retail store and a manufacturing and distribution center for Martino's products. Additionally, the project includes a smaller property at the corner of the Main Street and the alley that is parallel to Alameda Avenue. The building on this property has a zero setback and has no parking on its property for the use. It has been used as an office in the past. A post production company, Bluth Enterprises INC, is the current tenant.

Project Description: The applicant proposes a 60, 000 SF Whole Foods natural foods grocery store, which includes an approximately 1,500 SF incidental restaurant that will serve wine and beer. The market proposes to hold incidental wine education classes that will be conducted in a secured area within the sales floor. The market also proposes to sell wine, beer and liquor with their grocery sales within an approximately 3,000 SF of sales area. (Exhibit B-2 & B-3) The incidental restaurant will sell take-out and gourmet fast-food for consumption on the premises. The frontage of the building includes a sidewalk dining area enclosed in an attached patio (sidewalk café). The dining space will be partially inside the market and partially outside in an attached sidewalk patio that is elevated from the street. The truck loading area for deliveries will be at the rear of the property along the alley that has an entrance off Main Street and exits out to Glenwood Place.

The project consists of a grocery retail store and two levels of subterranean parking. The applicant is requesting a variance for the front, side, and rear setbacks of the retail building to provide less than is required by code. Alameda Avenue is considered the front of the property and Main Street is considered the side of the property. The originally proposed setbacks for the one-story retail building are a 2.5' rear setback, a zero foot interior side setback, a 20' street-facing side setback and a 10' front setback. The fully subterranean garage is proposed to have no front setback, a 20' a street-facing side setback, and a 2.5' rear setback and no interior side setback. As discussed in detail in the mobility/circulation portion of this report, a 4' dedication is required along Main Street. With this required dedication for street widening, the proposed setback will be 16' with 4' feet of the property dedicated to the right-of-way to create a 12' sidewalk.

Additionally, the applicant is applying for a conditional use permit (CUP) in order to obtain type 21 (off-sales general beer and wine) a type 41 (eating place w/ beer and wine) alcohol license and type 42 (wine tasting) alcohol licenses. The project is located in the Rancho Commercial (RC) zone. The type 21 license is a standard permit that many grocery stores obtain and the type 41 is a standard alcohol permit that restaurants obtain. The type 42 permit will allow wine tasting in an enclosed section of the store and will be incidental to the grocery food sales.

Municipal Code Conformance: The project site is located within the Rancho Commercial zone. As such, all buildings are required to comply with the Rancho Commercial development

standards (BMC Section 31-2428). Additionally, the project will be required to comply with the residential adjacent uses standards (BMC Section 31-1154), as the project is within 150 feet of a residentially zoned property, and the Alcoholic Beverages Standards (BMC section 31-1116), as the project is proposing to obtain a permit for on-sales and off-sales of alcoholic beverages.

With few exceptions, the project plans submitted demonstrate compliance with the applicable City standards. The setbacks are shown to be non-compliant but there is a request for a variance as part of this project. Those corrections that are required to bring the project into complete conformance primarily relate to the aesthetic design of the building and will be required to be corrected prior to issuance of building permits.

Table 1: Comparison with General Development Standards

Development standard	Code requirement	Proposed project
Land Use (Grocery Store & on/off sales of alcohol)	Grocery Store – permitted (<i>BMC 31-502</i>) On-sales Alcohol of Beer and Wine & Restaurant with Incidental Alcohol-conditional use permit (<i>BMC 31-1116</i>)	Grocery store permitted in the Rancho Commercial Zone. CUP is required for on or off sales of alcohol.
Height	Maximum of 35 feet to the highest ceiling permitted for human occupancy and an additional 15' allowed for architectural features. (<i>BMC 31-2433</i>)	In conformance Building proposed 35' to top of roof and architectural element are up to 50'.
Setbacks	For the building: 25' front and street-facing side, 5' rear, 10' interior side The subterranean garage can have a zero setback on all sides. (<i>BMC 31-2433</i>)	Variance Requested for the building structure. Building setback is 10' front, 16' street-facing side (considering the 4' dedication), zero foot interior side, and rear is 2.5' for some portions of the rear. The fully subterranean parking garage conforms and has no setback in the front, 16' on the street-facing side and 2.5' in the rear.
Parking spaces	Retail= 5 spaces per 1,000 s.f. (300 spaces for 60,000 GSF of retail space) (<i>BMC 31-2432</i>)	Complies 5/1000 ratio proposed (305 spaces proposed)
Parking space dimensions	9 feet by 18 feet (<i>BMC 31-1401. No compact allowed.</i>)	Complies

Development standard	Code requirement	Proposed project
Landscaping	California native species and sycamore trees shall be planted. A minimum of 50 % of the front and exposed side yards shall be landscaped. In required front and exposed side yards a minimum of one tree shall be planted for every forty (40) linear feet of street frontage. <i>(BMC 31-2433(c)(3))</i>	Project appears to meets requirements. Must demonstrate compliance prior to issuance of a building permit.
Art in public places	1% of total project cost	Art on the site will be provided, subject to committee approval.
Residentially Adjacent Standards - Business Hours	No Late Night Business (12 a.m. to 6 a.m.) without approval of a CUP (BMC Sec. 31-1151).	Not a part of this application; applicant proposes to comply with all code requirements regarding hours of operation. Proposed hours of operation are 7:00 AM - 11:00 PM
Residentially Adjacent Uses - Operational Requirements for All Businesses	Waste disposal, responsible person, no congregating, and applicability to portion of property (BMC Sec. 31-1154).	The applicant will be required to comply with Code.

Public Correspondence: The Planning Division has received numerous public comments on the project. (Exhibit C-1) The proposed market has caused concern among some residents that the project could generate traffic that may impact the surrounding area, and that vehicles accessing the site may create safety issues. Additional concern was expressed regarding the presence of horses crossing Main Street with the addition of the proposed project. These issues were addressed in the traffic study. Conversely, many residents of the Rancho and other areas of Burbank have provided comments in support of the project as it would be walking distance to their neighborhood and that it would provide a resource as there is not a Whole Foods in Burbank.

Public comments were submitted that claimed that the use of the grocery store is not a permitted use in the Rancho Commercial zone and that the board that reviewed and crafted the Rancho Master Plan intended to prohibit grocery stores. This is addressed in the analysis portion of the report.

The applicant sent out letters to many Burbank residents with a detachable response card requesting input on the project. (Exhibit C-2) The applicant reports that they have received 480 postcard responses; 471 in favor of the market, 5 requesting more information, and 4 opposed. Additionally, they report that they have received 23 emails, 20 in favor of the market, and 3

requesting more information, and or partial opposition. The applicant will provide this information at the public hearing.

The Rancho Review Board provided comments which have been considered and included (Exhibit C-3). These comments echo the sentiment of the community in terms of concern for horse accessibility and possible negative affects of the project as well as benefits from the project.

The City held a community meeting on August 21, 2006. (Exhibit C-4) At this meeting the public expressed similar concerns as discussed above. The applicant had an opportunity to express the objective of the project and respond to their concerns. The meeting seemed to be helpful to the residents in that it answered some of the questions they had about the proposed market. However, there were many questions about the traffic study which was not available to the public at that time. The applicant held a second community meeting on October 19, 2006. Considering the date of the meeting, comments from this meeting are not included with this report. However, comments from this meeting will be discussed at the Planning Board public hearing.

ANALYSIS:

The Conditional Use Permit process is intended for land uses which require special consideration before being allowed in a particular zone. The Conditional Use Permit is intended to assure that such uses remain compatible with surrounding properties. A market with an incidental restaurant with on and off sales of alcohol requires a Conditional Use Permit throughout the city due to the potential impacts of the sales of alcohol on surrounding neighborhoods. A variance process is intended for projects that request to vary from development standards, which may include height, setbacks, floor area ratio (FAR) and other project elements. The variance process is intended to ensure an open feeling for pedestrians and other uses of the public right-of-way.

Surrounding Neighborhood: The project site is primarily surrounded by commercial and industrial properties. The property is across the street from an R-1-H Housekeeping Single Family Zone. The abutting western neighbor is Alameda Care Center, a nursing home facility with 89 beds. This facility serves Alzheimer's and dementia patients and is a full-time locked facility. This facility does not provide critical care services and thus does not provide full medical services. In terms of design compatibility, this abutting property does not conform to the Rancho design standards and has no front and side setbacks. The proposed market is compatible with the existing commercial establishments along Alameda Avenue and the nearby residential zone.

"By-Right" Development Potential: The project applicant submitted plans for a hypothetical, by-right development which demonstrated that a three story office project would be possible with a square footage of 177,940 SF. (Exhibit D) This hypothetical project would only require a Development Review approval, and possibly a traffic study. The proposed project, in comparison to the hypothetical project, is smaller in scale and may have less of an effect on the surrounding neighborhood in terms of aesthetics, traffic, views and other elements. Moreover, the applicant contends that an office building would not provide a retail resource to the community that a grocery store would.

Project Characteristics: The proposed project involves the construction of a single story Whole Foods market with two levels of subterranean parking. The proposed Whole Foods market will offer organic, and gourmet groceries, custom prepared to-go food items, personal advice from trained sales staff on supplements and vitamins, and in store tutorials on wine and food. The applicant has reported that Whole Foods product line is made with the intent of providing healthy choices as their products are made with organic ingredients, without preservatives and artificial ingredients, and without trans or saturated fat. Whole Foods specializes in offering products for people with special dietary needs. Many of the products available at Whole Foods are not available at other markets like Pavilions or Ralphs. Other markets provide some similar products, such as prepared to-go food, however Whole Foods is unique in that these products are custom made in the store and they are made with organic and sustainable ingredients. Overall, Whole Foods is a store that is unlike any other market in Burbank and will provide a resource as a natural foods market.

Height

The Rancho Commercial zone limits the height of buildings to thirty-five (35) feet, as measured to the height of the ceiling of the highest room permitted for human occupancy. Roof and architectural features may exceed this height by up to fifteen (15) feet. The project is a single-story building proposed at 35' to the top of the roof and with a 15' architectural tower element placed at the corner of Main Street and Alameda Avenue. These structures are within code allowances and are comparable to the commercial and industrial buildings existing in the surrounding neighborhood. Staff believes that the architectural design proposed will enhance the building's aesthetic appeal, and will reduce any impact on any adjacent residential properties.

Roof Design

Because the building is large almost any roofline would technically be mansard, but it has been designed with pitches and a tower element. Large commercial buildings typically do not have pitched roofs as they are cost prohibitive. The Rancho Commercial standards prohibit mansard roofs. To meet the code requirement a few design changes must be made to the west and north facing facades. With these minor design modifications, it is possible to bring the roof into conformance. A condition of approval will require that the roof design be modified for these elevations and approved by the Community Development Director before the submittal to building plan check.

Dedications

An alley dedication along the rear of the property will be required to create a 20' wide alley to facilitate truck movements into the alley. This dedication will improve the circulation of vehicles accessing the industrial businesses along Glenwood Place as well as provide improved access for Whole Foods delivery trucks. A dedication of 4' along the west side of Main Street will be required to maintain a 12' sidewalk with the required widening of the street. The proposed street widening will take 8' of the existing sidewalk right-of-way and thus reducing an existing 16' of sidewalk down to 8'. In order to maintain the City's 12' sidewalk standard a dedication of 4' is required. The street widening is necessary to accommodate the addition of two-way left turn lane and bike lanes that are required for the project. A condition of approval will require that the

dedications be granted prior to building permit issuance and appropriate widening be completed before the building certificate of occupancy be issued.

Setbacks

The Rancho Commercial standard requires a 25' front setback and street-facing side setback, a 10' interior side setback, and a 5' rear setback. These standards were set by the Rancho Master Plan that was approved in 1993 and it is suggested by some that the intent of these setbacks at the time of adoption was to provide a buffer area between the building and the street that would create a horse friendly streetscape. While protecting the horses was a priority for the development of the Rancho Master Plan, pedestrian accessibility was not raised as an issue for future development. It may have been believed that placing massing away from the property line would create a feeling of open space that would be more comfortable for horses.

While the Rancho design standards prohibit the massing of buildings close to the property line, it also encourages the placement of surface parking towards the front property line. The placement of surface parking lots in front of buildings generally discourages pedestrian accessibility and creates a streetscape that is more auto-oriented. Additionally, pedestrian safety may be compromised when a parking lot separates a sidewalk from a retail entrance.

The setback variance that is requested places the massing of the building closer to the property line than is permitted by Code, but still provides a buffer for horses. The setback on Alameda will include an outside dining patio that is elevated from the sidewalk. This wall enclosing the patio area will be landscaped to soften the view from the sidewalk. The applicant proposes a 20' side setback on Main Street; however the project is required to dedicate 4' of this setback to maintain a 12' sidewalk on Main Street. Considering this dedication, the proposed setback will be 16'. The 16' setback combined with the proposed 12' sidewalk would still provide a total 28' space area between the horses and the building. It has been observed that horses generally ride along the east side of Main Street towards the Los Angeles River Trail and the Equestrian Center, which is across the street from the project. Thus the 9' reduction of setbacks along the west side of Main Street is not expected to significantly change the character of the streetscape in terms of horse accessibility.

In terms of promoting pedestrian activity and accessibility, a reduced setback that allows buildings to be close to the property line may create a more inviting and friendly environment. Reduced setbacks, with the addition of landscaping and pedestrian amenities such as a sidewalk café, can help to stimulate a walking community and promote healthy lifestyles. The requested setback reductions will enable the project to create a pedestrian environment that will be inviting to residents and employees in the neighborhood.

The Variance request is warranted in that this property is a corner lot and that both the front and the street-facing side setback is required to have a 25' front yard setback, where as most commercial lots are only required to have a 5' front yard and 5' street-facing side yard setback. This requirement places a burden on the property owner in that similar lots of similar size can have a larger building footprint than the subject corner property.

Parking

The Burbank Municipal Code has established a parking requirement of five (5) spaces per 1,000 square feet of floor area for markets with incidental restaurant. The parking will be provided in a two-level subterranean garage. Comparatively, the Rancho Market Place across the street along Alameda Avenue which includes restaurants, Pavilions market and other retail uses, is parked at the same 5/1000 ratio. The existing Glendale Whole Foods market is parked at an approximately 4/1000 parking ratio. Additionally, the 5/1000 Rancho requirement for retail is more conservative than the requirement for the rest of the City (3.3/1000). Since the Rancho standards require more parking than any other area in the city for grocery stores, the parking should be satisfactory to meet the demand for the use proposed. 305 parking spaces proposed will be sufficient for the market and meets Code requirements. The 305 spaces meets the code requirements, and staff believes it will be adequate to meet the demand.

Alcohol Sales

The alcohol permits requested for the on and off premises sales require the approval of a conditional use permit. These two (2) alcohol permits would allow packaged sales of alcohol within the market, beer and wine sales in the incidental restaurant, and wine tasting. The intent of the conditional use permit requirement is to assure alcohol sales will be conditioned so that they do not have any negative impacts on the surrounding properties. The subject property is located in Census Tract 3117, where there are seven (7) licenses permitting the sale of alcoholic beverages for on-sales currently in place. (Exhibit E) The proposed on-sale license will make eight (8) for this census tract. According to the Department of Alcoholic Beverage Control (ABC), more than six (6) licenses constitute an over-concentration of on-sale licenses within this census tract. ABC does not require additional CUP findings for an over concentration of on-sale licenses. This over concentration is not significant considering the methodology used by ABC to determine threshold levels. Threshold levels are based on population counts that include residential and commercial zones. Additionally, a restaurant with incidental alcohol (on-sale sites) is a controlled environment where alcohol service is a secondary use of the business. The wine tasting will occur in a secured area of the market to which only individuals 21 or over will be admitted.

In terms of off-sales licenses in this census tract there are four (4) licenses permitting the sale of alcoholic beverages for off-sales currently in place. (Exhibit E) The proposed off-sale license will make five (5) for this census tract. According to the ABC, more than four (4) licenses constitute an over-concentration of off-sale licenses within this census tract. ABC requires additional CUP findings for an over concentration of on-sale licenses. Staff is able to make the finding that permitting the requested off-sale license serves a public convenience or necessity. It is convenient for customers to be able to purchase beer and wine at the same time as groceries. Additionally, Whole Foods stores sell gourmet beer and wine items that are unique and might not be sold at existing local stores in the census tract or anywhere in the city.

Noise

The primary potential sources of noise for the grocery store and incidental uses are the comings and goings of patrons and employees, deliveries and trash disposal/pick-up, and other such business operations. The distance between any dwelling unit and the front entrance to the business and the alley loading dock, where the majority of the noise emanates from, is greater than 100 feet. The residential area and the property are separated by Main Street. The market will be prohibited from

operating between the hours of 12:00 AM to 6:00 AM as they are residentially adjacent. These characteristics greatly reduce the level of noise that reaches the adjacent residential property. It is staff's assessment that any noise impact will be minimal to the surrounding neighborhood due to the features of the property. Finally, the serving of beer and wine will be incidental to the incidental restaurant within the market and will not have the same potential for noise problems as a bar or nightclub might have.

Hours of Operation

The Burbank Municipal Code limits business hours to 6:00 a.m. to midnight. The applicant has indicated that the hours of operation will have standard grocery store operating hours of Monday – Sunday 7:00 am – 11:00 pm. These hours of operation are reasonable for a grocery store considering that the Pavilions market located across the street on Alameda Avenue is open 6:00 AM – 12:00 AM. These hours of operation are not expected to cause any negative impacts to the surrounding neighborhood and are considered reasonable for the use requested.

Landscaping

Landscaping is an important component to the overall design of a project. The front and side setbacks will be landscaped with trees and complementary shrubs, in accordance with the standards of the Rancho Commercial zone. The landscaping will provide a buffer between the building and pedestrians and will add to the community feel of the project. Conditions of approval will require that the final landscaping plans be approved by the Parks, Recreation and Community Services Director before any building permits are issued.

Mobility/Circulation

Traffic Study

As part of the environmental review for this project, a traffic study was prepared by Parsons Brinkerhoff Quade & Dougals, Inc. to review the project's impacts to the surrounding street system and the vehicular access to the site. (Exhibit G) This study was conducted in accordance with the City's guidelines and includes an analysis of thirteen (13) intersections.

Like most traffic studies, the study for this project incorporates assumptions about local travel patterns and trip distribution as well as trip generation data from the Institute of Transportation Engineers (ITE). This information was in turn compiled with existing traffic volume data and anticipated future development in order to estimate future traffic conditions. The traffic study also incorporates an ambient growth factor of two (2) percent per year.

Typically, the ITE Trip Generation manual applies a pass-by trip reduction¹ of twenty (20) percent. Since the project is located adjacent to a commercial area, it is reasonable to assume that the project will draw traffic that is headed down Alameda Avenue towards the Interstate 5 Freeway from the studios in the Media District. Additionally it will draw trips that are also going to the Rancho Market Place. Some of these trips will be able to access the project site directly

¹ ITE considers pass-by trips to be those made as intermediate stops from an origin to a primary trip destination without a route diversion. For example, a car traveling using Alameda to get from the Media District to the Golden State Freeway that stops at the site would be considered a pass-by trip.

from Alameda Avenue or Main Street without changing their path. These trips are incorporated into the pass-by reduction.

The traffic study concluded that the project will increase local traffic in the immediate area of the project. However, the intersection at Alameda Avenue and Buena Vista Street will be significantly impacted. The study recommended the following mitigation to reduce traffic congestion at that intersection and throughout the area.

- Convert the unstriped right turn lane into a shared through/right turn lane to provide two exclusive left turn lanes, two through lanes, and one shared through/right turn lane for the eastbound and westbound approaches. These improvements require additional right of way, which has already been reserved from adjoining property owners as mitigation for a prior development project.

The implementation of this mitigation measure would improve traffic operations and would satisfy the City's requirement of bringing the project impact to a level of insignificance (although it is still operated at the level of service E). This mitigation measure would maintain the existing level of service at level of service E. It should be noted that the proposed improvements of this intersection are consistent with the City's long-range improvements identified as part of the Infrastructure Blueprint. In addition, they are compatible with improvements identified as part of the General Plan Draft Mobility Element which is currently under review. The mitigation measure proposed for this project is the second phase of the full mitigation measure recommended by the City in the Draft Mobility Element.

The report concluded that if the recommended mitigation measure at Alameda Avenue and Buena Vista Street are implemented, then the proposed project shall not have significant traffic impacts. Staff agrees that based on the information provided by the traffic study the project will not have a significant impact on traffic if the mitigation measures are implemented as recommended. The mitigation measure is included in the conditions of approval.

Driveway Access

Two driveways are proposed for vehicles entering and exiting the site. One driveway will face South Main Street and another driveway will face West Alameda Avenue. The traffic study conducted an unsignalized intersection level of service evaluation to assess the operations of each of the two driveways during both the AM and PM peak hours. The traffic study recommends that the driveway at Main Street should be a full access driveway with stop controls at the driveway egress and at Valencia Avenue. Additionally, due to high traffic volumes on Alameda Avenue and the driveway's close proximity to the Main Street and Alameda Avenue intersection, the driveway at Alameda Avenue should be designated as a right out only, stop controlled driveway. However, vehicles should be allowed to turn left into the driveway from Alameda Avenue. Overall, the traffic study concluded that with the recommended driveway configuration the traffic conditions at the driveways are expected to be at acceptable levels (LOS B or C) and would not significantly affect traffic operations on either Main Street or Alameda Avenue. These driveways will provide sufficient access to the project. Conditions of approval will require the implementation of the traffic study recommendations for these access controls.

In order to improve circulation into the Whole Foods, the City is requiring that the project provide a two-way left turn lane north of the intersection of Main Street and Alameda. These improvements will facilitate turning movements into the project and circulation for the entire intersection.

Alley Access/Loading

Delivery trucks access is proposed through the rear alley. A back loading dock will be situated to allow for trucks driving into or backing into the rear alley from Main Street and existing out Glenwood Place or driving out on to Main Street. The project is required to dedicate 5' to the alley to create a 20' alley which will allow the alley to be used for two-way traffic. The alley loading area is sufficient for the proposed truck loading access and configuration. A condition of approval will require the dedication of 5' for the alley.

Equestrian Access

The proposed Whole Foods Market project is located in the Rancho area which prioritizes the design of the built environment to accommodate the equestrian population. The Rancho Master Plan guides the land use and general development regulations of parcels in the Rancho area. The Rancho area is a historically equestrian friendly neighborhood and the Master Plan pays special attention to equestrian circulation issues. Located en route from the Los Angeles Equestrian Center and the horse trails in Griffith Park to a few horse keeping single-family residential parcels along Valencia Avenue, the proposed project is expected to see, on a daily basis, a few horses traveling back and forth on the east side of Main Street and crossing the intersection along Alameda Avenue. The number of horses crossing the intersection is low and the project is not expected to produce any impacts to equestrian accessibility. However, the presence of the Whole Foods driveway on Main Street will increase the number of vehicles traversing Main Street between Alameda Avenue and Valencia Street, making road safety for horse travel a very important issue for motorists, horses, and riders. According to the California Vehicle Code, riders of horses or other animals are entitled to share the road with motorists. If necessary, riders are also entitled to request motorists to slow down or stop. To improve road sharing between motorists and riders who travel on Main Street between Valencia Street and the Equestrian Center, the following recommendations are made by the traffic study:

1. The City of Burbank is upgrading Main Street to a Class II bicycle route by striping bicycle lanes on both sides of the street. The proposed project shall ensure that bicycle lanes are maintained as part of any street modifications required for circulation to and from the site. These bicycle lanes will improve safety for cyclists and riders by delineating a dedicated area of the roadway for their use. To further distinguish the bicycle lane as a shared equestrian lane, it is recommended that a horse symbol be painted in the bicycle lane pavement to alert riders, cyclists, and motorists that the bike lane is to be shared with equestrians. Equestrian riders may ride in the bicycle lanes in a manner that is deemed as safe as possible by the rider, and as permitted by law.
2. Currently, Main Street has no specific features designed to improve horse travel. The project will attract new vehicles to the area that are unaware of the horse travel on Main Street. Therefore, it is recommended that a yellow horse travel warning sign be posted on the sidewalk

at the northeast corner of Main Street and Alameda Avenue before the proposed Whole Food site.

Staff believes that with the implementation of the recommended signs and roadway modifications that the project will not have any significant negative impacts on horse accessibility in the surrounding neighborhood. The area is currently an urbanized area with commercial shopping centers and grocery markets and this project does not vary from the development that already exists in the area. The horses that come through the intersection of Main Street and Alameda Avenue are currently riding with the local traffic conditions and these conditions are not anticipated to change significantly. Therefore, the conditions that horses currently experience is not expected to change significantly.

Pedestrian & Bicycle Access

Overall the design of the project is inviting to pedestrians though the use of subterranean parking that eliminates the need for a large surface parking lot and entrances that abut the sidewalk. With the proposed setbacks, the proximity of the building to the sidewalk is close enough to provide a more enticing streetscape is the set far enough back to make the building seem human scaled and approachable from the pedestrian perspective. Sidewalk width is an important component to enhancing a pedestrian environment. Wider sidewalks provide more room for pedestrian movement and additional buffering from vehicular traffic. The sidewalks fronting the site are currently twelve (12) feet wide on Alameda Avenue and sixteen (16) feet wide on Main Street, a width that provides substantial walking room and separation from vehicles. With changes to the sidewalk with the proposed street widening the side walks along Main Street will be reduced to 12' which is the City's standard for pedestrian access. However, the additional 10' setback on the Alameda Avenue and 16' setback will provide ample room for pedestrian access.

Another important component of creating a pedestrian oriented environment is the creation of direct pedestrian linkages to the uses. As such, the project has an entrance directly at the pedestrian accessible area that is not impeded by parking lots or other vehicle conflicts. Additionally, the proposed sidewalk café will provide an amenity that will encourage sidewalk activity and possibly encourage pedestrian trips to the site.

Aesthetics

The proposed design of the building meets the overall Rancho Commercial standards for material and style. The building design includes distinctive articulations of the rooflines including a tower element at the corner of Main Street and Alameda Avenue. The overall design would be complementary to the architecture in the surrounding neighborhood. The proposed landscaping will enhance the architecture and the existing streetscape.

All lighting on the site is subject to City standards.

Demand for Grocery Markets

Some comments from the public suggested that the Rancho Master Plan intended to prohibit grocery stores. These comments can be responded to with the current zoning designation, a grocery store is a permitted use in the Rancho Commercial Zone (BMC 31-502). Staff conducted a records search to see if there was an indication that there should have been a prohibition on

grocery stores in the RC zone. However, staff did not find any evidence of intent to create a code or an actual code that prohibits grocery stores in the Rancho Commercial zone. Even if the committee has specifically precluded grocery stores the City Council has since adopted, through public hearings, the existing use list which allows the use.

Within a one mile radius of the 901 West Alameda Avenue site there are two conventional grocery stores, however the Ralph's at 25 E. Alameda Avenue is located at the eastern edge of the radius and separated from the Rancho area by the I-5, a major physical barrier. There is a Vons Pavilions on the other side of Alameda Avenue approximately 1,000 feet away. The Pavilions has been estimated to be one of the top stores in the chain by Whole Foods and by Mayo Market Research, a retail market research firm. Since this Pavilions has such high demand, it is not anticipated that a Whole Foods Market across the street will have a significant effect on their success. In any case there may be a benefit to both stores for locating close to each other. Mayo Market Research estimated that the Ralph's volume was also significantly higher than the national average. Thus, there is evidence that there is a demand for additional grocery markets in the area and that the proposed project will be compatible with the existing grocery stores in the neighborhood.

There has been concern that the co-location of the proposed Whole Foods across the street from an existing Pavilions market may create an over concentration of grocery stores in the neighborhood. However, the contrary may be true in that establishments that colocate are sometimes more successful than ones that locate on their own. This is a result of the principal of economies of agglomeration which asserts that when grocery stores cluster they may obtain benefits that lower the cost of production and this cluster attracts more suppliers (distributors of food) and customers than a single grocery store could alone. Additionally, the applicant contends that there is only a 20% overlap in the types of products they sell collectively.

Some comments from the public suggested that the Rancho Master Plan intended to prohibit grocery stores. These comments can be responded to with the current zoning designation, a grocery store is a permitted use in the Rancho Commercial Zone (BMC 31-502). Staff conducted a records search to see if there was an indication that there should have been a prohibition on grocery stores in the RC zone. However, staff did not find any evidence of intent to create a code or an actual code that prohibits grocery stores in the Rancho Commercial zone. Even if the committee has specifically precluded grocery stores the City Council has since adopted, through public hearings, the existing use list which allows the use.

Land Use Character/Rancho Compatibility

The General Plan has designated the project site for Shopping Center/Rancho Commercial uses. This zone is intended to "encourage and support the development of commercial oriented retail and service commercial uses, in conjunction with professional offices." A grocery store is a permitted use in the Rancho Commercial zone and is one that compliments and supports other retail establishments and offices in the neighborhood. The use also serves the community as a food sales resource, and as a local gathering place with the addition of the sidewalk café area. The project meets the intent and the explicit language of the Rancho Commercial codes with respect to use, and will be a compatible and complementary establishment to the Rancho area.

Department Comments: The subject application and plans were routed to City departments and divisions for review and comment. No departments or divisions expressed opposition to the project. Requested conditions of approval have been incorporated into the project as appropriate and are listed under the appropriate heading. All code related comments from the departments and divisions (Exhibits E-1 through E-4) must be met as a condition of Building Permit issuance.

Environmental Review: Pursuant to the California Environmental Quality Act (CEQA), a Mitigated Negative Declaration has been prepared for the project which indicates that, with the incorporation of the proposed mitigation measures, the project will not have a significant impact on the environment. The Mitigated Negative Declaration specifically identifies potential impacts and mitigation relating to geology and soils, hazards and hazardous materials, transportation and traffic, and the mandatory findings of significance. (Exhibit G)

CONCLUSION:

Staff believes that the project would have an overall positive affect on the community and will provide a grocery store resource and a community gathering place. Any negative impacts will be mitigated by the proposed conditions of approval and the physical buffer of the surrounding industrial zones and surrounding street network.

Ultimately, the determination on whether to approve a Conditional Use Permit, a Variance and Development Review is based on the ability of the Planning Board to make the required findings. It is staff's assessment that the four (4) findings for a Variance, the five (5) findings for a Development Review, and the six (6) findings for a Conditional Use Permit, can be made.

Requirements for Granting of a Development Review

(1) All provisions of this Code will be satisfied.

The proposed project complies with all requirements of the Burbank Municipal Code subject to the Variance, and CUP approval, and subject to compliance with all comments from the City Departments and the conditions of approval.

(2) The environmental document prepared for this project was considered prior to project approval and satisfies the requirements of the California Environmental Quality Act ("CEQA") or the project is exempt from CEQA.

Pursuant to the California Environmental Quality Act (CEQA), a Mitigated Negative Declaration has been prepared for the project which indicates that, with the incorporation of the proposed mitigation measures, the project will not have a significant impact on the environment. The Mitigated Negative Declaration specifically identifies potential impacts and mitigation relating to geology and soils, hazards and hazardous materials, transportation and traffic, and the mandatory findings of significance.

(3) The project will not conflict with, or will not have an adverse impact on, the existing or intended neighborhood character.

The following features of all structures on the site, including subterranean parking garages, fences, walls, and façade design as conditioned by this approval will be reasonably compatible and consistent with the project site itself and with existing residential and

commercial properties and structures in the surrounding neighborhood: height, size and massing, proportions, articulation, elevations, pedestrian entry locations and circulation, roof style and pitch, locations placement and orientation. The proposed structures provide façade variations, setbacks and designs that will complement the surrounding architectural designs. The surrounding commercial properties are predominantly built out with one to two story commercial building above semi-subterranean or beside at-grade garages and lots. The subject project is proposed with a maximum height of 35' to the top roof pitch and 50' to the top of a tower architectural feature. Main Street, which has a 80' right-of-way, and commercial properties along the east side of Main Street divide the building from the R-1-H zone, and provides buffering between the uses. The project is designed to be sensitive and compatible with the surrounding Rancho neighborhood with the addition of architectural design, setbacks, landscaping, and provision of a 5/1000 code required parking ratio. The proposed project is not expected to have any significant traffic impact on the surrounding neighborhood as conditioned. The buildings located to the north, and south, adjacent to the proposed structure, are improved with one to two story commercial buildings. The properties to the east across from Main Street are commercial and R-1 Single Family Residential Horsekeeping.

- (4) The project will not have an adverse impact on nearby single family residential structures located in any single family residential zone.

The project as conditioned is consistent with all City codes and standards regarding the size, location, and type of this project. The project is separated by a street and commercial property from the R-1-H single family zone, and the on-site landscaping provides adequate screening and buffering between the project site and adjacent and abutting properties. The project design is compatible with surrounding properties as is it similar in density and massing to adjacent commercial buildings. Required landscape plans will ensure that the project complies with all requirements of the Burbank Municipal Code with respect to landscaping. The proposed use and design of the proposed project is expected to have a positive effect in terms of neighborhood revitalization.

- (5) The facilities and improvements, vehicular ingress, egress and internal circulation, and other building and design features are so arranged that traffic congestion is avoided, pedestrian and vehicular safety and welfare are protected, and surrounding property is protected from adverse effect

The construction of a single-story retail grocery building is consistent with the zoning density allowance by code and is not expected to have a significant impact on traffic as conditioned. A traffic study was conducted for the project and it was concluded that if the recommended mitigation measures are implemented then the project will not have a significant impact on traffic. The recommendations in the traffic study are included as conditions of approval and will be required to be implemented with the construction of the project. The majority of properties in the area are served by parking garages or at grade parking. Typical access for other commercial properties is along Alameda Avenue for the adjacent and abutting properties. The proposed project will provide two driveways to access the site, one on Main Street and one along Alameda Avenue. These entrances will provide sufficient access to the site while conditions of approval will set directional controls on the ingress and egress to ensure that vehicles accessing the site do not negatively affect traffic flow or pedestrian and

horse access. The properties along Glenwood Place are accessed either by an alley that runs behind the property, parallel to Alameda Avenue or by Glenwood Place. This alley will be used for delivery truck access. Improvements to the existing alley, as recommended in the traffic study and required by the conditions of approval, will enable the alley to better serve the existing businesses along Glenwood Place and serve the proposed Whole Foods. The project will provide a direct pedestrian entrance at the street level at the corner of Main Street and Alameda Avenue. The proposed project provides subterranean parking for customers and employees in a secure garage. There is pedestrian access from the subterranean garage to the elevator that provides direct access to the building. Overall the parking requirement is 300 parking spaces, and the plans submitted comply with this requirement showing a 5/1000 parking ratio. The required parking must not be used for the purpose of temporary or permanent storage of materials or vehicles, thus all required parking spaces will be available for customers and employees [BMC 31-147.01]. While there is no way to guarantee future customers and employees will not use street parking, the design and supply of the parking as proposed will make the on-site parking more easily accessible to the building.

Requirements for Granting of a Conditional Use Permit (Alcohol Sales)

- (1) The use applied for at the location set forth in the application is properly one for which a conditional use permit is authorized by Chapter 31 of the Burbank Municipal Code. *Burbank Municipal Code Section 31-1116 & 31-502 requires a conditional use permit for a restaurant with incidental alcohol that sells alcoholic beverages (wine and, beer) for on-premises consumption if it is located within 150 feet of a residential neighborhood, for on-premises wine tasting, and for off-premises sales (wine, beer, and sprits) within a retail establishment for this zone. These uses are permitted in the zone with the granting of a Conditional Use Permit.*
- (2) The use is not detrimental to existing uses or to uses specifically permitted in the zone in which the proposed use is to be located. *The proposed alcohol sales are controlled and monitored by the Department of Alcoholic Beverage Control (ABC) as well as the attached conditions of approval. Beer and wine service is unlikely to change the nature of the business, since it is incidental to the restaurant service or served within a structured educational wine tasting class. There will not be a bar/lounge in addition to the restaurant, where alcohol would primarily be served. The wine and beer will be served within the onsite restaurant. Patrons will eat inside or outside in the outside dining area. The retail off-premises sales will be sold incidental to other groceries. Wine, beer and sprits for off-premises sales will be displayed in an isle or section of the market set-aside for alcohol sales that is not located near a store entrance. Off-premises sales are a standard use in conjunction with grocery stores and several grocery stores in the area, including Pavilions Market, have permits to allow off-premises sales of alcohol. The use will not be detrimental to existing uses in the surrounding area, and any impacts of the proposed use will be negligible to the existing uses or to uses specifically permitted in the zone.*

- (3) The use will be compatible with other uses on the same lot, and in the general area in which the use is proposed to be located.
- There are other grocery markets in the area as well as retail stores. The use will allow the proposed incidental restaurant to better serve the needs of its patrons by giving them a choice of enhancing their meals with beer and wine service. The off-sale of wine, beer and sprits will be unique to this neighbor as these types of beverages are not sold elsewhere. The educational wine tasting will be an incidental use to the market, and will occur in a secured area of the market and this area will only be accessible to people 21 and over. Other restaurants in the area including Talleyrand, the Pickwick Center, Joy Feast Chinese and others sell liquor in conjunction with food. The neighboring Pavilions market sells beer, wine and sprits in conjunction with grocery sales. The nearest residential zone is behind the subject site more than 100 feet away separated by a public street. The next door neighbor is a Nursing Home, however this is a commercial property. The front public entrance to the restaurant is more than 100 feet away and separated from residences by Main Street and adjacent commercial properties. As stated in the previous finding, the Department of Alcoholic Beverage Control and the attached conditions of approval will help monitor and control the proposed uses. The similar uses in the area and the monitoring of the proposed use make this use a compatible use in the area.*
- (4) The site for the proposed use is adequate in size and shape to accommodate the use and all of the yards, setbacks, walls, landscaping, and other features required to adjust the use to the existing future uses permitted in the neighborhood.
- It is staff's assessment that the site is adequate in size and shape to accommodate the proposed alcohol uses. The alcohol sales do not propose any physical, structural or aesthetic changes to the property with the exception of providing an enclosed area within the building for wine tasting.*
- (5) The site for the proposed use relates to streets and highways properly designed and improved to carry the type and quantity of traffic generated or to be generated by the proposed use.
- It is staff's assessment that the existing transportation infrastructure is adequate to support the type and quantity of traffic generated at the subject site. A traffic study was conducted for the project and no significant impacts are expected with the implementation of the recommendations as listed in the Conditions of Approval. Furthermore, the sale of beer and wine is not likely to increase the traffic impacts.*
- (6) The conditions imposed are necessary to protect the public health, convenience, safety, and welfare.
- Staff believes that the conditions of approval will mitigate any potential negative impacts on the community that might result from the proposed use.*
- (7) The Public convenience or necessity would be served by the Department of Alcohol Beverage Control's issuance of an off-sale retail alcoholic beverage license to such establishment.
- Staff believes that the sale of wine, beer and sprits with grocery sales at the proposed Whole Foods market would provide a public convenience. The types of wine, beer and sprits sold at*

Whole Foods are generally unique gourmet products that may not be available at other retail off-sales establishment (specifically traditional grocery store such as Pavilions, and Ralphs) in this census tract or in the entire city. This store is expected to provide convenient access to a unique line of gourmet wine, beer and sprits that will reduce the distance an area resident will need to travel. Additionally, it is convenient for customers to have the ability to purchase wine or beer for their consumption at home with the purchase of their groceries. Many grocery stores in Burbank and other locations provide alcohol sales in addition to grocery sales as it provides a convenience to customers to purchase both types of items in the same location.

Requirements for Granting of a Variance (Setbacks)

- (1) There are exceptional or extraordinary circumstances or conditions applicable to the property or to the intended use that do not apply generally to other property or classes of use in the same vicinity and zone.

There are exceptional or extraordinary circumstances applicable to the subject property that does not apply to other properties in the vicinity and zone. The subject property is a corner lot, which is subject to more constraining setbacks than other regular interior lots. Setback regulation requires that a street-facing side yard on a corner lot have the same 25' setback as the front yard. In the Rancho Commercial zone side yards setbacks on interior lots are 10' while front yard setbacks are 25'. The proposed grocery store is required to be setback 15' additional feet compared to an interior lot of the same size. The subject site is required to set aside an additional 4,662 square feet of the property for the side setbacks than would be required if it were an interior lot. This difference in the availability of lot coverage is an extraordinary condition. The 25' front and street-facing side yard setbacks are exceptional as compared to the 5' front and street-facing side yard setback commercial standards that are required for zones outside of the Rancho. Other commercial properties in other areas of Burbank are allowed to have a zero rear and interior side setbacks while this property is required to have 10' interior side and 5' rear setbacks. The setback requirements are exceptional and cause an extraordinary impact on the potential development of the site.

- (2) The variance is necessary for the preservation and enjoyment of a substantial property right of the applicant, possessed by other property owners under like conditions in the same vicinity and zone but which is denied to the property in question.

There is a substantial property right which is possessed by other property owners and denied to the applicant with regard to setbacks. There are many similar commercial properties in the Rancho Commercial zone that are "grandfathered" under old setback codes and therefore are permitted to have zero, front, and side setbacks. In many other zones in the vicinity property owners of similar commercial lots are allowed to have zero or 5' front, and street-facing setbacks and zero interior side and rear setbacks. Therefore, the additional constraints of the Rancho Commercial setback requirement prohibits the preservation and enjoyment of substantial property rights that are enjoyed by others under similar circumstances.

- (3) The granting of the variance will not be materially detrimental to the public welfare or injurious to property or improvements in the vicinity and zone in which the property is located.

Granting of this variance will not be materially detrimental or injurious to property or improvements in the vicinity and zone in which the property is located. The proposed use is compatible with the surrounding uses. The reduction of the setbacks may improve the pedestrian walkability of the neighborhood by creating a streetscape in which the buildings are closer to the property line. The close proximity of store windows and entrance may be inviting to pedestrians as it creates an illusion of a narrowing of the right-of-way that creates a more human scaled environment. Overall these setback variances may positively impact the surrounding neighborhood by encouraging pedestrian activity along Alameda Avenue. In terms of equestrian activity it is believed by some that buildings that are placed in close proximity to the property line may intimidate horses. However, considering the setback variance, Main Street will still remain accessible to horses as there will be 28' of landscaping and sidewalk width (16' street-facing side setback and a 12' proposed sidewalk) separating the horses from the building. Alameda Avenue will have a total of 22' (10' front setback and 12' existing sidewalk) of sidewalk, sidewalk furniture, and landscaping between the street and building façade. The setbacks proposed with the variance will not have a negative impact on the surrounding neighborhood and may improve the functionality and accessibility of the site.

- (4) The granting of the variance will be contrary to the objectives of the General Plan.

The objectives of the General Plan note that a goal of commercial development shall be "to create convenient and functional commercial facilities scaled to meet the needs of the area in which they are located." The addition of a Whole Foods Market would provide a resource for the community and may improve the economic vitality of the entire area. The subject property and immediate neighborhood is classified as Shopping Center/Rancho Commercial. The addition of a Whole Foods Market will not conflict with the objective of the classification.

RECOMMENDATION:

Staff recommends that the Planning Board approve Project No. 2006-105, a Conditional Use Permit, Variance, Development Review, and the Mitigated Negative Declaration related thereto, subject to the attached Conditions of Approval.

PLANNING BOARD ACTIONS:

The action of the Board may be either to recommend approval, approval with conditions, or disapproval of Project No. 2006-105, a Conditional Use Permit, Variance, and Development Review, and the Mitigated Negative Declaration related thereto. If the Board desires, the following motion may be adopted:

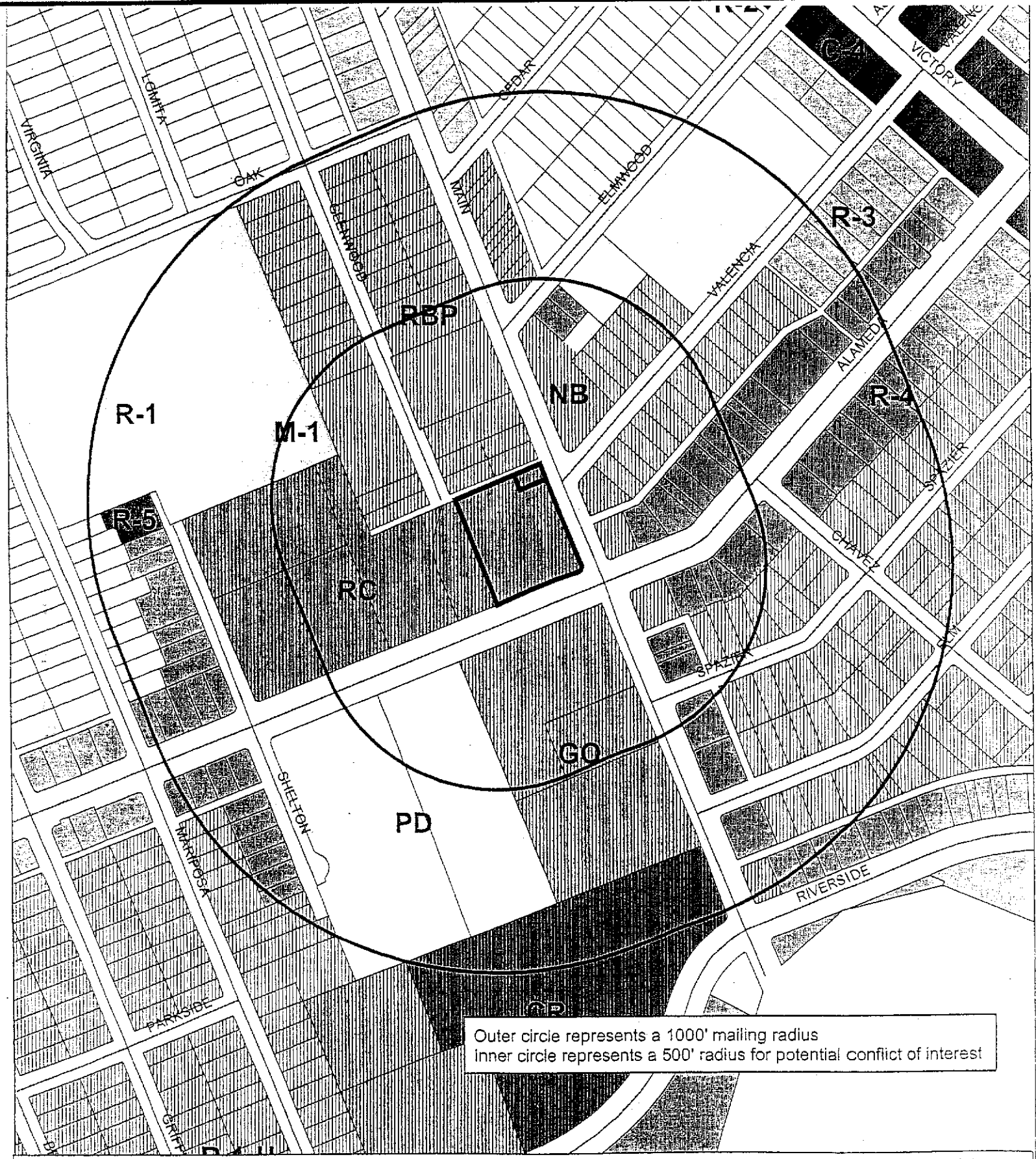
"I move that Project No. 2006-105, a Conditional Use Permit, Variance, and Development Review, and the Mitigated Negative Declaration related thereto, subject to the conditions, as proposed by staff (or as modified by the Board) and that the resolution entitled "A Resolution of the Planning Board of the City of Burbank Recommending Approval of Project No. 2006-105, a Conditional Use

Permit, Variance, and Development Review, and the Mitigated Negative Declaration related thereto be adopted.”

If the Board determines that this matter should be denied, the appropriate motion should be made.

LIST OF EXHIBITS

- | | | |
|---------|-----|---|
| Exhibit | A-1 | Zoning and Fair Political Practices Act Compliance Map |
| | A-2 | Public Notice |
| Exhibit | B-1 | Business License Reports for 901 W. Alameda Avenue |
| | B-2 | Conditional Use Permit & Development Review Application Package |
| | B-3 | Project Plans (attached document) |
| Exhibit | C-1 | Public Comments |
| | C-2 | Applicant Mailer to Burbank Residents |
| | C-3 | Rancho Review Board Comments |
| | C-4 | Community Meeting Notice for August 21, 2006 |
| Exhibit | D | By-Right Hypothetical Project (Illustration) |
| Exhibit | E | Alcohol License Map, Census Tract 3117 |
| Exhibit | F-1 | Fire Department Review Comments |
| | F-2 | Burbank Water and Power |
| | F-3 | Parks, Recreation, and Community Services Review Comments |
| | F-4 | Public Works Department Review Comments |
| Exhibit | G | Proposed Mitigated Negative Declaration & Traffic Impact Analysis (attached document) |



Outer circle represents a 1000' mailing radius
 Inner circle represents a 500' radius for potential conflict of interest

Zoning and Fair Political Practices Act Compliance Map
 901 West Alameda
 Variance, CUP, DR

EXHIBIT A-1





City of Burbank
Community Development Department

Notice of Public Hearing and Intent to Adopt A Mitigated Negative Declaration

Notice is hereby given that the City of Burbank Planning Board will hold a public hearing:

Date: Monday, October 23, 2006
Time: 6:00 p.m.
Place: City Council Chambers, Burbank City Hall
275 East Olive Avenue, Burbank, California
Project: Project No. 2006-105
Development Review, Conditional Use Permit, Variance
Location: 901 West Alameda
Applicant: 901 Alameda Investors LLC
Description: The applicant requests authorization to construct a 60,000 square foot Whole Foods grocery store with two levels of subterranean parking which includes 305 parking spaces. The applicant is requesting a variance for the front, side and rear setbacks to provide less than is permitted by code. The applicant additionally is applying for a conditional use permit (CUP) in order to obtain a type 21 (off-sales general) a type 41 (eating place) and type 42 (wine tasting) alcohol licenses. The project is located in a Rancho Commercial (RC) zone.

Contact: Avital Shavit, Assistant Planner
ashavit@ci.burbank.ca.us, (818) 238-5250

The file on this matter, a copy of the environmental documents, and a copy of the Burbank Municipal Code are on file in the office of the Community Development Department, Planning Division, located at 333 E. Olive Avenue, and are available for public inspection.

Pursuant to the California Environmental Quality Act, a Mitigated Negative Declaration has been prepared for the proposed project. Copies of the proposed Mitigated Negative Declaration and additional studies are available for public inspection and review. The public review period began on October 2, 2006 and will conclude on October 23, 2006.

Pursuant to Section 65009 of the State of California Government Code, if you challenge the proposed project in court, you may be limited to raising only those issues that you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Board at, or prior to, the public hearing.

Dated: October 2, 2006

City Planning Board
Greg Herrmann, Secretary

EXHIBIT A 2

CITY OF BURBANK

DATE: 10/13/06

BUSINESS TAX/LICENSE INQUIRY

GROUP CODE: AP NUMBER: 07643 CLASS CODE: C STARTING DATE: 01/03/00
BUSINESS NAME : CAPTIONS INC PHONE NO.:
NAME EXTENSION: DR. LIC. #:
BUSINESS ADDRESS: 901 W ALAMEDA AV APT/STE: ZIP: 06
SECOND LOCATION:
MAILING ADDRESS:
PREVIOUS ADDRESS:
SSN/FED ID CODE: NO.:

PF KEYS: PF5=RETURN TO MAIN MENU
MESSAGE: INQUIRY. PRESS ENTER TO CONTINUE

CITY OF BURBANK

DATE: 10/13/06

BUSINESS TAX/LICENSE INQUIRY

OUT OF BUSNSS:

GROUP CODE: BT NUMBER: 78922 CLASS CODE: I02B

STARTING DATE: 05/15/99

BUSINESS NAME : CAPTIONS INC

PHONE NO.: 818 500-7301

NAME EXTENSION:

DR. LIC. #:

BUSINESS ADDRESS: 901 W ALAMEDA AV

APT/STE: ZIP: 06

SECOND LOCATION:

MAILING ADDRESS:

PREVIOUS ADDRESS:

SN/FED ID CODE: F NO.: 954-05-9416

PF KEYS: PF5=RETURN TO MAIN MENU

MESSAGE: INQUIRY. PRESS ENTER TO CONTINUE

CITY OF BURBANK

DATE: 10/13/06

BUSINESS TAX/LICENSE INQUIRY

OUT OF BUSNSS: 04/01/98

GROUP CODE: BT NUMBER: 01712 CLASS CODE: H02D

STARTING DATE: 10/10/56

BUSINESS NAME : MARTINOS BAKERY INC

PHONE NO.:

NAME EXTENSION:

DR. LIC. #:

BUSINESS ADDRESS: 901 W ALAMEDA AV

APT/STE: ZIP: 06

SECOND LOCATION:

MAILING ADDRESS:

PREVIOUS ADDRESS:

SSN/FED ID CODE: S NO.: 222-28-6224

PARCEL NO: 2445029025

PF KEYS: PF5=RETURN TO MAIN MENU

MESSAGE: INQUIRY. PRESS ENTER TO CONTINUE

CITY OF BURBANK

DATE: 10/13/06

BUSINESS TAX/LICENSE INQUIRY

OUT OF BUSNSS: 04/01/98

GROUP CODE: BT NUMBER: 01713 CLASS CODE: E01A

STARTING DATE: 04/16/71

BUSINESS NAME : MARTINOS BAKERY INC

PHONE NO.:

PHONE EXTENSION:

DR. LIC. #:

BUSINESS ADDRESS: 901 W ALAMEDA AV

APT/STE: ZIP: 06

SECOND LOCATION:

MAILING ADDRESS:

PREVIOUS ADDRESS:

SN/FED ID CODE: S NO.: 222-28-6224

PARCEL NO: 2445029025

PF KEYS: PF5=RETURN TO MAIN MENU

MESSAGE: INQUIRY. PRESS ENTER TO CONTINUE

109



CITY OF BURBANK
COMMUNITY DEVELOPMENT DEPARTMENT
Planning Division (818) 238-5250
275 E. Olive Avenue, Burbank, CA 91502
P.O. Box 6459, Burbank, CA 91510-6459

CDD

1. Street address: 901 Alameda Ave. 2. Zip code: 91506
831 S. Main St.
3. Above described property was acquired on: In escrow
4. Present use of premises and buildings: Warehouse/office
 - 4A. Number of persons housed on this site: None
 - 4B. Number of persons now employed on this site: 92
5. If there are any deed restrictions regulating use or occupancy of this property, what are they?
None
6. Proposed use of premises and description of proposed buildings, alterations, or improvements:
See attached
7. Has an application for the administrative/conditional use herein requested been denied within the past twelve (12) months? Yes _____ No X
8. Previous application granted _____ or denied _____ Permit number _____ date _____

REQUIREMENTS FOR GRANTING OF CONDITIONAL USE PERMIT

1. The use applied for at the locations set forth in the application is properly one for which a conditional use permit is authorized by Chapter 31 of the Municipal Code.
2. The use is not detrimental to existing uses or to uses specifically permitted in the zone in which the proposed use is to be located.
3. The use will be compatible with other uses on the same lot, and in the general area in which the use is proposed to be located.
4. The site for the proposed use is adequate in size and shape to accommodate the use and all of the yards, setbacks, walls, fences, landscaping and other features required to adjust the use to the existing or future uses permitted in the neighborhood.
5. The site for the proposed use related to streets and highways properly designed and improved to carry the type and quantity of traffic generated or to be generated by the proposed use. The conditions imposed are necessary to protect the public health, convenience, safety and welfare.

PLEASE PROVIDE THE FOLLOWING:

1. A general application, environmental information form, radius map and labels (in accordance with City of Burbank requirements) must be completed and submitted with this and all other land use/development applications in addition to the required fees. A Los Angeles County Clerk filing fee for CEQA will be required at time of application and another fee may be necessary depending of the type of environmental review required.
2. Submit eighteen (18) copies of a site plan, floor plan and landscape plan (may be conceptual) drawn to scale and fully dimensioned and one reduced copy of the site plan (11" x 17" or comparable). Also submit eighteen (18) copies of elevations fully

- Plans will be folded. Submit 10 copies of all color copies.
3. For Personal Wireless Telecommunications Facilities provide a photo simulation of facility.

EVIDENCE TO SUPPORT REQUIRED FINDINGS

1. Is the use applied for at the subject property one for which an administrative/conditional use permit is authorized by Chapter 31 of the Burbank Municipal Code? Yes No

2. Is the proposed use detrimental to existing uses or to uses specifically permitted in the zone in which the proposed use is to be located? Yes No
If yes, in what ways? _____

3. Will the proposed use be compatible with other uses on the same lot and in the general area in which the use is proposed to be located? Yes No
Provide details: The immediate area is dedicated to daily shopping needs and service uses. The intended use is compatible with those uses.

4. Is the site for the proposed use adequate in size and shape to accommodate the use and all of the yards, setbacks, walls, fences, landscaping and other features required to adjust the use to the existing or future uses permitted in the neighborhood? Yes No
Provide details: In order to provide a better pedestrian oriented feeling to the project, we are requesting a lesser setback than is required.

5. Does the site for the proposed use relate to streets and highways properly designed and improved to carry the type and quantity of traffic generated or to be generated by the proposed use? Yes No
Provide details: After preliminary meetings with staff, we believe traffic flows can be accommodated on existing streets.

6. What conditions should be imposed that are necessary to protect the public health, convenience, safety and welfare? Provide details: The employees should be trained to look at

ID's to verify ages. There should be no exterior signage

advertising alcoholic beverages. Whole Foods has a very

extensive training program in this area.

TO ALL APPLICANTS: There is no guarantee, expressed or implied, that any permit or application will be granted. The applicant shall understand that each matter must be carefully investigated and the resulting recommendation or decision may be contrary to a position taken or implied in any preliminary discussions. Also note the burden of proof regarding this application rests upon the applicant.

Conditional Use Permit

Page 1

Question 6

Applicant proposes to remove the existing improvements and construct a 60,000 square foot one story Whole Foods Market with two levels of subterranean parking for 300 cars. Whole Foods will introduce a new grocery shopping "experience" that has been well received and highly acclaimed in the communities that they service. One of the innovations in their new stores will be food stations dispersed throughout the store where patrons can purchase cooked meals or have wine tastings. As such we are requesting three types of licenses:

Type 21 - Off Sale General

Type 41 - On Sale Beer & Wine/Eating Place (for restaurant areas)

Type 42 - On Sale Beer & Wine/Public Premises (for wine tasting room)

DEVELOPMENT REVIEW APPLICATION

Pursuant to Chapter 31 of the Burbank Municipal Code



CITY OF BURBANK

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division (818) 238-5250

275 E. Olive Avenue, Burbank, CA 91502

P.O. Box 6459, Burbank, CA 91510-6459

CDD

PROJECT LOCATION

Street Address: 901 Alameda Avenue

Legal Description: See attached

PROPERTY OWNER

Name: See attached

Mailing Address: _____

Telephone: _____

APPLICANT (if different)

Name: See attached

Mailing Address: _____

Telephone: _____

PROJECT/PROPERTY INFORMATION

Gross Site Area 76,114 sq. ft sq.ft. Net Site Area 75,501 sq.ft.

Description of proposed project: See attached

Number of Floors: 1 If Residential - No. of Units: _____

If Commercial/Industrial -- Gross Floor Area: 60,000 sq.ft.
Adj. Gross Floor Area: _____ sq.ft.
Standard Industrial Code #: _____

Floor Area Breakdown:

Office: _____ sq.ft. Warehouse: _____ sq.ft.
Industrial: _____ sq.ft. Residential: _____ sq.ft.
Retail: 60,000 sq.ft. Other: _____ sq.ft.

No. of Parking Spaces Required: 300 Spaces Proposed: 300

Will any Federal funding be used? Yes _____ No x

SITE AS IT EXISTS

<u>Type of Building</u>	<u>Floor Area</u>	<u>To Be Demolished?</u>
<u>warehouse/office</u>	<u>43,000</u>	<u>yes</u>
_____	_____	_____

If cleared, date of demolition To be determined

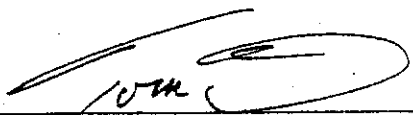
Will any existing trees be removed to develop this project? Yes X No _____

I understand that submittal of erroneous or false information could significantly delay or invalidate approval of my request, and by my signature below, I represent that I have the legal authority to make this application for Development Review.

I have read the foregoing and understand that I have the burden of proof in the matter arising under this application made by me.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on June 8, 2006, at Burbank, California.
Date City


Signature of Applicant

***** DO NOT WRITE BELOW THIS LINE *****

Filing Fee: _____ Receipt No.: _____

Received By: _____ Date Received: _____

Pre-App Planner: _____ Project Planner: _____

Other Discretionary Action Required?

____ Conditional Use Permit ____ Variance

____ Zone Map Amendment ____ General Plan Amendment

____ Tentative Tract Map/Parcel Map ____ Planned Development

____ BRA Approval ____ Street/Alley Vacation

Other:

Staff Comments:

Development Review Application

Page One

Property Owner

This project is comprised of two properties.

901 Alameda is owned by Lee Jordan. His contact information is as follows:

Lee Jordan
2401 Flour Bluff Drive
Corpus Christi, TX 78418
361 939 7050

831 S. Main is owned by The Ayala Family Trust, dated February 27, 2003 Ernest T. Ayala and Marien Ayala, Trustors and/or Trustees. His contact information is as follows:

Ernest Ayala
978 Coronado Drive
Glendale, CA 91206
818 244 8371

Applicant

901 Alameda Investors
Attn: Tom Davies
2225 Glastonbury Road
Westlake Village, CA 91361
805 496 6449

Project/Property Information

Applicant proposes to construct a 60,000 square foot one story grocery store with subterranean parking for 300 cars on two levels. The grocery, Whole Foods, will introduce a new grocery shopping "experience" that has been well received and highly acclaimed in the communities that they service.



CITY OF BURBANK
 COMMUNITY DEVELOPMENT DEPARTMENT
 Planning Division (818) 238-5250
 275 E. Olive Avenue, Burbank, CA 91502
 P.O. Box 6459, Burbank, CA 91510-6459

CDD

ENVIRONMENTAL INFORMATION

Pursuant to the California Environmental Quality Act, State Guidelines Section 15063(e)

GENERAL INFORMATION

1. Project Street Address: 901 Alameda Ave 2. Zip code: 91506
 & 831 S Main St.

3. List and describe all other related permits and other public approvals required for the project, including those required by City, Regional, State and Federal agencies: _____

Design Review, Conditional Use Permit, Variance

4. Are Federal, State and/or County funds involved in this project? Yes ___ No X. If yes, please specify: Applicant will provide all private sector funding to develop this project. At this point in time Applicant

is not requesting any Federal, state, county, city or

redevelopment funds for this project
 5. Proposed use of site (project for which this form is filed). If project involves demolition and new construction, describe total project. e.g. demolition, age of building to be demolished, grading, excavation, construction, etc.

Applicant proposes to remove an existing 43,000 sq. ft.

warehouse/office building built in 1969 and construct a

60,000 sq. ft. one story Whole Foods Market with sub-terranean parking on two levels for 300 cars.

5A. Will project be owner-occupied or will it be leased to tenants not currently identified?

The entire building and parking will be leased to Whole Foods Market

PROJECT DESCRIPTION

6. Site size: 76,118 sq. ft. square feet 1.74 acres.

7. Square footage of proposed buildings: 60,000 square feet.

8. Number of floors of construction: 1 above grade 2 below grade.

9. Amount of off-street parking provided:

Existing: _____ proposed/additional: 300 Total: 300

Number of parking spaces required by code: 300

Does the off-street parking (to be provided) meet the City code requirements? Yes X No ___

Proposed scheduling: The project will be developed in one phase

List any associated developments: None

11. If residential, include the number of units, schedule of unit sizes, range of sale prices, rents, and type of household size expected. (Prepare and attach separate exhibit if necessary.)

None

12. If commercial, indicate the type, whether neighborhood, city, or regionally oriented square footage of sales area, square footage of office area, loading facilities, and number of employees. (Prepare and attach separate exhibit if necessary.)

See attached explanation

13. If industrial, indicate type, estimated employment per shift, number of shifts and loading facilities.

The project will be retail with 250 full and part time employees in varying shifts

Will paints, solvents, asbestos, pressurized gas, cleaning fluids, acids or other chemicals be used in the business? Yes No If yes, please specify:

Do you have a hazardous materials list on file with the Burbank Fire Department? Yes No

14. If institutional, indicate the major function, estimated employment per shift, number of shifts, estimated occupancy, loading facilities, and community benefits to be derived from the project.

Not applicable

15. If the project involves a variance, conditional use permit, street vacation, or rezoning application, state this and indicate clearly why the application is required.

Project requires a CUP for sale of alcoholic beverages and a variance for setbacks.

2025 01 10 11:11 AM

Are the following items applicable to the project or its effects? Discuss below all items checked yes. (Attach additional sheets as necessary.)

- | | YES | NO |
|--|----------|----------|
| 16. Change in existing features of any hills or substantial alteration of ground contours. | _____ | <u>X</u> |
| 17. Change in scenic views or vistas from existing residential areas or public lands or roads. | _____ | <u>X</u> |
| 18. Change in pattern, scale or character of general area of project. If new construction alters land use from existing patterns, requires a variance or conditional use permit, or increases size or bulk of existing uses, discuss in #30 below. | <u>X</u> | _____ |
| 19. Significant amounts of solid waste or litter. | _____ | <u>X</u> |
| 20. Change in dust, ash, smoke, fumes or odors in vicinity. | _____ | <u>X</u> |
| 21. Change in ground water quality or quantity, or alteration of existing drainage patterns. | _____ | <u>X</u> |
| 22. Substantial change in existing noise or vibration levels in the vicinity. | _____ | <u>X</u> |
| 23. Site on filled land or on slope of 10% or more. | _____ | <u>X</u> |
| 24. Use or disposal of potentially hazardous materials, such as toxic substances, flammable or explosives. | _____ | <u>X</u> |
| 25. Substantial change in demand for municipal services (police, fire, water, electricity, sewage, etc.) | _____ | <u>X</u> |
| 26. Substantial increase in fossil fuel consumption (electricity, oil, natural gas, etc.) | _____ | <u>X</u> |
| 27. Relationship to a larger project or series of projects. If new construction or expansion of present facilities will take place after demolition, the action is part of a larger project. | _____ | <u>X</u> |

ENVIRONMENTAL SETTING

28. Describe the project site as it exists before the proposed project, including information of topography, soil stability, plants (including mature trees) and animals, and any cultural historical or scenic aspects. Describe any existing structure(s) on the site, the use of the structure(s) and the year(s) in which the structure(s) were built. Attach photographs of the site. (Prepare/attach separate exhibit(s) as necessary.) See attached

Year(s) structure(s) built: 1969

29. Describe the surrounding properties, including information on plants (including mature trees) and animals and any cultural, historical or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (one-family, apartment houses, shops, department stores, etc.), and approximate age of development (height, frontage, set-back, rear yard, etc.). Photographs may accompany written description (Prepare/attach separate exhibit(s) as necessary.)


See attached

30. Describe the effects of the project as it will alter existing patterns of land use, requires discretionary approval and/or increase size and bulk of existing uses.

See attached

Staff Comments:

CERTIFICATION. I/we hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my/our ability, and that the facts, statements, and information presented are true and correct to the best of my/our knowledge.



Signature

June 8, 2006

Date

Tom Davies

Print Name

Signature

Date

Print Name

PLEASE PROVIDE THE FOLLOWING:

- (1) A General Application form must be completed and submitted with this and all other land use/development applications.
- (2) Any supplemental exhibits noted above.

Staff Comments:

Environmental Information

Page 2

Question 12

The Whole Foods Market will be a neighborhood/city serving grocery store. The one story building will be 60,000 sq. ft. with approximately 52,000 sq. ft. of sales area with the balance used for storage and office

Page 3

Question 28

The project site is 76,114 gross square feet and 75,501 net square feet after a 2.5 foot dedication along the rear alley. The property slopes gently upward four to five feet from Alameda Avenue to the Alley at the rear of the property.

A soils report was completed in February 2006. The report indicates that the site is suitable for a retail building with two levels of subterranean parking. A spread footing foundation system can be used for support of the building. The foundation bearing soils are expected to be dense, silty sand native soils and non-expansive in nature.

The current property is primarily building and parking lot with a landscape strip located between the parking area and the right of way. The landscaping is not remarkable and contains some small shrubs and small trees. The building was constructed in 1969 and is devoid of any cultural historical or scenic aspects.

A 43,000 square foot office/industrial building is located on the site. The building was originally built for a commercial/retail bakery and coffee shop. The property is currently primarily used for office use. The buildings on the site were constructed in 1969.

Question 29

The properties to the north are primarily industrial or office uses. Immediately to the west of the site is a convalescent home and then additional retail. South of the property across Alameda Avenue is an office/retail building. West of that property is a grocery anchored shopping center. East of the property across Main Street is a Chevron gas station and a preschool and an office building. East of those uses are single family and multifamily residential properties. The homes on Valencia are zoned R1H and the homes to the north are zoned R1.

There are very few mature trees nor significant landscaping in the industrial areas to the north or the retail properties adjacent and to the west of this property or across the street to the south. There are some mature trees in the residential areas to the east. Most of the properties are one or two story in the surrounding neighborhood.

The properties appear to have been built in the 40's, 50's and 60's.

Question 30

The north side of Alameda Avenue in this block is zoned Rancho Commercial and previously contained a grocery store and a national chain drug store, which has since been converted to an Automobile Club of Southern California. There was also a grocery store directly across the street to the south. That facility is now an office building. The proposed project is an allowed use within the Rancho Commercial zoning and should not change the general character of the neighborhood. The project requires discretionary approval for a variance and conditional use permit. The CUP is required for the sale of alcoholic beverages. The variance requests a reduction in the front, side and rear setbacks. Applicant does not believe this project will alter the existing patterns of land use.

105

GENERAL APPLICATION



A General Application form, along with all applicable specific application forms, must be completed and submitted to the Planning Division for all land-use development projects that are subject to review and/or approval by the City of Burbank. This document represents the General Application form only. Please complete each numbered item. If certain items do not apply to this project, please indicate with a "N/A." Incomplete application forms may result in processing delays.

NOTE: Unless exempt, all project applications are subject to the requirements and guidelines of the California Environmental Quality Act (CEQA). Should you have any questions about this General Application form or about which specific application forms to submit, please call the Planning Division at (818) 238-5250.

1. Project Street Address: 901 Alameda Ave 2. Zip Code 91506

831 S. Main St/

3. Current Zoning: Rancho Commercial General Plan Designation: Shopping Center

5. Assessors Parcel No.(s): Book 2445 Page 029 Parcel No. 025,021

6. Is the property in escrow? Yes

7. Legal Description: See Attached

8. Project Description: See Attached

9. Type of Specific Application: Design Review, CUP, Variance

10. Applicant Information (Developer information for Planned Development applications):

Name/Firm: 901 Alameda Investors, LLC

Address: 2225 Glastonbury Road
Westlake Village, CA 91361

Telephone: 805 496 6449

11. Property Owner of Record: If more than one person or a partnership, provide the information below and attach additional pages to this form.

Name/Firm: See Attached

Address: _____

Telephone: _____

CITY OF BURBANK
COMMUNITY DEVELOPMENT DEPARTMENT
Planning Division (818) 238-5250
275 E. Olive Avenue, Burbank, CA 91502
P.O. Box 6459, Burbank, CA 91510-6459



12. Contact Person for this Application:

Name/Firm: Michael Hastings Direct Point Advisors,

Address: 611 S. Orchard Drive

Burbank, CA

Telephone: 818 260 9005

Email (optional): twoterm@aol.com

May we contact you by email regarding this application? Yes No

13. Legal Representative:

Name/Firm: Meredith Jobe

Address: Jobe & Stoterau, 500 N. Brand, Suite 2050

Glendale, CA 91203

Telephone: 818 246 7413

14. Architect:

Name/Firm: Greg Palaski, Nadel Architects

Address: 1999 S. Bundy Drive, 4th Fl.

Los Angeles, CA 90025

Telephone: 310 826 2100

15. Engineer:

Name/Firm: To be determined

Address:

Telephone:

16. Current Use:

Warehouse/office

17. Proposed Use:

Retail

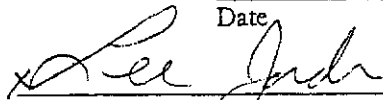
18. Other Comments:

Start Comments:

I/We hereby certify that I/we am/are the legally authorized owner(s) of all property involved in this application or have been empowered to sign as the owner(s) on behalf of a corporation, partnership, business, etc., as evidenced by separate document attached herewith. I/We hereby grant to the applicant of this form full power to sign all documents related to this application, including any conditions or mitigation measures as may be deemed necessary. Property Owner's Signature(s) is/are not necessary for the submittal of a Planned Development application.

I/We declare under penalty of perjury that the foregoing is true and correct.

Executed on _____, at _____, California.

Date


Property Owner's Signature

City
Lee Jordan
Print Property Owner's Name

Property Owner's Signature

Print Property Owner's Name

20. Applicant's Affidavit (In the case of a Planned Development application, developer shall sign below):

I/We hereby certify that the statements furnished above and in the attached exhibits and documents represent the data and information required for this evaluation and that the facts, statements and information presented are true and correct to the best of my/our knowledge and belief. Further, should the stated information be found false or insufficient, I/we agree to return this form for appropriate revisions, understanding the City of Burbank cannot process this form until all applicable information is corrected or provided by the applicant. I/We hereby certify that I/we have been legally authorized by the owner(s) to present this application and to sign on behalf all documents related to this application, including any conditions or mitigation measures as may be deemed necessary. (Note: When the applicant/developer is a corporation, partnership, business, etc., a separate document verifying the authorization to sign for such applicant is required.)

I/We understand there is no guarantee, expressed or implied, that any permit or application will be granted. The Applicant/Developer shall understand that each matter must be carefully investigated and the resulting recommendation or decision may be contrary to a position taken or implied in any preliminary discussions.

I/We have read the foregoing and understand that I/we have the burden of proof in the matter arising under this application made by me.

I/We declare under penalty of perjury that the foregoing is true and correct.

Executed on _____, at _____, California.

Date


Applicant's (Developer's) Signature

City
Tom Davies
Print Name

Applicant's (Developer's) Signature

Print Name

Staff Comments:

21. Ex Parte Communication:

Ex Parte Communication (private one-on-one discussions between a decision maker and an applicant outside the public meeting forum) about a pending development project for which an application for an entitlement(s) has been submitted to the City shall result in disclosure of the communication by the decision maker at the public meeting. Ex Parte Communications with members of the Planning Board are discouraged. Any evidence which you have for a matter to be heard by the Planning Board shall be presented to the entire Planning Board at a public meeting, and not to individual members prior to that meeting.

***** DO NOT WRITE BELOW THIS LINE *****

Filing Fee: _____ Receipt No.: _____

Received By: _____ Date Received: _____

Project Planner: _____ Date Addtl. Info Rqstd.: _____

Date Applic. Completed: _____ Radius map included: _____

Labels included: _____ Environmental Review Results/CEQA:

CAT EX. _____ NEG DEC _____ EIR _____

Other:

Staff Comments:

General Application

Page One

Question 7

The legal description is as follows for the two parcels:

Real property in the City of Burbank, County of Los Angeles, State of California, described as follows:

PARCEL 1:

The South 211 feet of Lot 1 of Tract No. 6576, measured Northerly at right angles to the Southerly line of said Lot, in the City of Burbank, as per map recorded in Book 69 Page(s) 68 of Maps, in the Office of the County Recorder of said County.

PARCEL 2:

The Southerly 231 feet of Lot 2 of Tract 6576, measured Northerly at right angles to the Southerly line of said Lot, in the City of Burbank, as per map recorded in Book 69 Page 68 of Maps, in the Office of the County Recorder of said County.

PARCEL 3:

The Northerly 20 feet of the Southerly 231 feet of Lot 1 of Tract 6576, measured at right angles from the Southerly line of said Lot, in the City of Burbank, as per map recorded in Book 69 Page 68 of Maps, in the Office of the County Recorder of said County.

PARCEL 4:

Lot 3 of Tract No. 6576, in the City of Burbank, as per map recorded in Book 69 Page(s) 68 of Maps, in the Office of the County Recorder of said County.

PARCEL 5:

Lot 1 of Tract No. 6576, in the City of Burbank, as per map recorded in Book 69 Page(s) 68 of Maps, in the Office of the County Recorder of said County.

EXCEPT the Northerly 45 feet and except the Southerly 231 feet.

Page One

Question 7, con't

PARCEL 6:

Lot 2 of Tract No. 6576, in the City of Burbank, as per map recorded in Book 69 Page(s) 68 of Maps, in the Office of the County Recorder of said County.

EXCEPT the Southerly 231 feet.

APN: 2445-029-025

The northwesterly 45 feet of Lot 1 of Tract 6576 as per Map recorded in Book 68, Page 68 of Maps, in the office of the County Recorder of said County

APN 2445-029-021

Question 8

A 60,000 square foot one story grocery store with two levels of subterranean parking for 300 cars. The grocery, Whole Foods, will introduce a new grocery shopping "experience" that has been well received and highly acclaimed in the communities that they service.

Question 11

901 Alameda is owned by Lee Jordan. His contact information is as follows:

Lee Jordan
2401 Flour Bluff Drive
Corpus Christi, TX 78418
361 939 7050

831 S. Main is owned by The Ayala Family Trust, dated February 27, 2003 Ernest T. Ayala and Marlen Ayala, Trustors and/or Trustees. His contact information is as follows:

Ernest Ayala
978 Coronado Drive
Glendale, CA 91206
818 244 8371



GENERAL APPLICATION

A General Application form, along with all applicable specific application forms, must be completed and submitted to the Planning Division for all land-use development projects that are subject to review and/or approval by the City of Burbank. This document represents the General Application form only. Please complete each numbered item. If certain items do not apply to this project, please indicate with a "N/A." Incomplete application forms may result in processing delays.

NOTE: Unless exempt, all project applications are subject to the requirements and guidelines of the California Environmental Quality Act (CEQA). Should you have any questions about this General Application form or about which specific application forms to submit, please call the Planning Division at (818) 238-5250.

1. Project Street Address: 901 Alameda Ave. 2. Zip Code 91506
831 S. Main St/
3. Current Zoning: Rancho Commercial General Plan Designation: Shopping Center

5. Assessors Parcel No.(s): Book 2445 Page 029 Parcel No. 025, 021

6. Is the property in escrow? Yes

7. Legal Description: See Attached

8. Project Description: See Attached

9. Type of Specific Application: Design Review, CUP, Variance

10. Applicant Information (Developer information for Planned Development applications):

Name/Firm: 901 Alameda Investors, LLC
Address: 2225 Glastonbury Road
Westlake Village, CA 91361
Telephone: 805 496 6449

11. Property Owner of Record: If more than one person or a partnership, provide the information below and attach additional pages to this form.

Name/Firm: See Attached
Address:
Telephone:

CITY OF BURBANK
COMMUNITY DEVELOPMENT DEPARTMENT
Planning Division (818) 238-5250
275 E. Olive Avenue, Burbank, CA 91502
P.O. Box 6459, Burbank, CA 91510-6459



Staff Comments:

12. Contact Person for this Application:

Name/Firm: Michael Hastings Direct Point Advisors,
Address: 611 S. Orchard Drive
Burbank, CA
Telephone: 818 260 9005
Email (optional): twofarm@aol.com
May we contact you by email regarding this application? Yes No

13. Legal Representative:

Name/Firm: Meredith Jobe
Address: Jobe & Stoterau, 500 N. Brand, Suite 2050
Glendale, CA 91203
Telephone: 818 246 7413

14. Architect:

Name/Firm: Greg Palaski, Nadel Architects
Address: 1999 S. Bundy Drive, 4th Fl.
Los Angeles, CA 90025
Telephone: 310 826 2100

15. Engineer:

Name/Firm: To be determined
Address:
Telephone:

16. Current Use:

Warehouse/office

17. Proposed Use:

Retail

18. Other Comments:

Staff Comments:

21. Ex Parte Communication:

Ex Parte Communication (private one-on-one discussions between a decision maker and an applicant outside the public meeting forum) about a pending development project for which an application for an entitlement(s) has been submitted to the City shall result in disclosure of the communication by the decision maker at the public meeting. Ex Parte Communications with members of the Planning Board are discouraged. Any evidence which you have for a matter to be heard by the Planning Board shall be presented to the entire Planning Board at a public meeting, and not to individual members prior to that meeting.

***** DO NOT WRITE BELOW THIS LINE *****

Filing Fee: _____ Receipt No.: _____

Received By: _____ Date Received: _____

Project Planner: _____ Date Addtl. Info Rqstd.: _____

Date Applic. Completed: _____ Radius map included: _____

Labels included: _____ Environmental Review Results/CEQA:

CAT EX. _____ NEG DEC _____ EIR _____

Other:

19. Property Owner's Affidavit:

I/We hereby certify that I/we am/are the legally authorized owner(s) of all property involved in this application or have been empowered to sign as the owner(s) on behalf of a corporation, partnership, business, etc., as evidenced by separate document attached herewith. I/We hereby grant to the applicant of this form full power to sign all documents related to this application, including any conditions or mitigation measures as may be deemed necessary. Property Owner's Signature(s) is/are not necessary for the submittal of a Planned Development application.

I/We declare under penalty of perjury that the foregoing is true and correct.

Executed on BURBANK, CALIF at 6-14-05 California.
Date City

[Signature]
Property Owner's Signature TRUSTEE

THE AYALA FAMILY TRUST
DATED 2-27-03 EMBEL
MARLEN AYALA TRUSTEES
AND/OR TRUSTEES

X
Property Owner's Signature

Print Property Owner's Name

20. Applicant's Affidavit (In the case of a Planned Development application, developer shall sign below):

I/We hereby certify that the statements furnished above and in the attached exhibits and documents represent the data and information required for this evaluation and that the facts, statements and information presented are true and correct to the best of my/our knowledge and belief. Further, should the stated information be found false or insufficient, I/we agree to return this form for appropriate revisions, understanding the City of Burbank cannot process this form until all applicable information is corrected or provided by the applicant. I/We hereby certify that I/we have been legally authorized by the owner(s) to present this application and to sign on behalf all documents related to this application, including any conditions or mitigation measures as may be deemed necessary. (Note: When the applicant/developer is a corporation, partnership, business, etc., a separate document verifying the authorization to sign for such applicant is required.)

I/We understand there is no guarantee, expressed or implied, that any permit or application will be granted. The Applicant/Developer shall understand that each matter must be carefully investigated and the resulting recommendation or decision may be contrary to a position taken or implied in any preliminary discussions.

I/We have read the foregoing and understand that I/we have the burden of proof in the matter arising under this application made by me.

I/We declare under penalty of perjury that the foregoing is true and correct.

Executed on _____, at _____, California.
Date City

Applicant's (Developer's) Signature

Print Name

Applicant's (Developer's) Signature

Print Name

Staff Comments:

VARIANCE APPLICATION

Pursuant to Chapter 31, Article 19 of the Burbank Municipal Code



1. Street Address 901 Alameda Avenue 2. Zone Rancho Commercial

3. Applicant Request See Attached

4. Previous application granted or denied (date) Not Applicable

5. Has an application for the variance herein requested been denied within the past 12 months?
Yes _____ No X

6. Present use(s) Warehouse/Office

7. Are there any deed restrictions regulating use or occupancy of this property? None

GENERAL REQUIREMENTS FOR A VARIANCE

1. There are exceptional or extraordinary circumstances or conditions applicable to the property or to the intended use that do not apply generally to other property or classes of use in the same vicinity and zone.
2. The variance is necessary for the preservation and enjoyment of a substantial property right of the applicant, possessed by other property owners under like conditions in the same vicinity and zone but which is denied to the property in question;
3. The granting of the variance will not be materially detrimental to the public welfare or injurious to property or improvements in the vicinity and zone in which the property is located;
4. The granting of the variance will not be contrary to the objectives of the General Plan.

PLEASE PROVIDE THE FOLLOWING:

1. A general application, environmental information form, radius map and labels (in accordance with City of Burbank requirements) must be completed and submitted with this and all other land use/development applications.
2. Submit eighteen (18) copies of a plot plan, floor plans, and elevations to show alterations or new construction proposed, drawn to scale and adequately dimensioned and one reduced copy of the site plan (11" x 17").

CITY OF BURBANK

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division (818) 238-5250

275 E. Olive Avenue, Burbank, CA 91502

P.O. Box 6459, Burbank, CA 91510-6459

CDD

Variance Application

Page One

Question 3

Applicant is requesting a change in the following setbacks for this corner lot:

Reduce front setback of 25' to 10'. The sidewalk along Alameda Avenue, which is the front of the property is 12'. This will assist in the accommodation of the pedestrian friendly sidewalk approach to the entrance of the store and outdoor seating. This will also be an inviting way to bring the neighborhood shoppers in through the attractive visuals of the outdoor dining area and the large windows displaying the bustling activity inside.

Reduce eastern side yard setback from 25' to 20'. The sidewalk along Main Street, which is the east side of the property, is 16' (unusually deep existing sidewalk).

Reduce western side setback from 10' to zero, which mirrors the existing condition as it is now.

We are complying with most of the rear setback, however we are requesting to reduce the rear setback from 5' to zero along 20' of the rear wall. The rear property line is 245' in total. The Applicant will dedicate 2.5' along the entire length of the property making the alley much more functional.

Page Two

Question 1

There are five zoning classifications in the Rancho Area. Only two of those zones, Rancho Commercial (RC) and Commercial-Recreation (C-R) require 25' front yard setbacks and side yard setbacks equal to the front yard. These requirements only affect a total of three commercial properties in all of the Rancho area. (We believe that this was to accommodate street frontage parking lots. We believe our building will have greater curb appeal and will project a higher end and more attractive image). The other two properties use the setbacks primarily for surface parking. The applicant has chosen to use subterranean parking and create a pedestrian oriented environment with landscape and hardscape in those set back areas.

Question 2

There are only two zone classifications in the entire city of Burbank which have 25' side yard setbacks. These setbacks are in the Rancho Commercial (RC) zone and the Commercial-Recreation (C-R) zone in the Rancho Area. Within these two zones there are only three properties including the subject property, which are

Variance Application
Second Page , cont.

affected because they are corner lots. The prescribed side yard setbacks for corner lots in all of the other commercial zones in Burbank range from zero to 10'. Most of the interior side yard setbacks are zero.

Except for the RC and C-R zones mentioned above, the rest of the commercially zoned properties in the city have front yard setbacks of zero to ten feet with most of them at five feet (see attached). This variance is necessary to allow the applicant to have ability to build similar to other commercially zoned properties in the city and the majority of other properties in the Rancho area.

Question 3

The Whole Foods Market will be an excellent asset and addition to the neighborhood. It will provide a new grocery shopping "experience" that has been well received and highly acclaimed in other communities such as Beverly Hills, Santa Monica, Brentwood, Sherman Oaks, Pasadena and Glendale. Besides providing an enhanced sensory experience, Whole Foods will allow consumers additional healthy choices in grocery shopping. Whole Foods is not a "me too" grocery store. The majority of their product lines ARE NOT sold in Vons or Ralph's, or Albertsons. They bring a fresh new selection of brands and merchandising methods to the neighborhood.

We don't believe that the reduced setback will hurt the community. In fact if anything it will enhance a greater pedestrian atmosphere that will enhance the livability and neighborliness of the neighborhood. Because the store does not have a sea of unsightly parking lots in front of the store, it will be more inviting for the pedestrian, cyclists, or the equestrian rider. **Whole Foods shopping is a "lifestyle" enhancement over the normal "grocery shopping" chore.**

Question 4

We don't believe that the granting of this variance will be contrary to the objectives of the General Plan because the Rancho Commercial areas are intended to encourage and support the development of neighborhood-oriented retail shops and services. (The Whole Foods shopping experience probably was never considered when the Rancho guidelines were established because they had no presence in the region). It is the intent of the Master Plan that development in the Rancho Commercial areas have retail sales or neighborhood oriented services on the ground floor. The Whole Foods Market will provide essential goods and services; AND unique goods and services to the Rancho area. Food products are one of the most essential and basic of retail goods. The Whole Foods presentation and product mix will be a welcome choice to the neighborhood shoppers.

Burbank Zoning and Setbacks for One Story Buildings

Zoning	Setbacks			
	Front Yard	Side yard if not Corner	Side Yard if Corner	Rear
Rancho Area				
Rancho Commerica (RC)	25	10	25	5
Commercial-Recreation (C-R)	25	5	25	5
Rancho Business Park (RBP)	5*	5	5	5
Neighborhood Business (NB)	10	0	10	0
Garden Office (GO)	5-10****	10	10	10

Other Areas

C-1				
Commercial Limited Business (C-2)	5*	0	5*	0
Commercial General Business (C-3)	5*	0	5*	0
Commercial Unlimited Business (C-4)	5*	0	5*	0
Burban Center Commercial Retail Professional (BCC-1)	5*	0	5*	0
Burbank Center Commercial Limited Business (BCC-2)	5*	0	5*	0
Burbank Center Commercial General Business (BCC-3)	5*	0	5*	0
Media District Limited Commercial (MDC-2)	5*	0	5**	0
Media District General Business (MDC-3)	5*	0	5**	0
Media District Commercial/Media Production (MDC-4)	5*	0	5**	0
Magnolia Park Commercial Retail - Professional (MPC-1)	0***	0	0	0
Magnolia Park Limited Business (MPC-2)	0***	0	0	0
Magnolia Park General Business (MPC-3)	0***	0	0	0

Notes

* Greater of 5' or 20% of building height

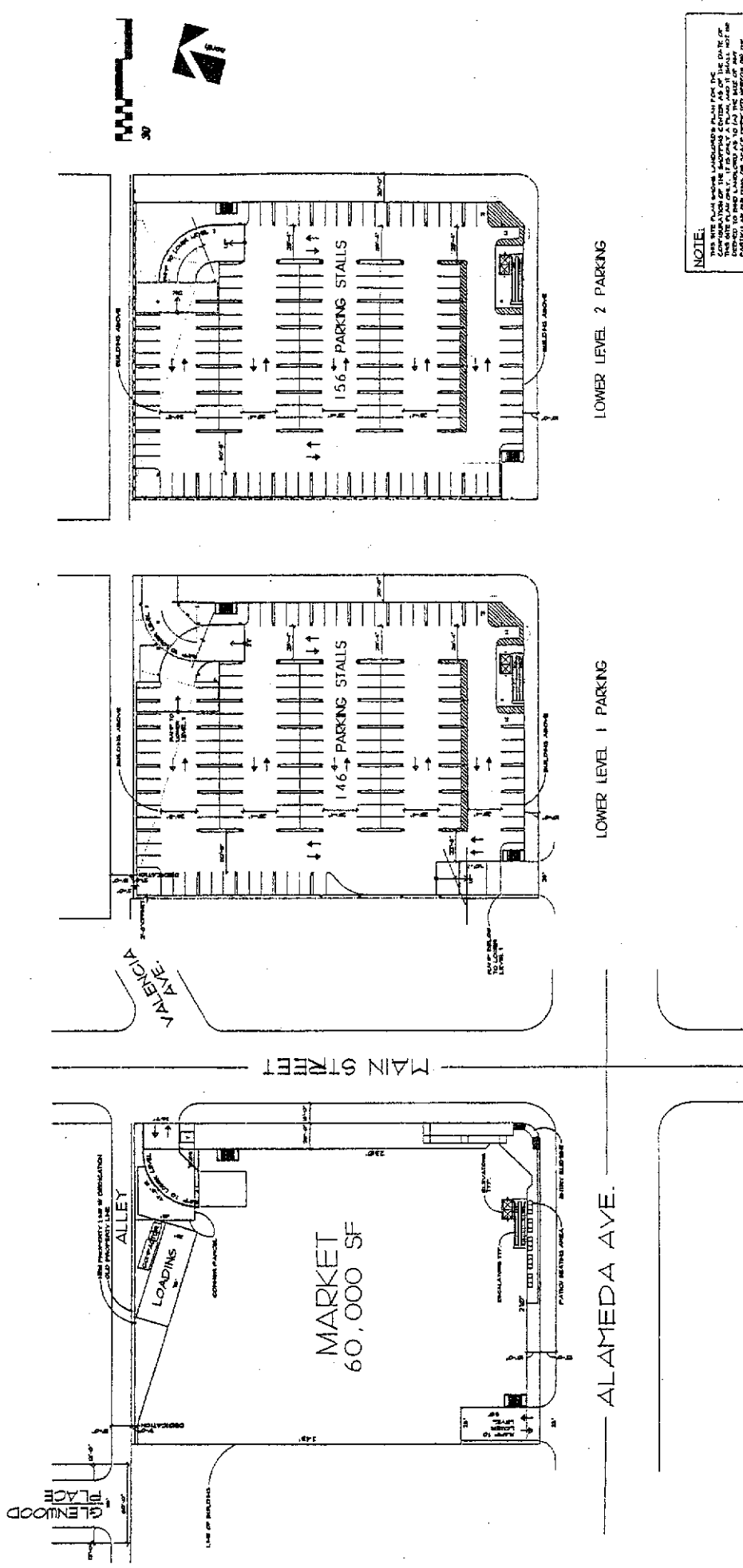
** Code does not distinguish corner lot. It just says distance from street right of way

*** The ground levels of all structures shall be built at the front property lines for a minimum of 80% of the linear frontage of the property within the MPC-1 Zone and within 80% of the linear structure within the MPC-2 and MPC-3 zones

****Front yard setback is 10' on Riverside & Alameda, 5' on Main & Mariposa

EXHIBIT "A"

Summary
 Land ±76,118 SF
 Building 60,000 SF
 Parking Provided 302 stalls



NOTE:
 THIS SITE PLAN SHOWS LANDSCAPE PLANT FOR THE INFORMATION OF THE ARCHITECT AS OF THE DATE OF THE DATE OF THE PLAN. THE ARCHITECT SHALL BE RESPONSIBLE TO THE CLIENT FOR THE FINAL LAYOUT OF THE PLANTING. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE SELECTION OF THE PLANTING MATERIALS AND THE ARCHITECT SHALL BE RESPONSIBLE FOR THE SELECTION OF THE PLANTING MATERIALS AND THE ARCHITECT SHALL BE RESPONSIBLE FOR THE SELECTION OF THE PLANTING MATERIALS.

REVISED: JUNE 6, 2004
 DATE: JUNE 18, 2004
 NAME: JRP
 1990 S. BURLEY DR., FOURTH FLOOR
 LOS ANGELES, CA 90033
 TEL: 310-551-1100
 WWW.HARDJANCO.COM

Davies Properties
 Westlake Village, CA.
 (805) 496-6449

W. ALAMEDA AVE. @ S. MAIN ST.
 BURBANK, CA.

EXHIBIT B.2

Shavit, Avital

From: Mitch Powers [mitchpowers@hotmail.com]
Sent: Monday, August 21, 2006 10:18 PM
To: ashavit@ci.burbank.ca.us
Subject: Development Review Community Meeting - 8/21/06

Dear Avital,

First of all, thank you for a well-run and informative meeting tonight. I attended tonight's meeting specifically interested in Project #2006-105 at 901 W. Alameda (Whole Foods Market).

While I am supportive of the plan to bring Whole Foods to the neighborhood, I am concerned about the increased traffic and how it might affect the Rancho. The street I live on now (Spazier Avenue b/w Chavez and Victory) already suffers from drivers who utilize Spazier as a cut-through to Victory at sometimes very dangerous speeds. I know that the addition of a destination like Whole Foods could possibly increase this activity.

I am writing my support of the Whole Foods development as long as appropriate steps are taken to curb the high traffic this site may generate through our very horse-friendly neighborhood. I would even be supportive of "cul-de-sac'ing" our street at Victory in an effort to minimize traffic (I know others on our street would support it as well).

Thank you for taking the time to listen to this email and please let me know if you need any additional information. Also, please add me to the mailing list for future information on development since I did not get a chance to sign the registry when I arrived tonight.

Sincerely,

Mitch & Alanna Powers
326 W. Spazier Avenue
Burbank, CA 91506
818-846-1938

Express yourself with gadgets on Windows Live Spaces [Try it!](#)

Shavit, Avital

From: Anne Peralta [sageent@earthlink.net]
Sent: Monday, August 21, 2006 2:42 PM
To: ashavit@ci.burbank.ca.us
Subject: Project No. 2006-105 901 W. Alameda
Importance: High

Dear Avital:

We are sorry we can not make the meeting tonight however here are our thoughts.

My husband and I are residents at 310 W. Elm Ave – we've owned our Rancho home for 12 years. I grew up in the Burbank area (attended Providence High). We both do business in the Burbank Community. I own a horse and ride everyday. We truly love Burbank.

We are sorry to say but we are FIRM in our belief that the huge structure for Whole Foods would be a DETRIMENT to our Rancho Community. We already have too many cars that zoom by to get to their destinations. In fact, just last week (8/14/06) we had a motorcycle patrol officer come to our next door neighbor's house to investigate a complaint our neighbor made about the current problems with traffic and speeders on our street (our neighbor has two small children under the age of 6). Most autos cut through Elm, Spazier, Lutge, Linden and Chavez to access the intersection at Main and Alameda faster and vice versa (access to Victory).

Putting a Whole Foods of this size would certainly put more of a strain on our already crowded streets. Cars will push through that intersection (Main/Alameda) to get into their parking structure. The streets that lead to that corner can not accommodate the amount of traffic that would patron a store of this size. On Main (on both sides of Alameda) there are bike/horse lanes. Too many times in that single lane traffic (while on my horse and in the horse lane) --- have I witnessed cars pass into these special safety lanes to get around the traffic stopped for the signal, etc. IT IS SO DANGEROUS for home owners with horses, children and other pets to navigate the streets around our neighborhood as it is. Even Alameda Ave. with two lanes each way is already congested with employees and consumers (for other major businesses). Why make it worse when you know you have a delicate situation with residents and their children/horses and pets already living in the areas adjacent to this site?

PLEASE DO NOT approve this building to encroach upon our freedom to live and thrive in a community we love so dearly. A Whole Foods of this size needs an area that can be easily accessed by consumers without impinging on our residential liberties.

We suggest you consider moving this project to the Empire Ave area or something similar to that. There are no adjacent residents or families to impact in an area like that and it is more likely to accommodate high volumes of traffic without endangering anybody's safety.

The Burbank Rancho area is a large part of why the *City of Burbank is considered so idyllic and charming*. Please let the esteemed members of the Board know that we need their consideration and valued support.

If you have any questions, please feel free to contact us at (818) 919-6404.

Respectfully,
Anne Peralta-Gora
Roman Gora

8/21/2006



Patrick G. McHugh
1021 S Chavez St
Burbank, CA 91506-3326

818) 848-0615

Burbank Community Development Dept
Re: Project No. 2006-1015

My name is Patrick Mc Hugh. I live at 1021 Chavez St. in The Rancho District, around the corner from a proposed construction of a Whole Foods Market at Main St. and Alameda.

My concern is not about the quality of the grocery store but about the increased traffic that such a project will bring to our neighborhood.

I do not own a horse, but neighbors do on both sides of my property as well as to the rear and across the street in front of me. These horses must use our already busy street (Chavez has speed humps which are often ignored by speeders) to get to and from the trails at The Equestrian Center and Griffith Park.

I feel that new traffic will be forced onto Main St. going South from the proposed market — one lane in each direction with a horse-use lane on the side — ~~with~~ and will

left-turn onto Sprazier or Elm streets to get to Victory, making it more dangerous for pedestrians and equestrians to use these streets. Between Chavez and Victory there are no continuous side walks, so foot and horse traffic must share the space with auto traffic.

In our section of The Rancho District are a mix of senior citizens (who walk/jog for exercise and local shopping) and young people (who walk/bike to schools on Valencia and Mariposa, who play, skate in the area). More traffic will produce new problems for them.

How do I get into Whole Foods? Driving West ~~West~~ on Alameda, aside from the increased traffic flow, should not present a problem at the north-west entrance ramp. Auto traffic on Main St. heading South would right-turn into the Main St auto ramp. Other traffic would have to left-turn across busy traffic flow on Alameda or Main to enter.

How do I leave Whole Foods? Would there be right-turn-only restrictions on the

Alameda exit? Would there be right-turn-only rules on Main and then right-turn or left-turn lanes onto Alameda? Traffic wanting a speedier exit may want to proceed South across Alameda onto Main St. — one lane, remember — and then left turn onto Spazier or Elm thru residential areas or turn either way on Riverside Dr.

Alameda traffic West from Main St. toward Mariposa has one left-turn lane shared also by East-bound traffic: employee traffic from ; clients for Curves and other businesses in the Main-Alameda commercial center; truck loading-unloading traffic at the rear of Denny's Restaurant; Pavilion's etc. entrance at the signal, and a few feet beyond at a secondary driveway at Starbucks.

East of the signal for Pavilion's traffic, the same turn-lane serves customers from Subway, Pizza and a Japanese restaurant as well as some businesses in the complex adjacent to the Auto Club and visitor to the convalescent facility which butts up to the proposed market.

Whole Foods shoppers would also have to share that one left-turn lane to enter the facility's underground ramp with drivers who want to left-turn onto Main.

On the east-side of Main, across from the proposed market, are a service station and a day-care/nursery school with drop-off parking, both of which flank an alley used for both horse and auto traffic.

Half a block up Valencia from Main is a large elementary school which produces a lot of pedestrian traffic. (Heavy traffic and speeding traffic have already produced speed humps on Valencia and a crossing guard at the Alameda-Main intersection.) Won't exit-entrance also impact on this area and these people?

I do not know the loading dock restrictions and requirements behind the facility on Glenwood so I will not comment other than to question the narrowness of the area which must hold more potential problems.

Other than these traffic concerns
for our neighborhood, I oppose
the requested variances for the front,
side and rear setbacks. I believe
we must hold to code.

Whole Foods might be an asset in
some community but

NIMBY

Tom Heffern

Shavit, Avital

From: Nancy Sherwood [minizoo@pacbell.net]
Sent: Monday, August 21, 2006 1:43 PM
To: ashavit@ci.burbank.ca.us
Subject: Whole Foods

Dear Avital,

As an almost 40 year resident of Burbank I ahve seen a lot of changes. I have seen traffic become an absolute nightmare with no let-up in sight. I try not to even go out at rush hour and blessedly I work close enough to walk to and from work if I please.

I think the Whole Foods project would be an absolute nightmare traffic wise because of the location. Alameda is bad enough during the morning and evening rush hour right now. With Whole Foods in there it would be even worse. There would be people making all kinds of stupid maneuvers trying to get into and out of the store. I live on Elm Ave. and people zoom up and down my street now using it as a shortcut to Victory. With another big retail store in the vicinity I will have heck safely negotiating the streets with my horses.

I have spoken with my neighbors and they feel the same way that I do. Most of my neighbors have either children or animals to worry about. Please havr the planning board think long and hard before allowing this project to happen. We are so congested now as far as traffic is concerned. Please let me know when we have meetings coming up as I would like to be able to plan on attending and speaking my peace. Thanks for reading this.

Sincerely,
Nancy Sherwood
313 W. Elm Ave
Burbank
91506-3317

8/21/2006

Shavit, Avital

From: LEE KALINSKY [lkalinskymusicman@msn.com]

Sent: Monday, August 21, 2006 9:23 AM

To: ashavit@ci.burbank.ca.us

Subject: Whole Foods

Hello Avital - I live in the Rancho section of Burbank, about 2 blocks from the proposed Whole Foods location.

We're not opposed to the market going into that location since I believe they are a responsible organization, but if the market results in increased traffic on our street, Spazier Ave., we would want the city to either put in speed bumps or ?

And of course, we are concerned about noise and air pollution during the construction of the market. I'm sure the city has regulations but we wouldn't want to hear noise before 8:00 a.m. or after 6:00 p.m. And we would want dust, etc. watered down whenever possible.

Thank you,

Eli Kalinsky
430 W. Spazier Ave.
Burbank, 91506
lkalinskymusicman@msn.com

8/21/2006

Shavit, Avital

From: MW [LINEASFUMATO@YAHOO.COM]
Sent: Sunday, August 13, 2006 9:41 AM
To: ashavit@ci.burbank.ca.us
Subject: Project No. 2006-105

Dear Avital

I would like to indicate my complete support to the conditional use variance permit requested by whole foods.

In addition, i support anything that will quicken the valuable addition of WF to my neighborhood at this location. they are very responsible in everything they do.

Please support WF

Michael Winter
1111 Chavez street
burbank ca

Rancho resident

Shavit, Avital

From: Debra L. Price [fidlstx@charter.net]
Sent: Tuesday, August 22, 2006 8:45 PM
To: ashavit@ci.burbank.ca.us
Subject: Whole Foods grocery

Dear Avital Shavit:

Although I didn't attend the meeting on August 21st, because of a work committment, I do have some opinions on the matter. I am a 17 yr. resident of the Rancho and have seen a lot of changes over the years.

I feel that the proposed applicant should follow all of the rules regarding the setbacks proposed by the code of the Rancho Commercial zone. That no special variances be granted. It just opens up a "can of worms" for the next person wanting to build something. The additional permits: CUP types 21, 41 and 42 are fine and right in compliance with the type of store that is being considered.

Overall in my opinion, this will be a assest to our growing affulent neighborhood in the long run.

I am in favor of this project..done correctly!

Sincerely,

Debra L. Price

715 So. Reese Pl.

Burbank, Ca. 91506

8/23/2006

Shavit, Avital

From: Carmen George [CG@mcc-construction.com]
Sent: Monday, October 16, 2006 1:57 PM
To: ashavit@ci.burbank.ca.us
Subject: Whole Foods Project Alameda Avenue

Dear Ms. Shavit:

I've heard that Whole Foods is coming to Burbank, and I think this is wonderful news! I have heard many good things about this chain of grocery stores and am excited to know that finally there is one coming to my neighborhood! Though I am not a resident of Burbank, I live within walking distance, just about 7 blocks, of the proposed site. My siblings and I went to elementary and high school in Burbank, I married a 20 year resident, and now I work in Burbank, and tend to think of Burbank as my hometown.

I think that this project will provide more choices in groceries, as well as bring more competition (lower prices) to the other Burbank grocers. I want to take this opportunity to tell you that my family and I support the Whole Foods project coming to Burbank.

Sincerely,

Carmen George
325 Thompson Ave.
Glendale, CA 91201

Confidentiality Notice: The information contained in and transmitted with this communication is strictly confidential, is intended only for the use of the intended recipient, and is the property of McCormick Construction or its affiliates and subsidiaries. If you are not the intended recipient, you are hereby notified that any use of the information contained in or transmitted with the communication or dissemination, distribution, or copying of this communication is strictly prohibited by law. If you have received this communication in error, please immediately return this communication to the sender and delete the original message and any copy of it in your possession.

10/16/2006

Shavit, Avital

From: Ivan Lofstrom [ilofstrom@charter.net]
Sent: Thursday, October 19, 2006 1:58 PM
To: ashavit@ci.burbank.ca.us
Subject: Project No 2006-105

I welcome this project and
this company to our neighborhood.

Ivan Lofstrom
Burbank CA

McCORMICK CONSTRUCTION Co.
GENERAL BUILDING & ENGINEERING CONTRACTORS



Builders
SINCE 1913

CORPORATE OFFICE: 2507 EMPIRE AVENUE, BURBANK, CALIFORNIA 91504

818-843-2010

FAX 818-842-9909

October 16, 2006

via email: ashavit@ci.burbank.ca.us
and USPS

Ms. Avital Shavit
Assistant Planner
City of Burbank
275 E. Olive Ave.
Burbank, CA 91510-6459

Re: Whole Foods Alameda Avenue

Dear Ms. Shavit:

I wanted to take this opportunity to introduce McCormick Construction Co. and let you know that we will be the contractor on the Whole Foods project proposed for Alameda Avenue in Burbank. Our company has been based in Burbank since the 1970s and employs Burbank residents. Over the years, we have built close to 2.5 million square feet in Burbank and have a wonderful relationship with the City.

Having grown up in Burbank, I feel that this is the kind of project that will enhance the Burbank lifestyle. I look forward to continuing our excellent relationship with the City of Burbank, and hope to contribute to the community's economic growth.

Very truly yours,

Michael McCormick
President

SAN DIEGO

814 Morena Boulevard
San Diego, California 92110
619-688-9966 • FAX 619-688-1253

PHOENIX

5045 N. 12th Street, Suite 112
Phoenix, Arizona 85014
602-277-6945 • FAX 602-277-7145

LAS VEGAS

6380 S. Valley View Blvd, Suite 108
Las Vegas, Nevada 89118
702-894-9244 • FAX 702-894-9235

Shavit, Avital

From: Anthony Kelly [callthekellys@sbcglobal.net]

Sent: Monday, October 16, 2006 8:40 PM

To: ashavit@ci.burbank.ca.us

Subject: Whole Foods Project

Dear Ms Ashavit,

I have lived at 1312 N Pass Avenue, in Burbank for the last seventeen years. When I heard that there was a possibility of a Whole Foods coming to Burbank, I was so excited, as we do not have any Whole Foods Stores in our city. Whole Foods would be a great addition to our city as they specialize in foods that are organic, as other food markets don't. As well as variety we need competition to keep prices down. Burbank badly needs this type of store.

Thank you for taking the time to take a look at this matter.

Yours Sincerely,
Margaret M. Kelly

10/17/2006

Shavit, Avital

From: Shawn McNeal [shawn.mcneal@ultramet.com]
Sent: Thursday, October 19, 2006 10:33 AM
To: 'Shavit, Avital'
Subject: RE: Tom Davies re: Burbank Whole Foods Project

Hello Avital,

Thank you for the prompt reply and the information you have provided. It is my belief that the pending increase in traffic, and subsequent negative impact on the quality of life in the immediate neighborhood, will be substantial. This is an unfortunate disservice to the local property owners and immediate residents.

Thank you for the opportunity to express my thoughts and concerns.

Best regards

Shawn

From: Shavit, Avital [mailto:AShavit@ci.burbank.ca.us]
Sent: Thursday, October 19, 2006 9:54 AM
To: 'Shawn McNeal'
Subject: RE: Tom Davies re: Burbank Whole Foods Project

Shawn,

Thank you for your comments.

In regards to your concern for alley access, the project will be required make street improvements which may improve the existing conditions and circulation along Main Street. The project is required to widen the street to provide a two-way left hand turn pocket. These turn lanes may provide enhanced accessibility and safety for turning movements into the alley from Main Street as compared to existing conditions. The widening will require the applicant to dedicate 4' of land to the city and the widening will occur only on the west side of the street. Your side of the street will not be affected, with the exception of new lane striping. A traffic study that was concluded that there are no significant traffic impacts, with the exception of Alameda Avenue and Buena Vista. However, as you commented, there will be an increase in traffic in the surrounding neighborhood.

Let me know if you have questions regarding these improvements.

Avital Shavit
City of Burbank
Assistant Planner
(818) 238-5250

-----Original Message-----

From: Shawn McNeal [mailto:shawn.mcneal@ultramet.com]
Sent: Thursday, October 19, 2006 9:04 AM
To: ashavit@ci.burbank.ca.us
Subject: FW: Tom Davies re: Burbank Whole Foods Project

Hello Avital,

10/19/2006

I had hoped to be able to attend the community meeting scheduled for this evening regarding the Burbank Whole Foods Project unfortunately I have a prior commitment. I would greatly appreciate your review of the correspondence that has occurred between Tom Davies and myself regarding the proposed project. I am hopeful that you would be willing to discuss the points and concerns that I have raised within this correspondence during the meeting this evening. Briefly, my primary concerns are related to the north-side of Alameda resident's primary access to their homes via the alleyway located next to the Chevron gas station on Main St. This alleyway is the only practical route most of these residence can use to access their homes and the public roads, and it lies between Alameda and the proposed Whole Foods driveway entrance on Main St.

Please review the complete details of the situation and my concerns below. Thank you for your time.

Best regards,

Shawn McNeal
403 West Alameda Ave.
Burbank, CA 91506

From: Shawn McNeal [mailto:shawn.mcneal@ultramet.com]
Sent: Tuesday, October 03, 2006 11:45 AM
To: 'Tom Davies'
Cc: 'tcampbell@mail.ci.burbank.ca.us'; 'mramos@mail.ci.burbank.ca.us';
'dgolonski@mail.ci.burbank.ca.us'; 'dgordon@mail.ci.burbank.ca.us';
'jvanderborght@mail.ci.burbank.ca.us'
Subject: RE: Burbank Whole Foods Project

Hello Tom,

Thank you for your thoughtful and informative comments.

I do not know what changes for Main Street the City of Burbank has planned but the physical logistics of the street do not favor an entrance on Main Street with regard to the local resident's access to their homes, in my opinion. I sincerely hope that I am proven to be wrong about this once the store is up and running, but I am doubtful.

I am inclined to concluded that the City Planning Committee has opted for the increased jobs and tax revenue to be generated by the Whole Foods Market project at the expense of the integrity and quality of life in our insignificant little residential neighborhood. This is similar in fashion to those decisions impacting the neighborhoods around the Costco and Empire Center projects. These businesses were great additions to the community as a whole but a traffic nightmare if you happened to live in a neighborhood near them. I suspect that your store will ultimately prove to be our neighborhood's traffic nightmare.

Regardless of how many speculative studies you generate, or how much marketing smoke and sunshine gets blown around, the obvious reality is that if you make it increasingly difficult/impossible for several hundred of your immediate neighbors to get to and from their homes, the desirability, and therefore the property values, are going to decline in the neighborhood. This being the case, your store is not likely to be a very popular or welcome addition to either owners or tenants in the immediate neighborhood. These people whether or not they become "pedestrian shoppers", still need to have accessibility to their homes and for their vehicles.

From your perspective, the residents of our neighborhood only represent a small percentage of the 2 mile radius market your store will service. From my perspective, as a property owner, the desirability and value of my property investment is likely to drop dramatically once your construction project begins due to the increased inaccessibility to my home.

10/19/2006

I am a proponent for progress and modernization for Burbank. I am in this instance however, neither opposed to, nor in favor of your particular project. At this time I am simply concerned with the impact your project will have on my investment and the overall quality of life in the immediate neighborhood. As I mentioned, I hope that these concerns will prove to be unfounded once the project is completed.

I am also hopeful that you will appreciate my perspective and consider it when making your design decisions in order to minimize any negative impact your project may generate for the immediate neighborhood.

Thank you again for the opportunity to express my opinions, concerns and suggestions. I am sincerely hopeful that through proper planning and cooperation with city officials that your project will ultimately have a positive, rather than a negative impact on our neighborhood.

Best regards,

Mr. Shawn McNeal
403 W. Alameda Ave. #B
Burbank, CA 91506

From: Tom Davies [mailto:tdavies@daviesproperties.com]
Sent: Monday, October 02, 2006 10:23 PM
To: 'Shawn McNeal'
Subject: RE: Burbank Whole Foods Project

Hello Shawn,

Thanks so much for getting back to me regarding the Whole Foods Market project. Your questions and concerns were timed well because we received our first glance at the "official" Traffic Study results late last week. Following our tedious review of the document, of the potential traffic patterns and volumes of vehicles, our initial projections, based upon meetings with City of Burbank staff members, were realized.

At the very start of this project my team and I went to the City staff with this proposal for the Market but stated that we did not want to proceed if the potential for massive traffic gridlock or streams of cut-through customers in the immediate neighborhood would be the resultant factor. Following their internal "best guess" review, they found that "yes" there would be an increase in traffic, however, not too over-burdening, plus, not close to the potential traffic massing if a large office complex was built on the site. They stated that the zoning could allow about a 170,000 square foot office building (Whole Foods is 60,000 sq. ft.), and the morning and afternoon traffic generated by this type of building use could be a problem.

We are continuing to meet with the staff in mitigating some of the traffic patterns to and from the site, including eliminating parking on the west side of Main Street from Alameda to the alley, redesigning the delivery area to accommodate the neighbors on the surrounding streets. The city does have some changes planned to Main Street and I will mention your suggestion during our next meeting. Unfortunately, we cannot accommodate your request for only one entrance on Alameda Avenue. Whole Foods was very clear in approving this site that they would need to have two entrances in order to have circulation and an alternative entrance. Although the Pavilions center has most of their entrances on Alameda, they do have 4-5

driveway openings. I also do not want to enlarge the entrances on Alameda because this would eliminate the "pedestrian oriented" feeling and instead replace it with a massive driveway.

Please know that your opinion means a lot to us and we appreciate the fact that you took the time to let us know your feelings. I am hopeful that our response gives you some solace in the fact that we are bringing a basic service to the neighborhood, a grocery store, while attempting to bring the least amount of pressure on our adjacent neighborhoods. It is our desire to have you as one of our "pedestrian" shoppers. Whole Foods Markets is very aware of the environment and works hard to have their stores pedestrian and bicycle friendly.

We look forward to your support on our project. If you should feel so inclined, an email of support would be greatly appreciated.

Very truly yours,

Tom Davies

From: Shawn McNeal [mailto:shawn.mcneal@ultramet.com]
Sent: Monday, October 02, 2006 5:06 PM
To: tdavies@daviesproperties.com
Subject: Re: Burbank Whole Foods Project

Hello Tom,

I am writing in response to your mailing regarding the proposed Whole Foods Market project to be located at the corner of West Alameda Avenue and Main Street in Burbank, California. I have been an owner and resident of West Alameda Ave. since 2001 and would like to share with you my thoughts on how the existence of a Whole Foods Market at the corner of West Alameda Avenue and Main Street will impact the traffic patterns in the immediate neighborhood. It is my hope that my comments will be confirmed by the findings of your own research and that you will be receptive to the suggestions I have made below aimed at improving the overall traffic situation in the immediate neighborhood.

Those of us who reside in the buildings on the north side of West Alameda Avenue between Victory and Main Street have only alley-access to our homes and garages. I would "guess"-timate the number of driving residents/vehicles using this alley-access to be somewhere in the neighborhood of 75 to 100 vehicles.

Our alley-access is restricted to only one practical entrance/exit located on Main Street between the Chevron gas station and the Teddy Bear Nursery school. This is also the only emergency vehicle access point to our properties. Large vehicles must back out of this alley since the alley bends and becomes too narrow to allow large vehicle passage. In short, there is no turn-around and the other end of the alley ports are both impractical and unsafe to be used by a large number of vehicles.

Issues to be aware of

Alley Access at North Side of West Alameda Ave.

Access to the alley is often hindered by parents dropping off their children at the Teddy Bear School in the mornings prior to 9 AM and in the evenings between 5 Pm and 6 Pm. This traffic pattern is obviously consistent with parents with normal working hours dropping off and picking up their children. You can observe this on any normal business day. This access problem will only be exacerbate by more traffic on Main Street.

Suggested Remedy

a) Petition the City of Burbank to designate the alley area (to the right of the Teddy Bear School in the Chevron lot) from the curb of Main Street and all along the length of Teddy Bear school to the entrance of the main alleyway as a "No-Standing, Fire-Lane, Resident Access Only" etc. zone, if it is not already to ensure that people do not obstruct access to the residents of the north side of West Alameda Ave.

b) Eliminate the Main Street vehicle access points. Limit all vehicle access points of the Whole Foods Market to the Alameda Avenue side of the project. This access format has seemed to work well for the Pavilions shopping center and would minimize the negative impact that the Market would have on the immediate neighborhood. Main street is too narrow and difficult for residents to access from the alley as it is. Again, more traffic congestion will only make this problem worse.

Thank you for this opportunity to offer what I hope you find to be constructive suggestions to the successful completion of your project.

Best regards,

Shawn McNeal
403 W. Alameda Ave. # B
Burbank, CA 91506
shawn.mcneal@ultramet.com

10/19/2006

Shavit, Avital

From: Davida Oberman [DOberman@financialtitle.com]
Sent: Thursday, October 19, 2006 12:53 PM
To: 'Shavit, Avital'
Cc: 'sageent@earthlink.net'; 'minizoo@pacbell.net'; 'cat@dreamhomesbycat.com'
Subject: RE: Whole Foods

Dear Ms. Shavit,

Thank you for applying my letter of comments to the Whole Foods project. Just wanted to let you know that I was walking home last night riding my horse at 8PM on my street Elm Ave between Chavez and Victory. A truck was coming down fast towards us (I wear neon vest and neon wraps for my legs and horse). I asked him to slow down when he passed me and with that, he gunned his motor, revved up his engine loud, patched out and sped away scaring my horse to jump the curb of a neighbor's house and spinning around. Now, I ask you, do you think that "non horse" people that will be going to Whole Foods will know how to drive in an "Equestrian area"? I know that this letter is going on deaf ears, I truly understand and realize that it will not be considered...but, do I or someone else have to be killed to bring attention to the equestrian district of Burbank and Glendale? Everyone closes their eyes to our community. We are a small community but very strong in our passions and beliefs. Which way do you want our kids to go? I find everything at Pavilions that I need and the whole community finds everything that they need there also. If I wanted to go to Whole Foods, I would go to the Glendale store or Sherman Oaks. What can Whole Foods offer us that Trader Joe's, Pavilions or the surrounding markets offer us? The old Vons location would be perfect. I know that this letter and comment is not going anywhere. You have set your minds to allowing Whole Foods to enter our community. So be it.

Thank you for listening about my close call again. I have a great idea, how about getting on my young stallion and you ride the horse down the street, I will come fast towards you and gun my engine, give you the finger and curse at you and have you thrown off of the horse on the street. Don't you think that would be a great idea? Then you can tell me if Whole Foods coming into our community would be a great idea.

Thank you,
Davida Oberman

From: Shavit, Avital [mailto:AShavit@ci.burbank.ca.us]
Sent: Thursday, October 19, 2006 8:17 AM
To: 'Davida Oberman'
Subject: RE: Whole Foods

Thank you for your comments. I will include your letter in the Planning Board report.

Avital Shavit
City of Burbank
Assistant Planner
(818) 238-5250

-----Original Message-----

From: Davida Oberman [mailto:DOberman@financialtitle.com]
Sent: Monday, October 16, 2006 4:45 PM
To: 'ashavit@ci.burbank.ca.us'; 'sageent@earthlink.net'; 'minizoo@pacbell.net'; 'cat@dreamhomesbycat.com'; 'phantomop848@yahoo.com'
Subject: Whole Foods

<<Burbank letter to city about Whole Foods.doc>>

Davida Oberman

10/19/2006

Administrative Sales Assistant

For L.A. & Ventura Counties

Ph: 818-557-1040

Fax: 818-556-2603

10/19/2006

My question to you is, "Do you live in this area"? Or are you the officials that live on a quiet cul-de-sac in the hills and could care less about traffic, horses or accidents.

I just bought a house on W. Elm between Chavez and Victory. I own a gorgeous young Stallion and I walk him down Elm to get to Chavez to Riverside to get to the trails. I can't begin to tell you how many times cars have come up on the back of my horse and honk the horn at me. My horse jumps and rears up and spins on the street. I don't know how many times I screamed, "slow down", they in turn tell ME to "slow down" and give me the finger....If you want to make a lot of money for Burbank, I suggest placing police in our "horse district" streets...Now, you are talking making Burbank rich. A "non" horse person has no idea the horror to be riding a horse and have a car or truck ram your butt. Does one have to be killed in order to bring attention to our "small" horse community and have a lot of funerals?

It seems to me that the old Vons market on Olive and Verdugo is already established and already had "traffic" surveys done when Vons moved in there. They would have more business from the kids at Burroughs High.

If you remember correctly, a few years ago a horse was hit from behind with the rider on Chavez at 65 mph. The horse was killed instantly and the rider was thrown 75 feet forward. The rider is still in a wheelchair. Does this need to happen before you realize that "non horse" people do not know how to drive in the horse district?

There should be signs on each street denoting that this is an equestrian district and to drive slowly. Does a child or an adult need to be killed before you do anything about the congestion in our equestrian district already? As corporate "businessmen", you truly do not care about the community, or the equestrian district that brings in revenue to stores, taxes to the city and expensive homes. All you are worried about is Whole Foods coming in and making a "killing"...Well, you will be making a killing, a killing of one or more human beings. I am not being over dramatic here as accidents have already happen to horses and their riders. If I get one more finger pushed in the front windshield of the cars that pass me, I will stand my horse blocking the street and cause a tie-up of traffic and honking horns until the police come. I am sick and tired of being cursed at for "walking" my horse down my equestrian street where I paid through the nose to purchase a small home with barns in the back for my passion and my delight and relaxation after work. I will be taking license plate numbers down and calling the Burbank police for everyone that speeds and gives me the finger.

So with that, we all feel in our little community that Whole Foods would not be welcomed here nor frequented as a "grocery store" by any of the equestrian homeowners

I hope it isn't one of your children who will be killed riding their horse down the street. Better yet, maybe we should get rid of all of the horses for the children so they can "hang out" at Whole Foods and sell drugs because they have nothing better to do then computer games, play stations and drugs...That is a great idea, don't you think?

I rest my case. It is probably going on "deaf ears" but I had my say and you can take it or leave it...

Thank you,

Davida Oberman
(818) 482-6699

October 16, 2006

PLANNING DIVISION
2006 OCT 18 A 11: 10

Ms. Avital Shavit
Assistant Planner
City of Burbank Planning Department
275 E. Olive Avenue
P.O. Box 6459
Burbank, CA 91510-6459

RE: New Whole Foods Market

Dear Ms. Shavit.

We have recently heard about the possible development of a new Whole Foods market at the northwest corner of Main Street and Alameda in the old Martino's bakery location. We are writing this letter to voice our support for this project when it comes up before the Planning Board. We are glad to once again possibly have a store in this location that is useful to local residents as the bakery once was.

The Glendale Whole Foods Market location is currently the closest store to us, and it would be so much more convenient for us to shop at one located in Burbank. (We do try to avoid the Glendale stores as that City is not as shopper friendly as Burbank).

Approval of this development would add needed jobs within our community, and continue to enhance surrounding property values, while giving all of us another great place to shop.

Thank you for your consideration in this matter.



Art and Karen Russo
1416 N. Ontario Street
Burbank, CA 91505

<http://www.burbankca.org/planning/envirodocs.shtml>

The staff report will be available online by Friday or earlier 10/20 at the link below.

<http://www.burbankca.org/planning/>

Regarding the location choice of Whole Foods, the City is neither involved nor responsible for choosing locations for private corporations. This applicant has told the City that the location of 901 West Alameda is the location Whole Foods choose after extensive market research and that the old Von was neither available nor feasible for their project.

Thank You,

Avital Shavit
City of Burbank
Assistant Planner
(818) 238-5250

-----Original Message-----

From: Anne Peralta [mailto:sageent@earthlink.net]

Sent: Monday, October 16, 2006 11:31 AM

To: ashavit@ci.burbank.ca.us

Cc: 'Roman Gora'

Subject: FW: 901 West Alameda - Whole Foods-

Dear Ms. Shavit, please pass this letter on to provide input to the Planning Board for the hearing on this project. We truly appreciate it.
Anne & Roman

-----Original Message-----

From: Anne Peralta [mailto:sageent@earthlink.net]

Sent: Monday, October 16, 2006 11:26 AM

To: 'Anne Peralta'

Subject: 901 West Alameda - Whole Foods-

Hi,

The meeting is 10/19 at 5:30pm at 200 W. Magnolia Chamber of Commerce Exec. Conference Room

Attached are the pages written by Tom Davies. You may need to enlarge to read or they should just print...feel free to pass along to all of your neighbors. It's pretty important.

There are so many things about Mr. Davies letter that bother me but here are some that jump to mind.

On page 1, paragraph 5 - it is interesting to note that Mr. Davies points out that Burbank is "built out" - well, yes, to an extent it is and that's why traffic has become so much more heavy in the recent years. He also cites info from when Martino's Bakery was there about the number of their employees, trucks, etc. and therefore our area has seen the kind of action that Mr. Davies proposes to have with Whole Foods. However, it can also be said that when Martino's was in operation -- Burbank was also NOT "built out" so we were not dealing with traffic and congestion we are dealing with now in addition to putting his Whole Foods there. The information he has provided works both ways.

Additionally, he refers to the deed restriction that Von's placed to keep other food/supermarket establishments from encroaching on their business - he claims to want to give us a choice and we appreciate that. However, we have Vons/Pavilions, Ralphs, Trader Joes, Gefer Farms and Golden Farms all with in a tight 2 mile radius. In my opinion, it's plenty of choice and all I can see that will result from adding Whole Foods will be an increase in congestion and traffic.

Ideally, the location of the old Vons between Verdugo and Olive (across from Tally Rand) would be much better because it's already configured for supermarket use and has accessible parking and semi-truck access. Trying to unload the amount of semi-trucks at Main and Alameda would add to grid lock and

10/16/2006

could be unsafe.

He also states that the lower level parking will be dedicated to employees and employees are encouraged to carpool, bike, etc. However, employers can not mandate where their employees park and if the lot becomes full (because customers will park wherever they please) the employees will park their cars in the streets thus adding to our congestion. For Example, Wexler and Baskin-Robbins also provide employee parking but because there are shady trees on Elm Ave. the employees park under them (in front of our residences) instead of using the parking provided - visitors to these establishments do that too. If we use these two businesses as examples...Whole Foods employees/customers are no exception.

And, I could go on, but what concerns me is that **Mr. Davies does not address our most important concern - that this is a horse area and has been so for a long time.** Valencia St. homes have horse property that borders the street to his business (Main) and they and everyone else who ride down Main (on horseback) to get to the trails from Spazier, Elm, Chavez, Linden and Lutge will be affected. If Main and Alameda were not already so congested --- why do we have traffic crossing guards at that corner and positioned on Main at Cedar (across from the old Bexel Building)? Sure it's for the school children but why would the kids need it if we weren't concerned about their safety in existing business traffic. By the way, lots of people ride their horses after work - there is a real concern for public safety during peak traffic hours.

Mr. Davies has also asked for a liquor license which puts yet another set of conditions into the mix. Yes, we have VIVA's but we have made peace with that establishment because it certainly does not bring the kinds of crowds that a 60K sq ft grocery store brings with 302 parking spaces and extended store hours.

By the way, if it is such an ideal place for Whole Foods - why do they need variances? As to his point about putting an three story, 177K office building (within setbacks) at that location - while I think that building that would **still be encroachment and dangerous for our residents, children and horses** - I do know that that type of business opens at 8am and closes at 5pm (normal business hours). Whole Foods hours are 7am to 10pm and weekends - with most people stopping before or after work. This will ensure that during peak traffic hours at that intersection - more traffic will become unbearable. We already have a supermarket of that size in our vicinity.

Mr. Davies says he is waiting for the traffic report. I say this: that although I would hope that the traffic report will address and support our points --- I KNOW in my heart that adding another business to such an idyllic, family-oriented, horse area is clearly not the best thing to do.

Nobody that I know of on our blocks (above Chavez) received Mr. Davies notice or notice about the meeting.

Thanks,
Anne & Roman
(818) 919-6404
310 W. Elm Ave.

cc: our neighbors

10/16/2006

Shavit, Avital

From: Anne Peralta [sageent@earthlink.net]
Sent: Monday, October 16, 2006 3:20 PM
To: ashavit@ci.burbank.ca.us
Subject: FW: 901 West Alameda - Whole Foods-

Ms. Shavit, thanks for your correspondence on this matter. If possible please add these additional comments of mine (marked***) to the Planning Board (for the record). It would truly be appreciated.

Dear Neighbors, forwarding information from Ms. Shavit on to you. Please review the traffic study link below and now more than ever your comments are needed. Please pass this info on.

***I can't tell you how many countless times I've seen cars from the increased congestion on Alameda take our side streets on Spazier, Elm, Lutge, Chavez and Linden in an effort to avoid the Alameda and Main intersection – it's not just about Valencia. Additionally, I have seen cars traveling on Main (to or from that corner of Alameda and Main) use the designated bike/ "horse" lane to get around/swerve around any car waiting to turn left or right off of Main into any one of our side streets. A repainted bike/horse lane and a couple of yellow equestrian signs are NOT going to stop a car from slamming into a horse or pedestrian or bicyclist.

We have one badly maintained "equestrian" sign on Elm next to Main Ave. but too often in cutting through our streets – cars travel upwards of 30 mph. These cars either do not see the signs or do not really understand how their speeding and use of our residential streets impacts us in an equestrian zone. Our neighbor, John Bresee filed a report regarding the speeding cars (he has 2 daughters under the age of 7) and we have yet had any action taken – this means that we're already having speeding issues without the added Whole Foods project. Roman Gora has had numerous discussions with Jim and Mike Moss and now with Ken, traffic supervisor in Public Works regarding the need for improved equestrian signs and aids for Elm, Spazier, Lutge, Chavez and Linden to help protect us from traffic/speeders veering off Alameda Ave and Main.

And, yes, I know OUR City is neither involved nor responsible for choosing locations for private corporations – my suggestion of the old Vons is to illustrate the difference between granting variance to this particular project in this delicate Rancho/Family area and putting the business where it is best suited or something similar to it.

Thanks, Anne & Roman
310 W. Elm Ave.
(818) 919-6404

cc: our neighbors

-----Original Message-----

From: Shavit, Avital [mailto:AShavit@ci.burbank.ca.us]
Sent: Monday, October 16, 2006 12:08 PM
To: 'Anne Peralta'
Cc: , Joy
Subject: RE: 901 West Alameda - Whole Foods-

I would like to thank you for you comments and I will add them to the staff report that will be provided to the Planning Board before the hearing.

In terms of notice for the meeting this Thursday, the City sent out notices last week and anyone within a 1000' radius of the project should be receiving them today or tomorrow if they haven't already. This is not a City required meeting; however the applicant wanted another opportunity to meet with the community regarding this project.

In response to the issues you raised regarding Tom Davies letter, I would like to refer you to the traffic study which comments on equestrian access and traffic issues. It is available online at the link below.

10/16/2006



ORGANIZED 1944

Equestrian Trails, Inc.®

13741 Foothill Boulevard, Suite 100
Sylmar, California 91342
(818) 362-6819 • FAX (818) 362-9443
ETI@1stnetusa.com

October 16, 2006

Mr. Greg Herrmann
Chief Assistant Community Development Director
275 E. Olive Avenue
P.O. Box 6459
Burbank, CA 91510-6459

RE: Project No. 2006-105
901 W. Alameda Avenue
Response to Mitigated Negative Declaration

Dear Mr. Herrmann,

I am the National Trail Coordinator for Equestrian Trails Incorporated and have worked with equestrian residents of the Burbank Rancho over the years to maintain it as a healthy urban horse keeping neighborhood. I have boarded my horses in the Rancho, and ridden the trails around the Los Angeles Equestrian Center and in the Park for over twenty years. Many factors contribute to that unique way of life, especially the avoidance of serious and avoidable conflicts between riders, their mounts and other urban factors.

As Trail Coordinator my overwhelming concern all these years has been the public's safety in continued access to the trails, and use of the trails.

The MND for this project is inadequate.

First of all, a fair argument can be made that Whole Foods is not a supermarket in the conventional sense that a plus the traffic of the equestrians themselves both as participants and as audience for these events. Vons or Ralphs is. The existing WFs are highly congested. They are better located in commercial districts, not adjacent to single family neighborhoods. The traffic study should be required to assess other WF markets, at holiday time with the added unique nature of the Burbank Rancho as an equestrian neighborhood and the LAEC activities also taken in to account.

Second, the traffic analysis failed to assess the frequent and large equestrian events conducted at the LAEC, including the movement and circulation of large trucks, trucks and trailers. Also, the daily service traffic equestrian owners, and of 18 wheeler trucks delivering hay and goods.

Third, the traffic counts themselves were conducted on one summer mid-week day (all but two intersections were counted on June 6, 2006, a Wednesday). They failed to consider not only the weekly equestrian events at the Center, but also the Center's significant and major events, e.g., the Grand Prix, Bill Pickens rodeo, Gay rodeo, etc., plus the traffic of the equestrians themselves both as participants and as audience for these events.

A mid-week, summer count of existing conditions failed to capture a worst case situation and failed to account for rigs and trailers.

Fourth, where is the assessment of Main Street and Valencia? Since Valencia Street, a local street, is part of the Rancho and shares its equestrian land uses and the traffic analysis failed to consider the impacts of cut-through traffic from the Main Street driveway, a fair argument can be made that the community will be divided by the impacts from Whole Foods operations.

Future patrons – as a matter of convenience – and to avoid the Main Street/Alameda intersection – will cut through on Valencia. This will not only cause traffic/rider conflicts, but it will serve to divide the community, a land use impact. Property owners with back yard barns ride horses in lanes next to vehicular traffic on the street. There is a “suggestion” that more trips than anticipated may cut through on Valencia, that Victory Blvd could in the future have a median installed. This suggestion will not do; the traffic study inadequately failed to analyze the Main Street/Valencia intersection and failed to account for traffic movement along it (including delivery trucks).

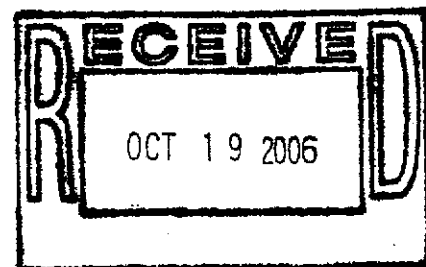
Fifth, Main Street is the main north-south trail to the LAEC, perimeter trail and Griffith Park. The MND failed to mitigate the off-site impacts of additional peak hour and daily trips along Main Street to the perimeter trail. A little sign warning motorists of the possibility of horses is hardly adequate and easily ignored in heavy traffic, putting equestrians at considerable and unacceptable danger from collisions with busy motorists.

Finally, excavation, hauling and construction (including noise) impacts on the Valencia and Main Street trail was not addressed. While the MND discusses working out the haul route and other construction details, CEQA does not permit deferral of mitigation.

Sincerely,



Lynn Brown
323-876-6858



September 2006

Dear Burbank Residents;

Most of you are probably familiar with Whole Foods Markets, the world's leading natural and organic supermarket. I am writing to you for **your support** in building **Burbank's own Whole Foods Market** located on the northwest corner of Alameda Avenue and Main Street.

For those of you not familiar with this grocer, the Whole Foods Market company has been named by FORTUNE magazine as one of the "100 Best Companies to Work For" in America every year since the list's inception nine years ago. Besides happy employees, they have some of the highest product standards in the industry, are socially responsible and give five percent of profits to local charities.

Currently, there is a Whole Foods Market located in Glendale and one in Sherman Oaks. Ideally, because our market is located between these two, there should not be a great increase in traffic flow due to people coming from outside our immediate area. The store will have plenty of parking—two levels of subterranean parking with elevators, escalators and cart conveyors to serve all floors. The building's design, by one of LA's leading architectural firms, will reflect our Southern California lifestyle with overhanging trellises, patios and lush landscaping.

We are now seeking approvals from the City of Burbank and that is where you come in. We had a neighborhood meeting and a voluntary City Sponsored Community meeting to present our project for review to the immediate neighbors. Because this market will serve all of Burbank, we are now expanding our reach and we want to hear from you in order to make this an outstanding market and shopping experience.

Our project goes before the Planning Board in late October and we are hopeful that with our extra efforts, project revisions and **your support** we will be approved and breaking ground in early 2007 with Burbank's own, **Whole Foods Market**.

Please take a moment to email me your ideas and support, or complete the survey card attached. If you would like additional information on the project, please email me and let me know when would be the best time to reach you.

Very truly yours,

Tom Davies

tdavies@daviesproperties.com

818.566.9696 fax

Your opinion matters, please respond to us.

- I support the Whole Foods Market Burbank Project.
- Please send me more information.

Name _____

Address _____

City _____ Zip _____

E-Mail _____ Fax _____

These responses shall remain the property of Davies Properties and may be forwarded to the City of Burbank staff and possibly be made a part of the Public Record.

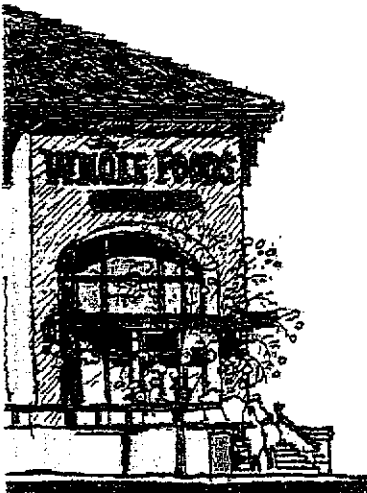
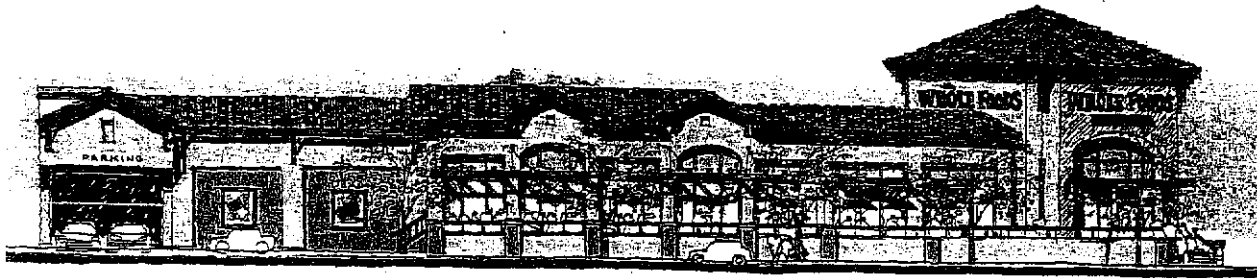


EXHIBIT C 12

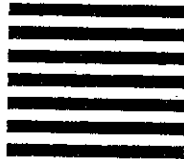
Presorted
First Class Mail
U.S. Postage
PAID
Mercury Mailing
Systems Inc.

DAVIES
PROPERTIES
2225 Glastonbury Road
Westlake Village, CA 91361

A Whole Foods Market in Burbank...with your help!

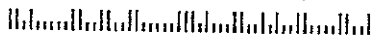


NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 444 THOUSAND OAKS, CA
POSTAGE WILL BE PAID BY ADDRESSEE

DAVIES PROPERTIES
2225 GLASTONBURY RD
WESTLAKE VILLAGE CA 91361-9690



**Rancho Review Board
Bill Scollon
Development Review Comments**

Project #2006-105 Development Review, Conditional Use Permit and Variance
Whole Foods Market, 901 W. Alameda Street

PROJECT: Construct new grocery store

ZONE: Rancho Commercial

CODE COMMENTS:

1. Five foot setbacks are required for side and rear and should be insisted on. [Sec. 31-2433 C. 2(c)]
2. West and North elevations should be more attractive and design guidelines enforced. [31-2435 (a) and (b)]

OTHER CONCERNS/COMMENTS:

1. Concerned about traffic issues: Bottleneck at intersection Main & Alameda; truck and customer cut-through on Valencia St. residents and school children; truck traffic on Kenmere Street, which is narrow and where package delivery trucks or production vehicles often double park.
2. May simply be a too ambitious project for that site.
3. However, I think that if design and traffic issues can be resolved, this would be a good addition to the area.

RANCHO REVIEW BOARD
Julianne Johnson
DEVELOPMENT REVIEW COMMENTS

Project No. 2006-105 Development Review
901 Alameda Investors LLC
Whole Foods Development Proposal

PROJECT: Proposal is to demolish an existing office building "Captions, Inc" and replace it with a 60,000 sq. ft. grocery/retail store "Whole Foods".

ZONE: The property is zoned RC Rancho Commercial

CODE COMMENTS:

1. I cannot tell from the building plans what color is intended to be used for the building finishes. [§31-2435(c)]
2. I cannot tell how the introduction of a third large food chain marketplace within this area of the Rancho will encourage and support the development of the community. [§31-2428 Purpose]
3. The plans seem to indicate code is being followed in the architectural design. [§31-2435 (a)]

OTHER CONCERNS/CODE ISSUES:

1. The construction of this structure's proposed 2 level subterranean parking will substantially impact the surrounding homes and businesses.
2. The increased traffic from a retail/grocery store with shoppers going in and out all day long will significantly change the dynamics of this prominent intersection in the Rancho.
3. This area of the Rancho is already serviced by two other large chain shopping centers and the introduction of another such chain is redundant to the needs of the community.

**RANCHO REVIEW BOARD
MARVA-LEA KORNBLATT
DEVELOPMENT REVIEW COMMENTS**

**Project No 2006-105 Development Review
901 W. Alameda Ave. - Whole Foods Market
901 W. Alameda Ave. Investors LLC - Applicants**

**Project: Demolish existing buildings and construct a 60,000
square foot Whole Foods grocery store with two levels
of subterranean parking**

Zone: RC - Rancho Commercial

Code Comments:

- 1. Setback requirements have not been met and applicant will need to seek a variance. I can't find that granting a setback variance is in the best interests of the surrounding neighborhood.**
- 2. I would need to see a more complete landscaping plan to determine it's adequacy or if it meets the requirements of code.**
- 3. While the code address the location of light standards, it leaves unanswered the question of the impact of lighting on the adjacent single family neighborhood.**

Comments:

When I served on the Rancho Master Plan Committee, the concept for Rancho Commercial zoning was a low impact collection of two or three story buildings, broken up with surface parking and generous landscaping. The emphasis was to create a group of small retail and service oriented businesses that would minimize traffic impact on the surrounding residential neighborhood. The Whole Foods project is exactly the type of development the committee sought to avoid. I've tried, without success, to find out how the permitted used under Rancho Commercial came to include Grocery/Market, as no such use was part of the Master Plan that was submitted to the City Council for approval. The burdens that a project of this size will place on the neighborhood are unfair and discriminatory. One of the conditions of approval for the Pavilions project was that a large market would not be permitted at the old Vons site where the Auto Club now exists. The obvious point was another large market would create a traffic nightmare. It seems to me that merely moving the location of a market a block to the east does nothing to ease the original concerns. To the contrary, the proposed plans for ingress and egress for the Whole Foods Market creat a dangerous condition. This project is grossly incompatible with the adjacent single family, horsekeeping neighborhood, as well as the close proximity to McKinley Elementary School and the two private Pre-Schools. I urge staff and the Planning Board to revisit the original Rancho Master Plan and determine why and how the Permitted Uses for Rancho Commercial came to be revised and if the process was appropriate and that those who had the most invested were properly noticed

and given the opportunity for input. I, as one Committee Member, would have fought vigorously against any revision that would have included the potential for a project the size and scope of a 60,000 square foot market and the obvious negative consequences such a project would have on the Rancho community.

Project No. 2006-105 Development Review, Conditional Use Permit and Variance
901 W. Alameda St. – 901 Alameda Investors LLC applicant

Project: Proposal to construct a 60,000 square foot Whole Foods grocery store with two levels of subterranean parking which includes 305 parking spaces. 41,220 square foot Church Building, and add 25 parking spaces.

Zone: The property is zoned RC – Rancho Commercial

Code Comments:

1. The plan does not indicate the colors and materials that will be utilized for this project [31-2435(c)&(d)]

Other Concerns/Code Issues:

1. Due to the parking requirements, high traffic at the intersection of Alameda (east and west) and Main St. (north and south) may be a result.
2. Whole Foods would be a nice addition but I think the location is not the most ideal for the size of the project.

Rancho Review Board
Bill Smith
Development Review Comments

Project No. 2006-105 Development Review
901 West Alameda Avenue – Whole Foods Market
901 West Alameda Avenue Investors LLC, Applicants

Project: Demolish existing buildings and construct a 60,000 square foot Whole Foods grocery store with two levels of subterranean parking which includes 305 parking spaces.

Zone: The property is zoned Rancho Commercial

Code Comments:

1. There is not enough information from the applicant to evaluate structure height [31-2425 (a)].
2. None of the setback requirements have been met [31-2425 (c-2-a, b, c)].
3. The landscaping plan supplied is noted as 'conceptual' and does not include enough detail to fully evaluate the project [31-2425(c-3-a, b, c)].
4. Not enough information has been supplied to evaluate compliance with the requirements for walls, fences, satellite dishes, flagpoles, antennae, and light standards [31-2425 (c-6-a, b, c, d)].
5. No information other than elevation sketches has been supplied regarding design standards [31-2435]. There is not enough detail in the information supplied to evaluate the project.

Other Comments:

During development of these standards by the Rancho Masterplan Committee, the focus was on minimizing large-scale development in the area around the Rancho Marketplace development. The former Vons' Market site across the street (now the Auto Club) was prohibited from being used as a market because of impacts from that type of use. The site now under review was never visualized to be a large-scale market. The only permitted use similar to 'market' was 'specialty food store' which now appears as 'market' in the permitted uses matrix. I don't know how or when that change took place or if it is an error but it certainly was not the intent of the committee. This was intended by the committee to be at most a smaller scale building with surface parking organized into small parking court groupings buffered by landscaping on all sides. The proposed project is way beyond the scope and scale of the intent behind the standards that were ultimately adopted.

**Rancho Review Board
Development Review Comments
Project #2006-105**

**901 W. Alameda Ave- Whole foods Market
Zone: Rancho Commercial Zone**

Rancho Review Board Member: Maureen Stratton

Code Comments:

1. North and West Elevations do not comply with architectural design. It appears that it does not have a pitched roof at these elevations.
2. The side yard on a corner lot is considered a front yard by code and should have a set back of 25 feet. It appears a variance has been requested, I have concern of the close proximity to Alameda both aesthetically and also creating a busier, denser area on the Alameda side.
3. The maximum height is 35 feet. From my plans I was not able to tell the height of the tallest portion on this building.
4. Landscaping- I see no landscaping proposed for the West side (the side facing the existing nursing home.)

Other concerns:

1. I am concerned that the West and North side of this proposed building does not meet the code requirements of architectural design. I see a proposed flat box like structure on these sides and no landscaping. I feel it is important to create an aesthetically pleasing side building for 3 reasons:
 - a. The residents of the existing nursing home may have something pleasing to look out of their windows at, such as lovely trees or flowering vines other than a stone wall and
 - b. If the nursing home was ever sold and demolished, it is important that the West side of the proposed building would continue to fit into the architectural design and pleasing landscape of the rancho area, as it may be much more visible to all people driving down or living and working on Alameda Ave.
 - c. The side of the building on Main Street near the alley will be completely visible from the street and should not look like a square box.
2. I see that Sycamore trees appear to be the tree of choice in the Rancho Master Plan, but these leaves fall and leave bare limbs every season. They are not as shady and attractive a tree such as a Camphor. I would like to see an all year annual shade tree in instead.
3. Bougainvillea is native to California and I would like to see this beautiful flowering shrub incorporated into the plan on the trellises for instance.

I am concerned that the traffic, noise and congestion of cars will create problems for our horse boarding neighbors who live on the streets off of Main St.

**RANCHO REVIEW BOARD
HARRY MC WATTERS
DEVELOPMENT REVIEW COMMENTS**

**Project No. 2006-105 Development Review
(901 W. Alameda Street – Grocery Store, 901 Alameda Investors, LLC Applicant)**

PROJECT: Construct a 60,000 sq. ft. Whole Foods grocery store with two levels of subterranean parking on a 1.67-acre site; a total of 305 parking spaces provided (5.08: 1,000 ratio). Demolish two existing one and two-story light industrial buildings.

ZONE: Rancho Commercial

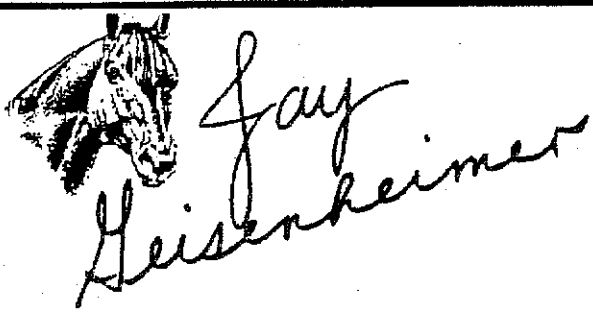
CODE COMMENTS:

1. Front yard setbacks along Alameda and Main streets do not meet minimum requirement of 25 ft. [§31-2433 (c)(2)(a)].
2. Side yard setback along the west side of the property does not meet minimum requirement of 10 ft. [§31-2433 (c)(2)(b)].
3. Rear yard setback does not meet minimum requirement of 5 ft. [§31-2433 (c)(2)(c)].
4. Front yard along Alameda is not 50% landscaped [§31-705 (c)(3)(a)]; however, if combined with the front yard along Main, then this requirement appears to be met.

OTHER CONCERNS/CODE ISSUES:

1. The loading dock area and access to it appear to be inadequate. An 18-wheel big rig is not going to be able to enter the alley expeditiously (i.e., without impeding traffic on Main), even if the street is widened to two lanes at this point. In addition, it appears trucks leaving the dock will have to proceed up Glenwood Place and then turn right onto Oak, which is only 60 ft. wide and is heavily used by students and their parents dropping them off and picking them up at David Starr Jordan Jr. High. Again, there is no way a large delivery truck is going to navigate this street system without creating inconveniences and possible safety problems, not to mention the issue of exiting back out onto Main, where there is a crossing guard at Oak (and an elementary school just to the east), as well as a daycare facility directly across from the subject site (presuming the city will not be so foolish as to allow such trucks to go northbound on Main where they will add further confusion and turmoil to what is already a disastrous intersection, Main, Victory and Verdugo).
2. The development of this store will pretty much finish off Pavilions, which was clearly crippled by the strike. Is this a wise social policy for the city, i.e., eliminating what is already a pricier retailer for the benefit of an even pricier one?

3. Traffic on Alameda is already heavy at many times of the day and will only be getting heavier, now that the second phase of office development is nearing completion across from NBC, not to mention the project M. David Paul is proposing for the site acquired from NBC at Alameda and Bob Hope Dr. In addition, more and more drivers are learning to use Main as an "alternate route" as traffic gets heavier and heavier on Victory. How much more can the area absorb without turning into West L.A.?
4. If this project is built, it is my opinion the cars should not be allowed to turn left into the site from either Alameda or Main, at the very least. This will avoid the fiasco that prevailed for a time at the Porto's development in Magnolia Park.
5. As currently proposed, this project equates to a site-coverage ratio of 82.5%. Is this permissible per the zoning code? This is extremely dense, even considering the underground parking.
6. I have discussed this project with several friends and neighbors. Their overall response has been enthusiastic.



SUNNY DAY FARM

1505 Parkside Ave. Burbank, CA 91506

Rancho Review Board

Development Review Comments

Jay Geisenheimer

Project 2006-105 901 W Alameda- Whole Foods Supermarket

Jay Geisenheimer
1505 W. Parkside Ave.
Burbank, CA 91506

Jay Geisenheimer
1505 W. Parkside Ave.
Burbank, CA 91506

Jay Geisenheimer
1505 W. Parkside Ave.
Burbank, CA 91506

Jay Geisenheimer
1505 W. Parkside Ave.
Burbank, CA 91506



*Jay
Geisenheimer*



SUNNY DAY FARM

1505 Parkside Ave. Burbank, CA 91506

I have spoken to many neighbors about the Whole Foods coming to the corner of Main & Alameda. There is an overwhelming positive reaction to this development. At the same time there is an overwhelming concern about the traffic it will bring. In the last 3 weeks there have been 2 big car accidents on this corner. In addition there have been 3 deaths as a result of traffic on this corner in the last 2 years.. Probably this market will draw customers from a 35 mile radius as does Empire Mall. There is a huge traffic concern for this corner.

Entrances: The entrance to the market from Main Street is a horrific idea. Main Street is one lane in each direction and cars trying to enter this entrance from the North and South will completely tie up the traffic to a stand still. My solution is to have the exit from the store in its present location, with a right hand turn only, and the entrance to the store will be in the middle of the Alameda side. The entrance will have one lane entering from the west and one lane entering from the east. All market deliveries thru the alley way will be confined to a 7AM to 1PM delivery schedule something every major clothing retailer in the Los Angeles area adheres to. Having a separate entrance and exit and only on to a 5 lane street - Alameda - could help the ensuing traffic issues. Even a traffic light on Main at Valencia cannot help because there is no room for a left hand turn lane in either direction on Main. In addition there is the issue of the horse traffic on Main to the trails. My suggestion for Valencia is restricted parking and a defined horse path preferably on the sidewalk between Valencia and Alameda. In addition a defined light for horse traffic to cross Alameda like at the corner of Western and Riverside will be helpful. And last is a flashing red light on Alameda on the North side just before the curve to slow the traffic heading into the blind spot created by the curve before the light at Alameda and Main. 31-2417, 31-2425

Variance: Although I don't agree with it I am willing to bend on this issue to have more cooperation on the traffic issue. I think 20 feet rather than 25 feet is tolerable. 31-2417

Landscape: Not enough native plants are being used in this plan. The hedges are awful. There are many types of grasses that will grow and soften the sides of the building and help give it a softer more rural and country feeling that is the aura of the Rancho. Grasses like giant feather grass, star grass, fountain grass, lavender and agapanthus. And there are many more of these perennials that flourish year round to soften the monolith feeling. 31-2425

Jay Geisenheimer
1505 W. Parkside Ave.
Burbank, CA 91506

Jay Geisenheimer
1505 W. Parkside Ave.
Burbank, CA 91506

Jay Geisenheimer
1505 W. Parkside Ave.
Burbank, CA 91506



Jay
Geisenheimer



SUNNY DAY FARM

1505 Parkside Ave. Burbank, CA 91506

Architectural: 2 sides of this building are not to code 31-2419. This needs to be corrected.

Other concerns: The landscape is not wide enough and needs to be at least 5 feet wide. There shall be no ticketing or gate in the underground parking as this will just slow up traffic.

Jay Geisenheimer
1505 W. Parkside Ave.
Burbank, CA 91506

Jay Geisenheimer
1505 W. Parkside Ave.
Burbank, CA 91506

Jay Geisenheimer
1505 W. Parkside Ave.
Burbank, CA 91506

Forbes, Joy

From: Ann Marie Tengan [amtengan@yahoo.com]
Sent: Monday, August 21, 2006 8:14 PM
To: joy forbes
Subject: RRB

Development Review Comments
Project: Whole Foods Market

Proposal is to demolish existing structure and build a 60,000 improvement with subterranean parking.

CODE COMMENTS:

1. The parking requirement has been met. Needs 300 spaces, 305 were provided.
2. Height requirement and color requirement: Unable to tell if these two requirements were met as no detail in plans were provided.
3. Design Standards: It appears that some of the style elements were incorporated in plan such as the arches and tile roofs.

OTHER CONCERNS/CODE ISSUES:

1. This is a very large building for the size of the lot.
2. I think Whole Foods is the type of store that brings up the quality of an area, however I do not think the corner of Main and Alameda is the right spot for it given the amount of traffic it will generate.

Project: Calvary Church

Comments

1. I see no problem with this project given that only an additional 1,400 square feet is being added.

All-new Yahoo! Mail - Fire up a more powerful email and get things done faster.

8/22/2006

Rancho Review Board

Stephen Whitt

Development Review Comments

6 SEP 17 AM 11:35

2006-105 901 W. Alameda Whole Foods

Project:

Demolish Existing buildings & Construct
New 60,000 Square Foot market with
2 levels of subterranean parking,
total of 305 parking spaces.

Zone.

The property is zoned RC Rancho Commer.

1. Mansard roofs prohibited Sec 31-2435

2 Exterior Colors & textures not
spelled-out. Sec. 31-2435

3. Sycamore trees & Calif. Native plants
Required. Sec. 31-2433

Other Concerns

Traffic Concerns

Increased traffic on Valencia that needs to be addressed.

Delivery trucks need to be steered away from smaller residential streets.

Other Notes

Poll of approx. 15-20 neighbors are in favor of new Whole Foods Market. Traffic being only concern, & not a huge concern.

Stephen White



Notice of Community Meeting

Notice is hereby given that on August 21, 2006 a community meeting will be held to present the following project to the public:

Project: Project No. 2006-105
Development Review, Conditional Use Permit, Variance
Location: 901 W Alameda
Applicant: 901 Alameda Investors LLC
Description: The applicant requests authorization to construct a 60,000 square foot Whole Foods grocery store with two levels of subterranean parking which includes 305 parking spaces. The applicant is requesting a variance for the front, side and rear setbacks to provide less than is permitted by code. The applicant additionally is applying for a conditional use permit (CUP) in order to obtain a type 21 (off-sales general) a type 41 (eating place) and type 42 (wine tasting) alcohol licenses. The project is located in a Rancho Commercial (RC) zone.

Contact: Avital Shavit
ashavit@ci.burbank.ca.us, (818) 238-5250

This notice is intended to inform area property owners and tenants of the pending project and to solicit input in advance of the Planning Board public hearing for this project. Persons wishing to provide input are invited to either contact the above staff person, or attend the informational community meeting at the following time and location:

Date & Time: August 21, 2006 - 5:30pm
Location: 301 East Olive Avenue, City Hall Annex Room 102

Your input will be used to analyze the project. The decision to approve or deny the project will be made by the Planning Board during a public hearing to be held at a later date. Neighbors will receive another notice for that meeting.

The file on this matter and a copy of the Burbank Municipal Code are on file in the office of the Community Development Department, Planning Division, and are available for public inspection.

Dated: August 11, 2006

COMMUNITY DEVELOPMENT DEPARTMENT
Susan M. Georgino, Director

EXHIBIT C4

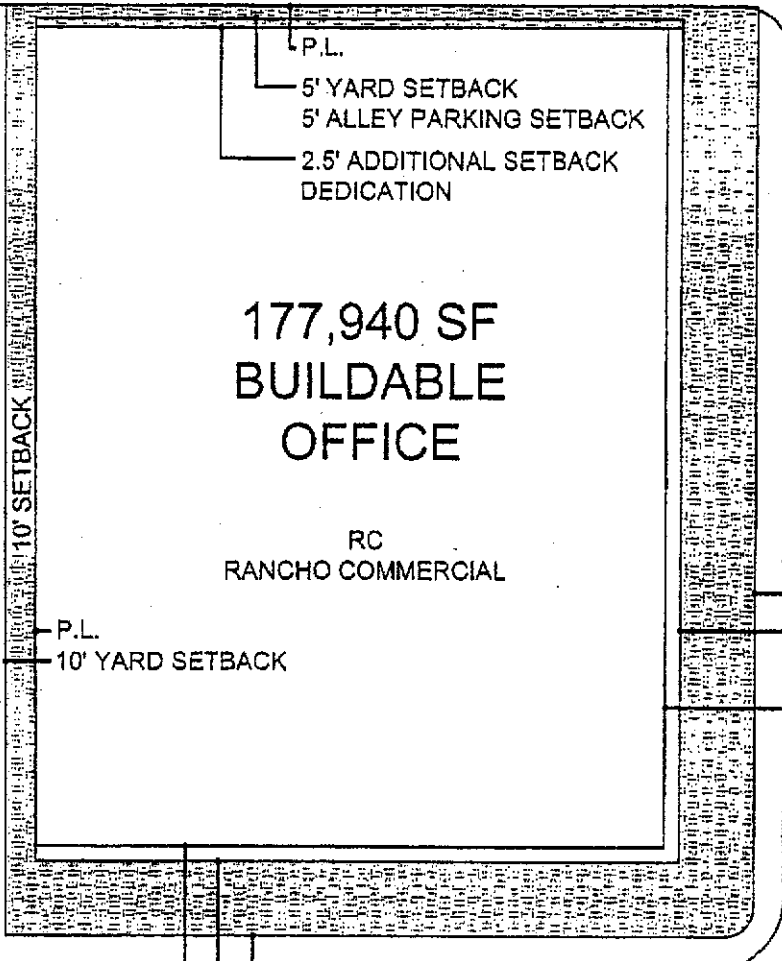
BP
RANCHO BUSINESS PARK

NB
NEIGHBORHOOD
BUSINESS

177,940 SF
BUILDABLE
OFFICE

RC
RANCHO
COMMERCIAL

RC
RANCHO COMMERCIAL



P.L.
10' PARKING SETBACK
25' SETBACK @ 1ST AND
2ND FLOOR
30' SETBACK @ 3RD FLOOR

NB
NEIGHBORHOOD
BUSINESS

P.L.
10' PARKING SETBACK
25' SETBACK @ 1ST AND 2ND FLOOR
30' SETBACK @ 3RD FLOOR

GO
GARDEN OFFICE

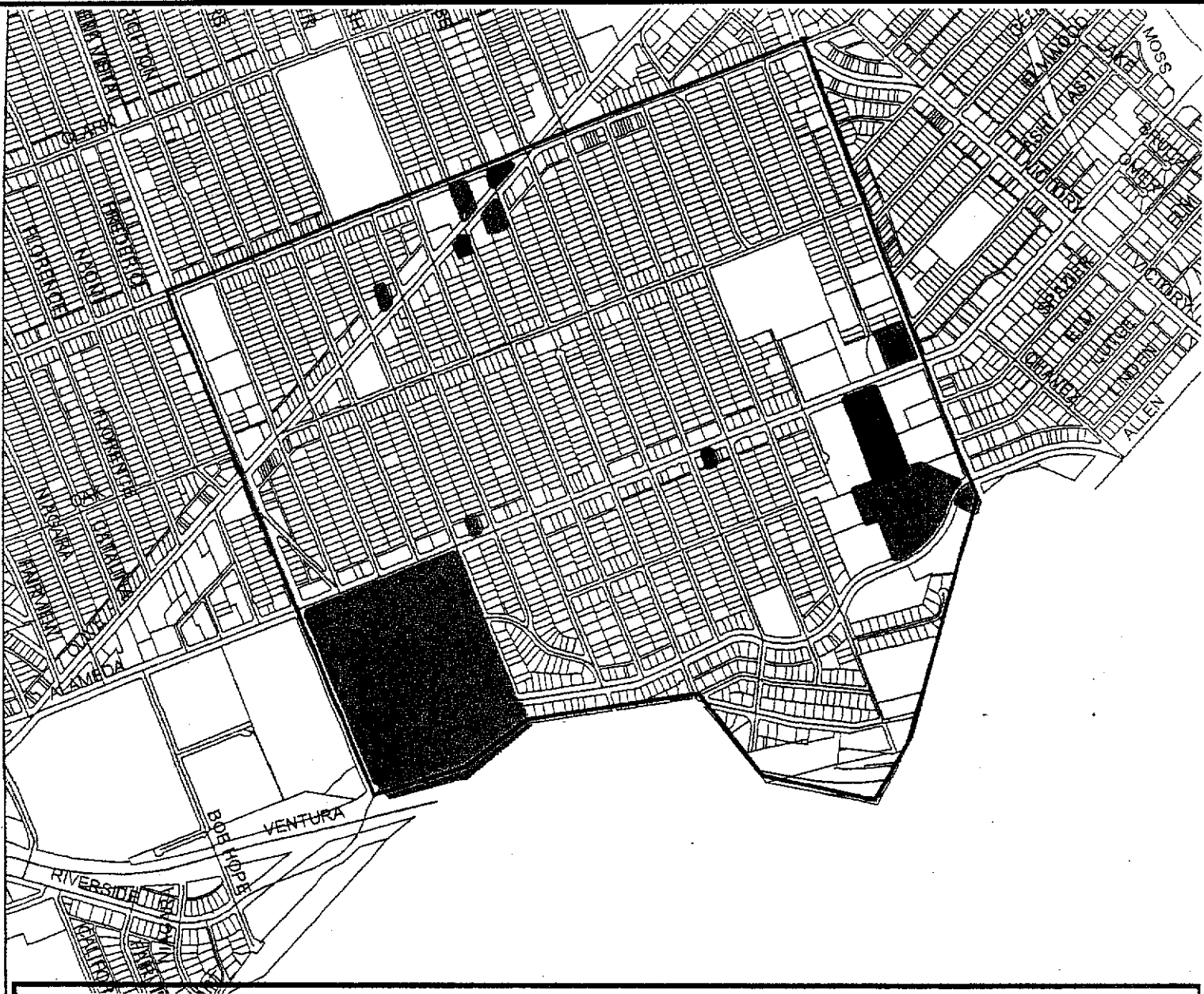
NB
NEIGHBORHOOD
BUSINESS

FLOOR AREA	
1ST FLOOR	= 60130 SQ. FT.
2ND FLOOR	= 60130 SQ. FT.
3RD FLOOR	= 57680 SQ. FT.
TOTAL	= 177940

901 W. ALAMEDA AVE
BURBANK, CA

BUILDABLE AREA EXHIBIT D

AUGUST 28, 2006
1/64" = 1'-0"



Alcohol Licenses In Census Tract 3117













	7-11 (Off-20)		Tallyrand (On-47)
	Pavilions (Off-21)		Joy Feast (On-41)
	Legacy Liquor (Off-21)		Disney (On-47,58)
	Burbank Deli &Market (Off-20)		Pickwick (On-47,48,58,68)
	Sushi Dake (On-41)		Viva Fresh (On-47,58)
	Olive Bistro (On-47)		Proposed Whole Foods

EXHIBIT E



BURBANK FIRE DEPARTMENT

Memorandum

TO: Avital Shavit

5 AUG -8 A 2:58

FROM: Dave Starr, Fire Marshal
By: JL Martinez

DATE: 08-03-06

RE: 901 W. Alameda Project 2006-105 DR. CUP, Variance

ALL NOTED INFORMATION PERTAINING TO THE PROPOSED PROJECT SHALL BE SHOWN ON PLANS SUBMITTED AS PART OF THE FIRE DEPARTMENT REVIEW FOR APPROVAL.

While there are no significant fire code requirements for this project, the owner and the owner's architect and/or contractor are responsible for ensuring compliance with all applicable provisions of fire life/safety codes. Failure to cite a specific code requirement in this preliminary document does not relieve the applicant of such responsibility.

All items reviewed are based on information provided at time of review. The comments provided do not limit or relieve the owner and the owner's architect and/or contractor from the responsibility of ensuring compliance with all applicable provisions of fire/life safety codes. Such compliances may include but are not limited to fire department access for fire fighting, including fire department vehicle access, fire water supplies and appurtenances. Further reviews may require additional requirements or limitations as the project develops and is not limited to the requirements provided in these comments.

ALL NOTED INFORMATION PERTAINING TO THE PROPOSED PROJECT SHALL BE SHOWN ON PLANS SUBMITTED AS PART OF THE FIRE DEPARTMENT REVIEW FOR APPROVAL.

For additional information or questions contact the Fire Safety Analyst or Fire Marshal at (818) 238-3473.

EXHIBIT F(1)

Development Review Comments

Department: WATER AND POWER

Division: ELECTRIC

DR# 2006-105 Project Name: 60,000 SQ. FT. WHOLE FOOD MARKET GROCERY STORE

Location: 901 WEST ALAMEDA

Checked by: Naveed H. Sediq Date: 8/8/06 Approved by: El Kushta Date: 8/8/06

Title: Electrical Engineering Assistant Title: Senior Electrical Engineer

Required Information Missing on Plans

- Location of existing utilities within the project or adjacent public right-of-way.
- Dimensions/location of existing/proposed public improvements adjacent to project.
- The width and the location of all the existing and proposed easements.
- Fully dimensioned building elevations showing height of structure from natural grade.
- Proposed location of the electric service panel/meters.

General Requirements

- No permanent structures are allowed within the _____ foot easement along the _____.
- A minimum 25' x 15' clear accessible easement will be required for the installation of a pad-mount switch.
- Provide a minimum 14' x 18' clear accessible area at grade level on undisturbed soil, with easy crane access 20-foot wide and with 14-foot minimum vertical clearance for a pad-mount transformer facility.
- Provide a minimum _____ x _____ three-hour rated transformer room with unobstructed access located _____.
- Existing conditions or the extent of development in the surrounding area will require a pad-mount transformer installation.
- Two 4' x 6' primary pull-box or a new manhole will be required.
- Additional conduits may/will be required to provide for future needs.

- Service to the project will be from the existing customer-owned facilities.
- Relocate the existing service to the rear of the_____
- The applicant shall provide 5' wide recorded easement for the new underground system from the property line to the switch and a 25' x 15' easement for a pad-mount switch. The developer's surveyor shall provide a legal description of the easements, which will be reviewed by BWP and then processed by the Community Development Department (contact 818-238-5250 for recording).
- The State of California Public Utilities Commission General Order No. 95 requires that no building or structure be allowed to encroach within the envelope 12' vertical and 6' horizontal from the existing high voltage lines along _____. The lines are approximately____ from grade. The actual height and location of the conductor attachment shall be surveyed and shown on the plans.
- The State of California Public Utilities Commission General Order No. 95 requires that no building or structure be allowed to encroach within the envelope 8' vertical and 3' horizontal from the existing low voltage lines along_____. The lines are approximately____ from grade. The actual height and location of the conductor attachment shall be surveyed and shown on the plans.
- The State of California Public Utilities Commission General Order No. 95 requires that no temporary scaffolding, platforms or supporting framework upon which men may work be allowed to encroach within the required clearance envelopes as stated in the previous two comments.
- Burbank Water and Power Rules and Regulations require that no open patios or balconies shall be erected underneath any high voltage overhead conductor regardless of vertical clearance.
- Plans must be revised to avoid encroachment into the envelope as commented above. Building elevations shall show the existing power poles, their height from natural grade, conductor attachment heights and locations (all surveyed), and the described above envelopes clear from any portion of the building per BWP drawing S-708 (attached).
- The Burbank Water and Power fees for providing electric service are Aid-in-Construction (AIC) charges set forth in Section 3.25 of BWP's Rules and Regulations for Electric Service. Authority for imposing them comes from Article II of Utility Rate Resolution No. 20,666 as last amended by Council Resolution No. 24,942.
AIC charges are to recover the actual cost of:
 - a) Providing and installing new facilities to serve the customer
 - b) Engineering
 - c) Conducting feasibility studies
 - d) Relocating existing overhead or underground facilities
 Actual costs vary from project to project and AIC examples can be found in the Burbank Water and Power "Guide for Electric Service".

- If any portion of the existing BWP facilities needs to be upgraded or relocated due to the subject project, it will be done at the applicant's expense.
- Plan approval will not be given until an electric service confirmation is obtained. Contact BWP Engineering at (818) 238-3549 (residential) or at (818) 238-3565 (commercial). The plans must show the pertinent information related to the method of service as specified on the confirmation.
- Contact BWP Engineering at (818) 238-3549 (residential) or at (818) 238-3565 (commercial) if the existing service panel requires upgrading.
- For all new projects and for those projects where existing properties are undergoing extensive renovation, the developer/property owner is responsible for the street lighting system traversing the project. In cases where the existing street lights are supplied overhead, the developer/property owner will be required to install a complete underground street light system. Standards and luminaries will be supplied by BWP, at the customer's expense. A plot plan of the site must be submitted to BWP during the initial planning stage of the project for street light design.
- A load schedule and secondary service schematic will be required to determine the extent of the electrical load requirements.
- For multi-metered services all numbering must be completed in a permanent manner at all individual units and meter sockets before service can be energized. Contact Public Works Engineering for unit designations.
- For commercial and industrial buildings, outdoor meter locations are preferred. No meter socket or service equipment shall be installed in any location not readily accessible from the same property. When adequate exterior wall space is not available, a separately locked meter room accessible from outside the building through one door must be provided. The Department must be supplied a key to that room which will be installed in a lock box adjacent to the door. Future building modifications or other structural changes shall not render the meters inaccessible. Customers shall consult the Department for approved locations and obtain a service confirmation prior to any installations.
- The builder is responsible to protect any existing Burbank Water and Power facilities in place. Power poles must be protected in place to prevent any movement of the pole butt during excavation. Anchors must also be protected to prevent slippage or exposure that could result in the reduction or loss of holding power. If these requirements cannot be met, then no excavation will be allowed within three feet from the face of poles and five feet from anchors.
- Any trees planted in the area adjacent to the alley shall be of a type that will not grow into the existing power lines.

Notes

All electrical installations must conform to the Burbank Water and Power Rules and Regulations for Electric Service (latest revision).

Contact SBC at (626) 578-3692 for any phone company facility conflicts.

Contact Charter Communications at (818) 847-5013 for any cable T.V. facility conflicts.

Additional Comments

Please see the attached comments.

For additional information or questions please contact: Krystyna Kuszta, Senior Electrical Engineer, BWP at (818) 238-3579.

APPROVED: Dev D. Birla

Dev D. Birla,
Transmission and Distribution Engineering Manager

BURBANK WATER AND POWER

APPROVED
Dev Burlo
8/9/06

DATE: August 9, 2006

TO: Avital Shavit, Assistant Planner

FROM: Krystyna Kuszta, Senior Electrical Engineer, BWP *KK*

SUBJECT: **PROJECT NO. 2006-105 CUP, VARIANCE, AND DEVELOPMENT REVIEW**
901 West Alameda

Burbank Water and Power, Electrical Division submits the following comments for the subject project:

- Service to the project will emanate from manhole # 433 on Alameda Avenue. The developer will install two 6" and one 3" conduits, all concrete encased from the manhole #433 through two new 4'x6' pullboxes to an on-site pad-mount switch as shown on the plans. An alternative option would be to install two 6" and one 3" conduits from the manhole 433 going east in the street on Alameda Avenue through a new manhole just before Main Street to the on-site pad-mount switch as shown on the plans. The developer will also be responsible to install two 4" and one 3" conduits between the pad-mount switch and the pad-mount transformer. The location of a pad-mount switch and pad-mount transformer necessary to serve this project is acceptable, but shall be shown on all the pertaining drawings in a consistent manner with all required working clearances (see the attached).
- Pole # 20928-B in the northeast corner of the property on the south side of the alley can be removed when no longer needed.
- Pole# 100473-H in the corner of Main Street and the alley is in conflict with the proposed driveway in the northeast corner of the property; please coordinate this matter with the telephone/cable company.
- All substructure work including the switch pad, the 8'x10' transformer pad, the manhole or two 4'x6' pullboxes, grounding systems, primary conduits and secondary conduits are the responsibility of the project and shall be done in accordance with Burbank Water and Power drawings and specifications. Switch and transformer pads shall be at grade level on undisturbed soil to allow for the installation of boxes underneath them. The applicant shall provide required clearances for the facilities per the attached BWP specifications, with crane access 20-foot wide and easy accessibility for BWP employees at all times. Vertical clearance shall be 14' minimum.
- **The service switchboard rating shall be limited to 3000 Amps 277/480 Volt.** Five copies of EUSERC drawings of a switchboard shall be provided prior manufacture for BWP approval. Service shall not be energized unless these drawings are provided. It may be better to consider two-2000 Amps service panels with a normally open tie to prevent power outage as a result of transformer failure.

- BWP will provide a construction drawing and engineering support, inspect contractor's work, install a switch and a transformer, primary cables, and metering devices at the applicant's cost.
- The developer's contractor shall install secondary conduits and cable from a transformer to a switchboard. This portion of his work shall be inspected and approved by the Building Department inspector.
- The applicant shall provide 5' wide recorded easement for the new underground system from the property line to the switch and a 25' x 15' easement for a pad-mount switch. The developer's surveyor shall provide a legal description of the easements, which will be reviewed by BWP and then processed by the Community Development Department (contact 818-238-5250 for recording).
- All equipment locations and screening structures shall be indicated on the plans and must meet the Community Development Department Equipment Screening Guidelines. The plans shall include the proposed screening method, height of screening, material finish and color or species of vegetation. All screen walls, which are a part of, or adjacent to, the proposed building shall be shown on the building elevations. All screen walls detached from the building shall be included as a separate elevation. Verification of submittal requirements and recommendations for screening requirements shall be by the CDD Director or his designee.
- The applicant shall supply a key to the separately locked, clearly labeled meter room, which shall be accessible from outside through one door. A lock box adjacent to the door for BWP personnel access must be provided.
- Per BWP Rules and Regulations, for all new projects the developer is responsible for the street lighting system traversing the project. In cases where the existing streetlights are supplied overhead, the developer/property owner is required to install a complete underground street lighting system along the perimeter of the property in accordance with a BWP issued drawing.
- The electrical design shall comply with California Building Code Title 24 energy efficiency requirements and shall use wherever practical, surge suppressors, filters, isolation transformers or other available means to preserve a quality of power of its electrical service and to protect sensitive electronic and computer-controlled equipment from voltage surges, sags and fluctuations. **BWP strongly recommends the use of an uninterruptible power supply (UPS) and a standby generator for critical loads of this magnitude and nature.** If no UPS and a standby generator are proposed, the developer and the tenants must submit a letter, releasing BWP from all liabilities as a result of power outage and the damages caused by that outage.
- Power factor correction to a minimum of 98% will be requested to minimize kVA demand as well as energy use. There would be a rate penalty for power factors less than 90% and a credit for power factors between 90% and 98%. The applicant must use California Nonresident Building Standard to consider and implement energy efficient electrical equipment and devices for minimizing peak demand and wasteful energy consumption.
- Fiber optic service may be available should the applicant desire it. Contact John Cassidy at 818-238-3656 for further information.

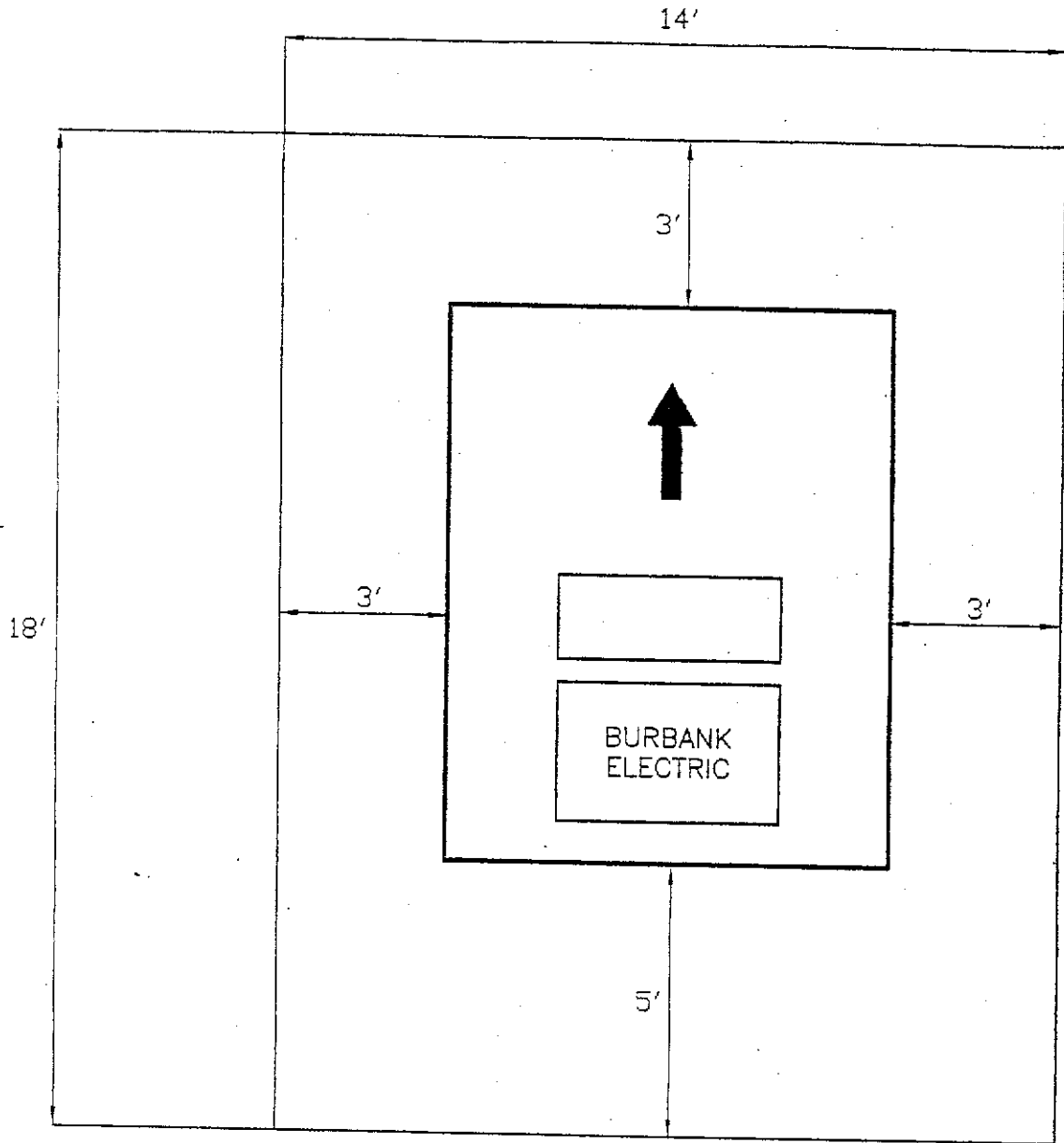
- The developer shall provide ½" conduit with 4-pair category 3 minimum communication wire from telephone demarcation point to the service panel for the automatic meter reading (AMR).
- BWP landscaping requirements for transformer pads and switch pads:
Due to the natural maturation of trees and other landscaping elements, the following requirements are to be adhered to:
 1. New plantings within three feet of the back or sides of the pad and within eight feet of the front shall be of a groundcover type. This is considered the working zone.
 2. Outside of the working zone, shrubbery is acceptable within eight feet of the pads, but trees must be beyond an eight foot radius to lessen future root conflicts.
 3. Landscaping grade shall be a minimum of five inches below the grade level of the top of transformer pads.
 4. All irrigation and sprinkler systems shall be constructed so that water shall not be directed onto the switch, the transformers, or the concrete pads. Additionally, surface water shall drain away from the concrete pads.

Landscape plans shall adhere to the above requirements, showing proper working clearances for electrical facilities on L-sheets.

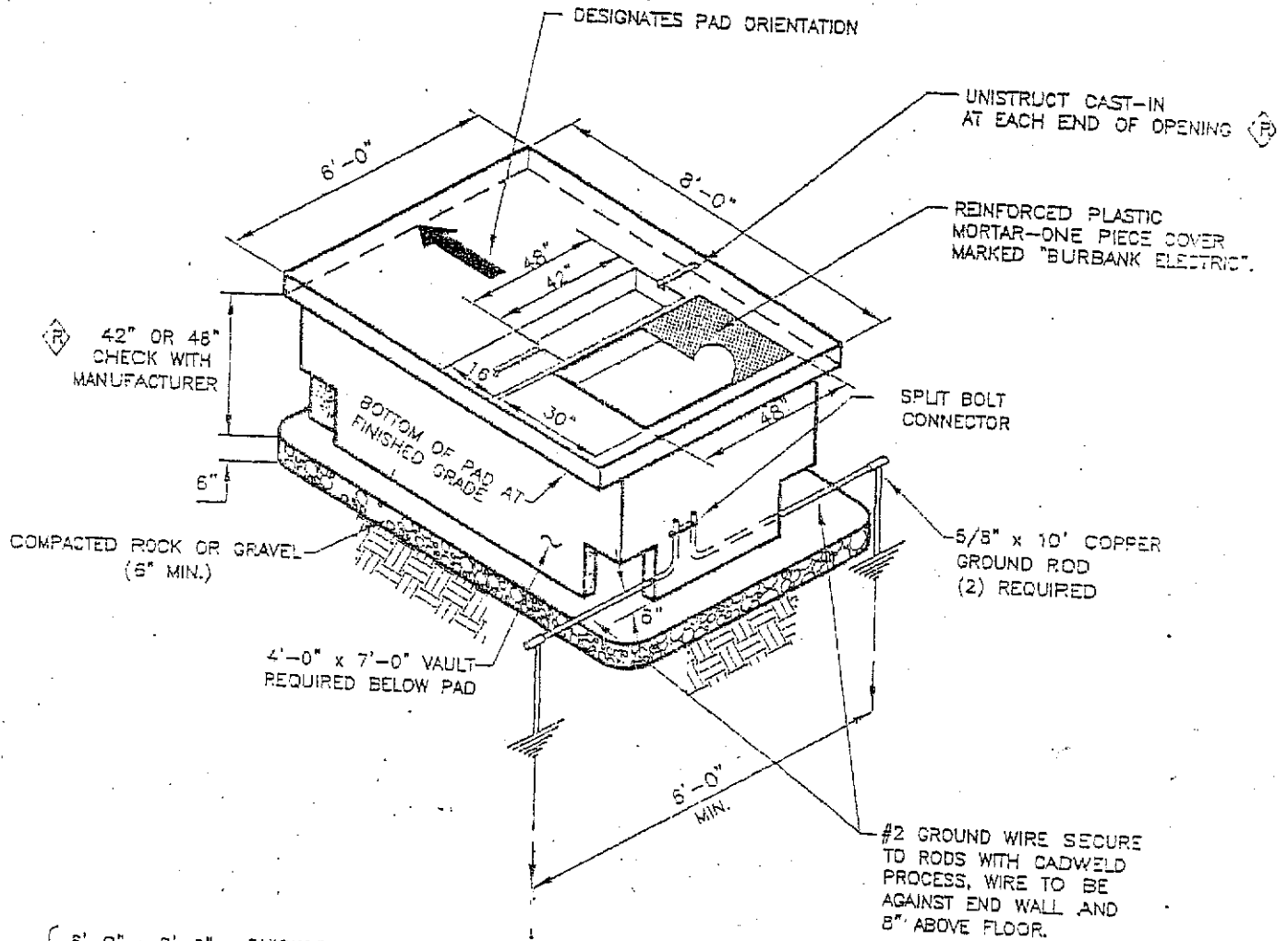
- Burbank Water and Power would charge Aid-in-Construction (AIC) to recover the actual BWP's cost for any work related to the project in accordance with the City of Burbank Rules and Regulations. A letter detailing these charges will be generated once the final design is completed.
- An electronic copy of the electrical site plan showing all the existing and proposed substructures in the area where the new electrical facilities will be constructed (including sidewalks and parkways information with proposed driveways, tree wells, etc. necessary for the street lighting design) should be provided to BWP Electrical Engineering (kkuszta@ci.burbank.ca.us) to aid the electrical design.
- A meeting should be scheduled between the applicant, project architect, electrical engineer, and BWP Electrical Engineering as early as possible in the design stage to discuss all the issues and to finalize the location of the facilities. A load schedule and secondary service schematic will be required to determine the extent of the electrical load requirements. An electronic copy of a plot plan of the site complying with BWP AutoCAD standards should also be provided to BWP Electrical Engineering (kkuszta@ci.burbank.ca.us) to aid the electrical design.

If you have any questions, please call me at x-3579.

Attachments: Specifications for the construction of underground electrical conduit
 S-462E Pad-mount Switch Details
 S-330R Three phase Transformer Pad Details
 S-615B 4'x6'-6" Pull box grounding requirements
 S-458A Barrier post detail
 Clearances for Three phase 8'x10' Transformer Pad and Switch Pad



3 PHASE PAD 8' X10'
STANDARD CLEARANCE



- NOTES:
1. PRIOR TO INSTALLATION, CONTACT BURBANK WATER AND POWER, CONDUIT MECHANIC/INSPECTOR AT(818) 238-3592 TO SCHEDULE INSPECTION AT LEAST 24 HOURS IN ADVANCE.
 2. THE CONTRACTOR MUST INSTALL THE GROUND RODS AND GROUNDING SYSTEM CALLED FOR IN THIS STANDARD WHILE IN THE PRESENCE OF THE BWP INSPECTOR AND TO THE SATISFACTION OF THOSE REQUIREMENTS DETAILED IN THE LATEST VERSION OF THE NATIONAL ELECTRICAL CODE, ARTICLES 250-83 AND 250-84.
 3. BACKFILL SOIL IS TO BE COMPACTED TO PREVENT MOVEMENT OR SLIPPAGE OF THE SLAB OR BOX.

REDRAWN FOR AUTOCAD		MJK	JJC	GLS	10/9/98	CITY OF BURBANK BURBANK WATER AND POWER	DRAWING NO. S-330R
MISC. REVISIONS		PL	KK	DBB	2-04-03		
REVISED NOTES 1 & 2		WAW	JJC	DDB	7/17/97		
REVISIONS		BY	CHECK	APPY'D	DATE	THREE PHASE TRANSFORMER PAD DETAILS	
NO.	DRAWN JAW	SCALE NONE	CHECK	BK	APPY'D OHP		

COVER MODEL NO. 202B1 OR 202B2 WITH
 ADEQUATE NUMBER OF 12" OR 18" VARIABLE SECTION HEIGHTS
 TO OBTAIN MIN. 3' COVER OVER DUCT ENCASEMENT & TWO PIECE
 TORSION HINGED COVER MARKED "BURBANK ELECTRIC", TYPE PL-202
 FOR PARKWAY USE OR TYPE TLG-202 FOR TRAFFIC USE (H-20 LOAD).

TOP SECTION

VARIABLE SECTION
 (if required)

5/8" x 10' GROUND ROD
 IN CONDUIT TRENCH
 (2) REQUIRED.

BASE SECTION

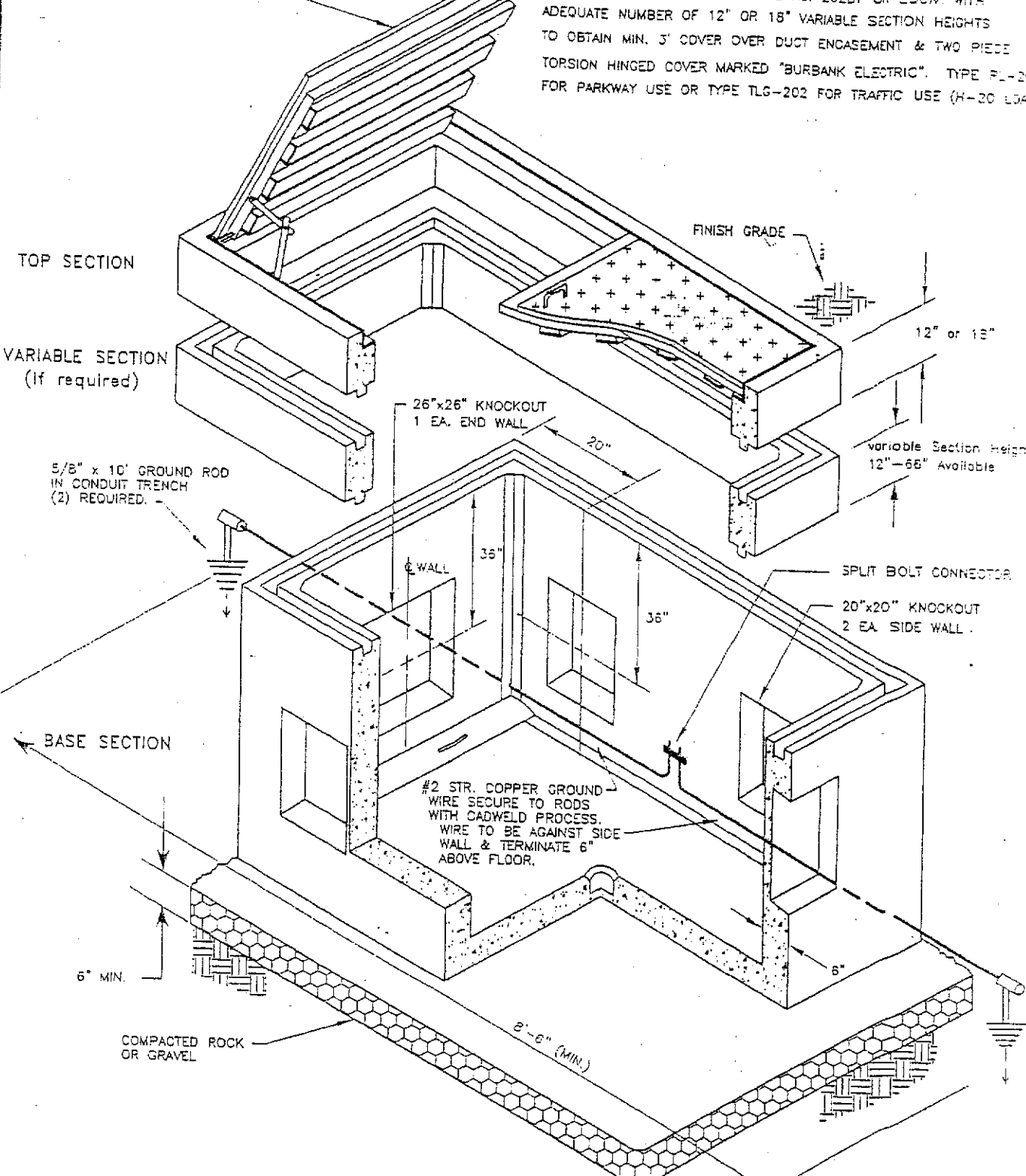
COMPACTED ROCK
 OR GRAVEL

26"x26" KNOCKOUT
 1 EA. END WALL

SPLIT BOLT CONNECTOR

20"x20" KNOCKOUT
 2 EA. SIDE WALL

#2 STR. COPPER GROUND
 WIRE SECURE TO RODS
 WITH CADWELD PROCESS.
 WIRE TO BE AGAINST SIDE
 WALL & TERMINATE 6"
 ABOVE FLOOR.

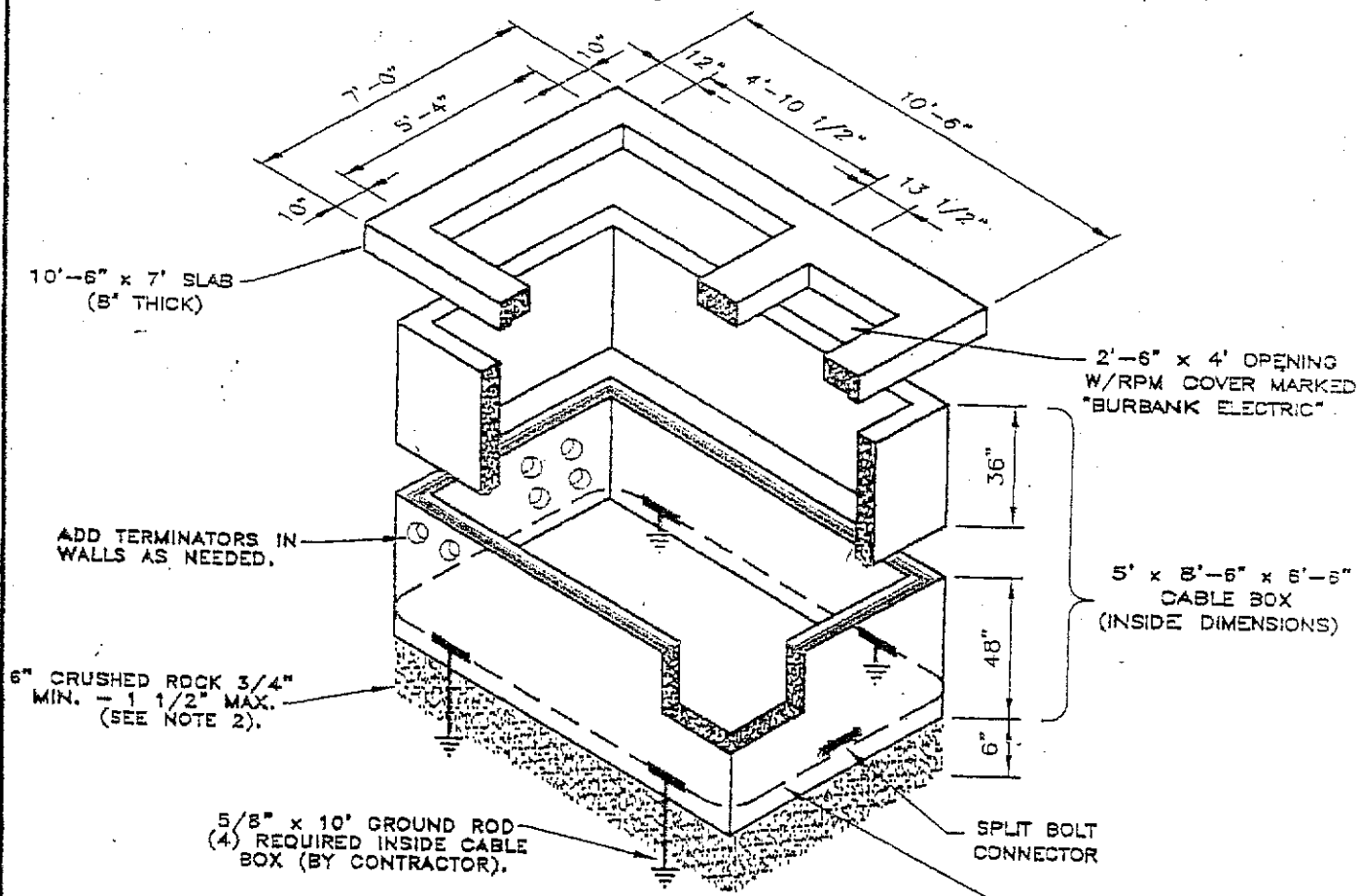
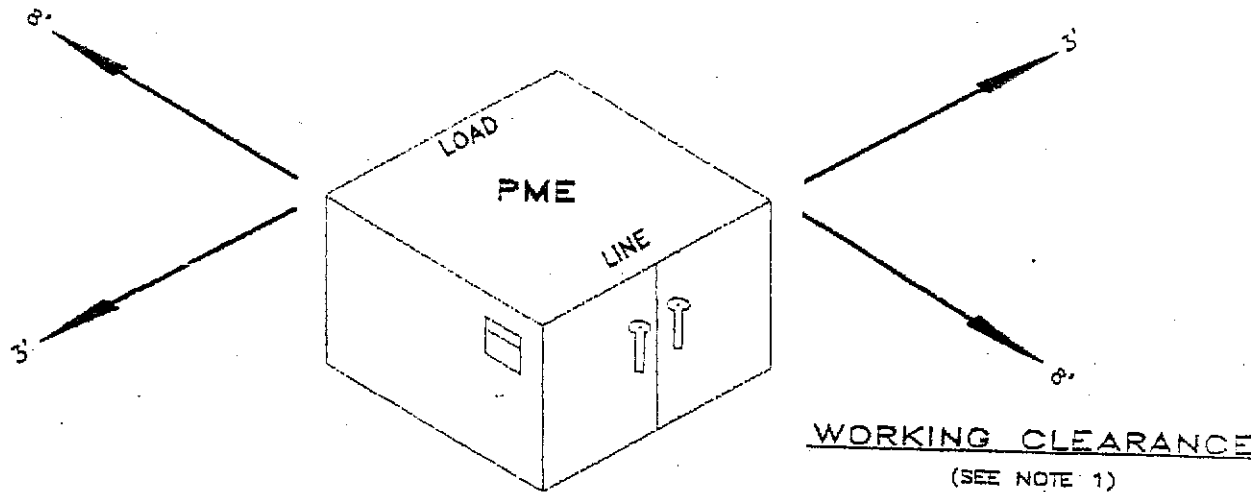


NOTES:



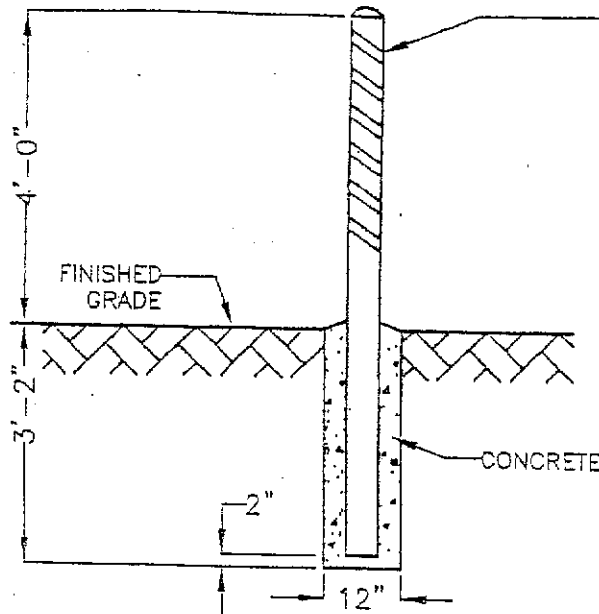
1. PRIOR TO INSTALLATION, CONTACT BURBANK WATER AND POWER CONDUIT MECHANIC/INSPECTOR AT (818) 238-3522 TO SCHEDULE INSPECTION AT LEAST 24 HOURS IN ADVANCE.
2. THE CONTRACTOR MUST INSTALL THE GROUND RODS AND GROUNDING SYSTEM CALLED FOR IN THIS STANDARD WHILE IN THE PRESENCE OF THE BWP INSPECTOR AND TO THE SATISFACTION OF THOSE REQUIREMENTS DETAILED IN THE LATEST VERSION OF THE NATIONAL ELECTRICAL CODE, ARTICLES 250-83 AND 250-84.

B		REVISED NOTES	PL	KK	DDB	2/10/03	CITY OF BURBANK BURBANK WATER AND POWER	
A		CHANGED COVER ASSEMBLY TO TORSION HINGED TYPE	GGC	GGC	DDB	11/04/97	4'x6'-6" PULLBOX	
No.		REVISIONS	BY	CHECK	APP'VD	DATE	DRAWING No.	
DRAWN		GGC	SCALE	N.T.S.	CHECK	GGC	APP'VD	DDB
						DATE	8/1/97	
							GROUNDING REQUIREMENTS	
							S-615B	



1. An 8' minimum working clearance is required directly in front and back of padmounted cabinet and 3' from both sides.
2. Slab-box to be placed on a minimum of 6" of crushed rock.
3. Prior to installation, contact Burbank Water and Power Conduit Mechanic/Inspector at (818) 238-3582 to schedule inspection at least 24 hours in advance.
4. The contractor must install the ground rods and grounding system called for in this standard while in the presence of the BWP inspector and to the satisfaction of those requirements detailed in the latest version of the National Electrical Code, Articles 250-83 and 250-84.

C	REDRAWN IN ACAD, UPDATE PHONE NUMBERS	WAW	JJC	GLS	7/17/97	CITY OF BURBANK BURBANK WATER AND POWER				
E	REVISED NOTES #3 AND #4.	PL	WAW	12/10/03	CABLE BOX WITH SLAB FOR PADMOUNTED SWITCH CABINET					
D	REVISED SIDE CLEARANCE	WAW	JJC	GLS			10/27/97			
No.	REVISIONS	BY	CHECK	APPYD	DATE	DRAWING No.				
DRAWN	GCC	SCALE	NONE	CHECK	JGR	APPYD	DOB	DATE	1/14/98	S-462E

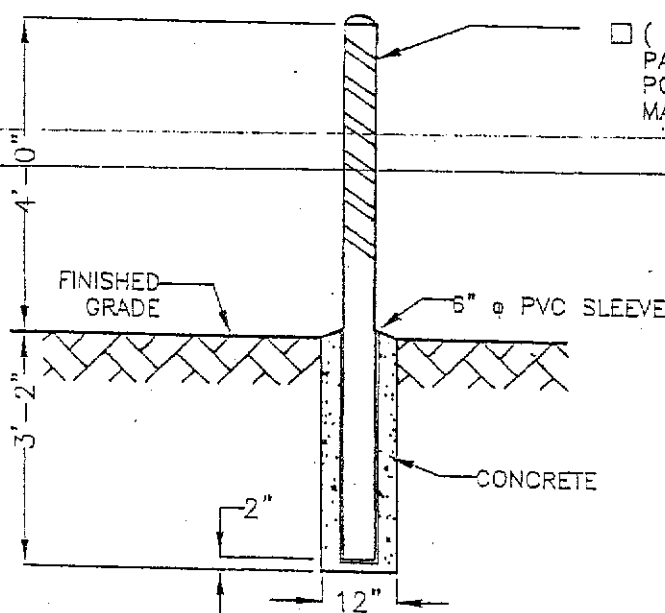


GALVANIZED PIPE CONCRETE
FILLED PAINTED WHITE WITH
RED REFLECTIVE TAPE

- () 4"φ POST/S TO BE LOCATED 3'
IN FRONT OF METER EQUALLY
SPACED ON METER CENTER LINE
- () 5"φ POST/S TO BE LOCATED
AROUND PAD AS MARKED ON
PAD DRAWING

BARRIER POST DETAIL

SCALE: 3/8" = 1'-0"



- () 5"φ GALVANIZED PIPE CONCRETE FILLED
PAINTED WHITE WITH RED REFLECTIVE TAPE
POST/S TO BE LOCATED AROUND PAD AS
MARKED ON PAD DRAWING

**REMOVABLE
BARRIER POST DETAIL**

SCALE: 3/8" = 1'-0"

					ELECTRICAL SERVICES DIVISION					
A REDRAWN IN AUTOCAD					DL	KK	SDS	4/24/03		
REVISIONS					BY	CHECK	APP'Y'D	DATE		
DRAWN	TZ	SCALE	3/8" = 1'-0"	CHECK	JC	APP'Y'D	DDB	DATE	7-17-87	
BARRIER POST DETAIL								DRAWING No. S-458A		

CITY OF BURBANK

BWP – Water Division

COMMENTS FOR:

DEVELOPMENT REVIEW

PLANNED DEVELOPMENT

DR #: 2006-105

PD #: N/A

Applicant: 901 Alameda Investors LLC.,

Project Description: Construct 60,000 sq. ft. Whole Foods grocery store.

Location: 901 West Alameda

B.N. Checked: Rand Gandy 8/7/06 Approved: W.O. Man 8/8/06
Title Manager Water Engineering & Planning Date Title Assistant General Manager Date

Zone: Rancho DR Agenda Date: _____

REQUIRED INFORMATION MISSING ON PLANS:

- Size & location of water services (domestic, fire, type & location of the backflow assembly)
- Calculations for sizing of domestic water meter and service (See Attached Sheet)
- Landscape irrigation plans for backflow plan check
- Location of stub-out(s) for future connection(s)

GENERAL REQUIREMENTS:

- Temporary water for construction purposes only may be supplied from the existing service at: Main Street only after the owner or contractor has signed up for its use at the Burbank Water and Power, 164 W. Magnolia Blvd., between 8:30 AM and 4:30 PM, Monday through Friday. The existing meter(s) and box(s) are to be protected at all times during demolition of the site and/or construction.
- Water may be supplied temporarily from a fire hydrant. Contact BWP Water Engineering at (818) 238-3500 concerning fees, required permit and fittings.
- The new water service, if required for this project, will come from a (n) 12 inch main in Main Street at a static pressure of approx. 160 psi.
- Developer shall provide a stub-out to within 2' of curb line at _____ to receive service from future main in _____. A pressure regulator and relief valve shall be installed on stub-out if so required for original service. Call BWP Water Engineering for inspection a minimum of 24 hours ahead of time. Inspection is
- Due to the system static pressure at this site, the Building Division requirements for a pressure regulator are to be followed in accordance with the Uniform Plumbing Code.
- A copy of this Development Review shall be shown on the applicant's plan submittal.

CITY OF BURBANK
BWP – Water Division

BWP - Water Division
Development Review/Planned Development

Page: 2
DR: 2006-105
PD: N/A

- The water service for this project may be required to be provided with protective devices that prevent objectionable substances from being introduced into the public water supply system, per Title 17 of the California Administrative Code. A \$50 backflow prevention plan check fee is due before the plans will be stamped, signed and approved by the Water Division. Both domestic and fire services may require installation of backflow prevention devices. Plan check will take a minimum of five working days.
- The owner or contractor shall contact BWP Water Division at (818) 238-3500 before the building permit is issued. The drawings will be reviewed for adequate sizing of the service and meter and will take a minimum of five working days. Domestic meter size shall be adequate to provide the required flow, as determined by a licensed plumber or architect, calculated from the number of fixture units for the proposed development, pursuant to the Uniform Plumbing Code 2003, 6, Section 610.0. Prior to final approval and preparation of an estimate by the BWP Water Division, the applicant shall obtain approval from the City of Burbank Fire Department for appropriate fire service size and appurtenance selection. A deposit will then be collected to cover construction costs for all required services. A minimum 4'x8' clear area, perpendicular or parallel and adjacent to the curb, or else on-site adjacent to the back of sidewalk is required for fire services, which are to be installed in vaults with a single detector check or above grade with a double detector check assembly. Make contact early with the Burbank Water and Power, Water Engineering. Construction scheduling will be based on date of receipt of the required drawings, fees and deposit.
- If the Fire Department requires any new fire hydrants for this development, the owner or contractor shall request an estimate for same from BWP Water Division by calling (818) 238-3500. The full deposit for any required fire hydrant work must be paid before the Water Division will approve the project drawings as their part of the building permit process.
- A separate meter and service shall be installed for irrigation purposes only. When recycled water becomes available in the area, use of recycled water will be required for all landscape irrigation purposes. Pending recycled water availability, a backflow device will be required to protect the potable water system. Please be advised that the recycled water system may be at a lower pressure than the potable water system. If required, a provision in the design shall be made for installation of a booster pump when recycled water becomes available. Upon completion of the conversion from domestic to recycled water, the applicant will be required to comply with all rules and regulations set by the State of California, Department of Health Services.
- A Water Distribution Main Charge (WDMC) is due. (Section 4.31 (a) and (b) of BWP Water Division Rules and Regulations).
- A Water Main Replacement Fee (WMRF) is required in accordance with Sections 4.34 (c), (d) and (e) of BWP Water Division Rules and Regulations.

ADDITIONAL COMMENTS:

The applicant shall be responsible for all service(s), connection costs, meter and abandonment fees.

For additional information, please contact Michael Hether at (818) 238 - 3500.



Burbank Water and Power - Water Engineering

SIZING WATER METER AND SERVICE LINE

(Per Uniform Plumbing Code, 2003 Edition, Sections 610.0)

Owner's Name: _____ Date: _____
 Project Address: _____ Agent: _____
 Zone: _____ Agent Ph.#: _____
 Owner's Phone #: _____ (Home, Business, or Cell)

Description	Water Supply Fixture Units			SubTotal
	Fixture Quantities	No. of Fixture Units		
		Private Use	Public Use	
Bath tub or Combination Bath/Shower (fill)		4	4	
3/4" Bath tub Fill Valve		10	10	
Shower, per head		2	2	
Clothes washer		4	4	
Dishwasher, domestic		1.5	1.5	
Hose Bibb		2.5	2.5	
Hose Bibb, each additional ⁴		1	1	
Lawn Sprinkler each head ²		1	1	
Sinks				
Kitchen, domestic		1.5	1.5	
Bar		1	2	
Bathroom (lavatory)		1	1	
Laundry		1.5	1.5	
Service or Mop Basin		1.5	3	
Wash-up, each set of faucets		-	2	
Clinic Faucet		-	3	
Clinic Flushometer Valve with or without faucet		-	8	
Water Closet, 1.6 GPF Gravity Tank		2.5	2.5	
Water Closet, 1.6 GPF Flushometer Tank		2.5	2.5	
Water Closet, 1.6 GPF Flushometer Valve		See Note 3		
Water Closet, greater than 1.6 GPF Gravity Tank		3	5.5	
Water Closet, greater than 1.6 GPF Flushometer Valve		See Note 3		
Urinal, 1.0 GPF Flushometer Valve		See Note 3		
Urinal, greater than 1.0 GPF Flushometer Valve		See Note 3		
Urinal, flush tank		2	2	
Bidet		1	-	
Dental Unit, cuspidor		-	1	
Drinking Fountain or Watercooler		0.5	0.5	
Wash fountain, circular spray		-	4	
Mobile Home, each (minimum)		12	-	

Owner's/Agent's initials: _____ Total Fixture Units _____
 Distance from meter to most remote outlet: _____

- Notes:**
- Appliances, Appurtenances or Fixtures not included in this Table may be sized by reference to fixtures having a similar flow rate and frequency of use.
 - For fixtures or supply connections likely to impose continuous flow demands, determine the required flow in gallons per minute (GPM) and add it separately to the demand (in GPM) for the distribution system or portions thereof.
 - When sizing flushometer systems see Section 610.10.
 - Reducing fixture unit loading for additional hose bibbs is to be used only when sizing total building demand and for pipe sizing when more than one hose bibb is supplied by a segment of water distributing pipe. The fixture branch to each hose bibb shall be sized on the basis of 2.5 fixture units.

For Water Division Use Only

Pressure at highest outlet: _____
 Meter and Service Size (in): _____
 Building Supply Line Size (in) Min.: _____

CITY OF BURBANK
PARK, RECREATION AND COMMUNITY SERVICES DEPARTMENT
DEVELOPMENT REVIEW COMMITTEE

LOCATION: 901 W. Alameda DR# Variance Cup 2006-105

DESCRIPTION: 60,000 sq. ft. Grocery store DATE: 8/10/06

1. SUBMIT LANDSCAPE AND IRRIGATION PLANS PREPARED BY A LICENSED LANDSCAPE ARCHITECT.
2. PARK DEVELOPMENT FEE SHALL BE PAID PRIOR TO ISSUANCE OF BUILDING PERMITS: \$150./BEDROOM.
3. NO STREET TREES REQUIRED.
4. STREET TREES TO REMAIN: _____
5. REVISE PLANS TO INCLUDE THE FOLLOWING STREET TREES:
Number of street trees to be determined when working
Drawing are submitted.
- ALL STREET TREES SHALL BE A MINIMUM OF 24" BOX SIZE.
ALL STREET TREES SHALL BE INSTALLED WITH DEEP ROOT BARRIERS.
Trees in grass shall be installed with Arbor Guards.
6. ADD NOTE ON PLANTING PLAN:
If the owner elects to install the street trees, he must contact the Forestry Supervisor, at (818) 238-5343, at least forty-eight (48) hours prior to installation. Failure to contact the City for inspection and installation may cause the removal and replacement of the owner's expense.
7. TREEWELLS REQUIRED: On all street trees.
8. PROVIDE IRRIGATION BUBBLER TO STREET TREES.
9. PROVIDE AUTOMATICALLY CONTROLLED IRRIGATION SYSTEM TO THE PARKWAY.
10. REMOVE EXISTING STREET TREES:
FEE: _____
FEE: _____
FEE: _____
11. CONTACT THE FORESTRY DEPARTMENT (818) 238-5343 FOR REMOVAL FEE.
ADDITIONAL COMMENTS:
Plans must comply with Commercial & Industrial Landscape standards
Art in Public places applies.

FOR ADDITIONAL INFORMATION CONTACT THE PARK AND RECREATION DEPARTMENT AT (818) 238-5300.

Approved: 
Park, Recreation and Community Services Department
Deputy Director Park Services

EXHIBIT F 3



PUBLIC WORKS
DEPARTMENT

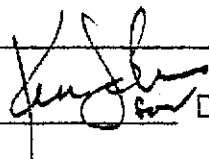
**DEVELOPMENT REVIEW COMMENTS
PUBLIC WORKS DEPARTMENT**

ATTN: Avital Shavit, Assistant Planner

**PROJECT NO. 2006-105 DEVELOPMENT REVIEW, CONDITIONAL USE PERMIT,
VARIANCE**

SUBJECT: Authorization to construct a 60,000 s.f. Whole Foods Grocery store with two levels of subterranean parking which includes 305 parking spaces. Applicant is also requesting a variance for setback to allow a 10 front setback for the building.

LOCATION: 901 W. Alameda Ave

APPROVED BY: Bonnie Teaford  DATE: August 11, 2006

TITLE: Public Works Director

ENGINEERING DIVISION

General Requirements:

- Provide topographic site information, including elevations, dimensions/location of existing/proposed public improvements adjacent to project (i.e. street, sidewalk, parkway and driveway widths, catch basins, pedestrian ramps).
- Show dimensions and location of all proposed property dedications.
- Show existing and proposed underground utility connections.
- Submit hydrology/hydraulic calculations and site drainage plans. On-site drainage shall not flow across the public parkway (sidewalk). It should be conveyed by underwalk drains to the gutter through the curb face [BMC 26-102, BMC 13-117].
- Applicant shall protect in place all survey monuments (City, County, State, Federal and private). Any monument that requires removal shall be re-established as approved by the Director of Public Works [State of California, Business and Professions Code, Section 8771].
- No building appurtenances for utility or fire service connections shall encroach or project into public right-of-way (i.e. streets and alleys). Locations of these appurtenances shall be shown on the building site plan [BMC 26-701.1 and UBC Chapter 45].

- No structure is permitted in any public right-of-way or any public utility easements/pole line easements [BMC 7-104, 26-701.1].
- All unused driveways shall be removed and reconstructed with curb, gutter and sidewalk [BMC 26-504].
- Broken, uneven, or sub-standard sidewalk, driveway, pedestrian ramps, pavement, curb and gutter shall be replaced to the satisfaction of the City Engineer [BMC 26-501]. Contact the Public Works Inspection Office at (818) 238-3955 to have these areas identified after obtaining a Public Works Excavation permit [BMC 26-501].
- All work in the City right-of-way must comply with Burbank Standard Plans and must be constructed to the satisfaction of the City Engineer. A Public Works **EXCAVATION PERMIT** is required. The excavation permit requires a deposit acceptable to the Director of Public Works to guarantee timely construction of all off-site improvements.

The following must be completed prior to the issuance of a Building Permit:

- Dedicate* to the City for street right-of-way: a portion of the property adjacent to alley frontage lying within 10 feet of alley centerline [BMC 26-106].
- *Contact Real Estate Division of the Community Development Department at (818) 238-5180 for information to accomplish this dedication**
- Off-site improvement plans (in the public right-of-way) must be approved by the Public Works Director.
 - An address form must be processed [BMC 26-907].

The following must be completed prior to issuance of Certificate of Occupancy:

- Resurface to the centerline of Main Street fronting the property per City of Burbank Standards.
- Resurface the full alley width fronting the property per City of Burbank Standards.
- Remove and reconstruct sidewalk fronting the property along Main Street and along Alameda Avenue per City of Burbank Standards.
- Remove and reconstruct pedestrian ramp at the corner of Alameda Avenue and Main Street to meet ADA requirements per City of Burbank Standards.
- Protect in place or replace centerline ties at the intersections of Alameda Avenue and Main Street per City of Burbank Standards.

- Remove and reconstruct alley approach along Main Street with portland cement concrete and must meet ADA requirements per City of Burbank Standards. Alley approach must be reviewed and approved by the Traffic Engineer.

Additional Comments:

- If any cuts are made on Alameda Avenue adjacent to the property, applicant will have to resurface to the centerline of the street fronting the property per City of Burbank Standards.

For additional information or questions, please contact Ricardo Sanchez, Civil Engineering Associate, at (818) 238-3954.

Checked by: Anthony Roman

Date: August 9, 2006

WATER RECLAMATION AND SEWER

General Requirements:

- An Industrial Waste Discharge Permit may be required [BMC 25-502, BMC 25-503].
- If the Building Permit is pulled under the current rate structure, the proposed development is subject to a Sewer Facilities Charge estimated at over \$91,740. The charge is due prior to issuance of a Building Permit [BMC 25-802, 806].

SFC = Proposed Developments – Demolition Credits
= Supermarket [\$1,529/SF*60,000SF] + Eating Establishment [\$8.601/SF]
= \$91,740 + Eating Establishment [\$8.601/SF]

(Note: It is the responsibility of the developer to show proof of the existing sewer usage or existing developments so that the proper credit can be given.)

- Every building or structure, in which plumbing fixtures are installed which conveys sewage, must be connected to the municipal wastewater system [BMC 25-104].
- No person shall connect to or tap an existing public sewer without obtaining a permit [BMC 25-301].
- Each lot must have its own connection to the mainline sewer.
- Any connection to the sewer main line must be capped before a building demolition occurs.

- Food Service Establishments are required to install, operate, and maintain an approved type and adequately sized, remotely located and readily accessible grease interceptor. This project, due to the inclusion of a restaurant, will require a grease interceptor to trap, separate and hold grease from waste water and prevent it from being discharge into the public sewer per the requirements above.
- A backwater valve is required on the building sewer unless it can be shown that all fixtures contained therein have flood level rim elevations above the elevation of the next upstream maintenance hole cover of the public sewer serving the property, or a conditional waiver is granted by the Director [BMC 25-313].

For additional information or questions, please contact Lifan Xu at (818) 238-3932.

Checked by: Lifan Xu

Date: August 7, 2006

TRAFFIC ENGINEERING

General Requirements:

- Concrete curbs and/or wheel stops shall be constructed along all parking areas to prevent overrunning sidewalks, landscaping and structures. Standard parking spaces shall be a minimum 9' wide by 18' long with a minimum 25'-4" backup distance. Show all parking stall dimensions and access aisle widths. Stairway at southwest corner of parking structure obstructs turning movements between access aisles on both parking levels. Remove, relocate, chamfer stairway, or some combination of these options to achieve required turning movements. Parking structure should show provisions for temporary shopping cart storage. The convergence of ramp from Alameda Avenue and three access aisle will create congestion because very difficult movements may be attempted. Create two additional parking spaces between ramp and row of east west parking spaces. Install barriers (bollards or curb) to make a triangular area to prohibit parking and delineate path of travel for vehicles. Repeat this pattern on the lowest parking level. At lowest parking level between ramp, and east-west row of parking close off north-south access aisle with two parking spaces. Install barriers (bollards or curb) to make a triangular area to prohibit parking and delineate path of travel for vehicles. All off-street parking areas shall be improved with signs, striping and paving. All parking areas and driveways shall conform to City codes and standards [BMC 31-1417].
- Parking spaces against walls shall be a minimum 10' wide. End stalls shall be a minimum 11' wide. Columns shall be a minimum 2' from end of parking stall. Show dimensions [BMC 31-1401].
- Driveway on Main Street to parking structure shall be a minimum 20 feet from alley, or parking structure shall be accessed from alley [BMC 31-1601 & 31-1607].

- This project shall require three loading spaces of a minimum 300 s.f. each and should accommodate the largest vehicle expected to make deliveries. Delivery vehicles shall not extend into public right-of-way. Access shall be such that vehicles are not required to backup into alley [BMC 31-1501].
- Applicant shall re-stripe Main Street to provide a two-way left turn pocket from Alameda Avenue to north of Valencia Avenue [BMC 29-405].
- Applicant shall widen roadway along west side of Main Street to provide an exclusive right turn only lane in southbound direction at Alameda Avenue.
- Applicant shall re-curb all unused driveway aprons. One on Main Street and one on Alameda Avenue [BMC 26-504].
- All exterior lighting shall be directed away from the view of drivers on public streets [BMC 31-1420].
- Existing traffic / parking signs in public right-of-way shall be covered, relocated or removed only with the approval of the Traffic Engineer. Signs shall be reinstalled to the satisfaction of the Traffic Engineer [BMC 29-401].
- No visual obstruction shall be erected or maintained above 3' in height or below 10' in height in the 10' by 10' visibility cut-off at intersection of street and alley. No visual obstruction shall be erected or maintained above 3' in height or below 10' in height in the 5' by 5' visibility cut-off at the intersection of street and driveway, and alley and driveway [BMC 31-1303].
- Ramps shall conform to Burbank Standard Plan No. BT-406. If ramps are in excess of 10% slope there shall be transitions at top and bottom of ramp. Show section of ramp with all dimensions, elevations and transitions. Show height of parking spaces under ramp at lowest level. There shall be 7' minimum required for vertical height clearance. At bottom of ramp from Main Street provide a radius to the west to accommodate right turns from ramp. Bottom of ramp from Main Street shall be 25'-4" from east-west row of parking spaces to the south.
- The Traffic Engineer retains the right to restrict any and all street parking on Alameda Avenue and Main Street for visibility and access [BMC 29-401].
- Applicant's provisions for a trash enclosure shall be submitted to Public Works / Refuse for approval. Show trash enclosure.
- Applicant shall provide a traffic study for any required improvements to streets, signals, striping, right-of-way dedication, etc.
- Show power poles, guy wires, street lights, parkway trees, signs, water meters, storm drain catch basins, and utility vaults. Plan shall show elevations of property and street improvements. The plans shall show the property line

dimensions. There are discrepancies of a few feet in length and width of proposed site and the city records.

- All approved Traffic Engineering Division requirements shall be constructed and completed to the standards and satisfaction of the Public Works Department.

For additional information or questions, please contact Ken Johnson, Traffic Engineer, at (818) 238-3965.

Checked by: Rabie Rahmani

Date: August 9, 2006

FIELD SERVICES

General Requirements:

- Provide refuse/recycle enclosure specifications (location, size) [BMC 31-1107].
- The recycling requirement shall be contained in the approved C C & Rs for a condominium complex prior to Final Map approval.

For additional information or questions, please contact Rene Salas, Fleet and Building Manager, at (818) 238-3800.

Checked by: Jim Villasenor
Ralph Costanzo
Ron Stoll
Rene Salas

Date: August 1, 2006
August 3, 2006
August 3, 2006
August 3, 2006



Date: October 3, 2006

County Clerk
County of Los Angeles
12400 East Imperial Highway
Norwalk, California 90650

Dear Colleague:

Enclosed are the following, to be filed with your department:

- Notice of Determination (30-day posting)
- Certificate of Fee Exemption (Department of Fish and Game)
- Notice(s) of Exemption (30-day posting)
- County Administrative Fee (Handling Fee)
- Notice(s) of Preparation of Mitigated Negative Declaration (20-day posting)

Thank you for your cooperation.

Sincerely,

COMMUNITY DEVELOPMENT DEPARTMENT

Avital Shavit
Assistant Planner

enclosures

ORIGINAL FILED
OCT 03 2006
LOS ANGELES, COUNTY CLERK

EXHIBIT

ADMINISTRATION 818.238.5176	❖	BUILDING 818.238.5220	❖	HOUSING & GRANTS 818.238.5160	❖	LICENSE & CODE SERVICES 818.238.5280
PLANNING 818.238.5250	❖	REDEVELOPMENT AGENCY 818.238.5180	❖	TRANSPORTATION 818.238.5270	❖	WORKFORCE CONNECTION 818.238.JOBS

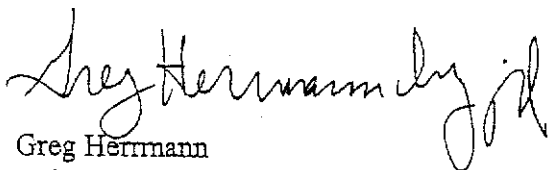
PROPOSED MITIGATED NEGATIVE DECLARATION

In accordance with the California Environmental Quality Act of 1970, and the Environmental Guidelines and Procedures of the City of Burbank, the Lead Agency, the Community Development Department, Planning Division, after review of the Initial Study, found that the following project would not have a significant effect on the environment and has directed that this Mitigated Negative Declaration be prepared.

1. **Project Title:** PROJECT NO. 2006-105, VARIANCE, CONDITIONAL USE PERMIT, DEVELOPMENT REVIEW FOR WHOLE FOODS MARKET
2. **Project Location:** 901 West Alameda Avenue
3. **Project Description:** The applicant requests authorization to construct a 60,000 square foot Whole Foods grocery store with two levels of subterranean parking which includes 305 parking spaces. The applicant is requesting a variance for the front, side and rear setbacks to provide less than is permitted by code. The proposed setbacks for the project are a 2.5' rear setback, a zero interior side setback, a 20' street-facing side setback and a 10' front setback. The applicant additionally is applying for a conditional use permit (CUP) in order to obtain a type 21 (off-sales general) a type 41 (eating place) and type 42 (wine tasting) alcohol licenses. The project is located in a Rancho Commercial (RC) zone. The type 21 license is a standard permit that many grocery stores obtain and the type 41 is a standard alcohol permit that restaurants obtain. The type 42 permit will allow wine tasting in an enclosed section of the store and will be incidental to the grocery food sales.
4. **Support Findings:** Based on the Initial Study, which is attached hereto and made a part hereof, it is the finding of the Community Development Department, Planning Division, that the above mentioned project is not an action involving any unmitigated significant environmental impacts.

The proposed Mitigated Negative Declaration has been prepared in accordance with CEQA and reflects the independent judgement of the City of Burbank. A copy of the Initial Study is attached, and environmental documentation is on file in the Office of the Community Development Department, Planning Division.

Prepared by the Community Development Department, Planning Division, October 3, 2006



Greg Herrmann
Chief Assistant Community Development Director/City Planner

ORIGINAL FILED

OCT 03 2006

LOS ANGELES, COUNTY CLERK

California Environmental Quality Act

Initial Study

(as required by Sec. 15063 of the Public Resources Code)

To be completed by the lead agency

1. **Project Title:** Whole Food Market
2. **Lead Agency Name and Address:** City of Burbank
Community Development Department
333 East Olive Avenue
Burbank, CA 91502
3. **Contact Person and Phone Number:** Avital Shavit, Assistant Planner
(818) 238-5250
4. **Project Location:** 901 West Alameda Avenue
5. **Project Sponsor's Name and Address:** 901 Alameda Investors, LLC
2225 Glastonbury Road
Westlake Village, CA 91361
6. **General Plan Designation:** Shopping Center, Rancho Commerical
7. **Zoning:** Rancho Commercial
8. **Description of Project:** (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

See Attachment A
9. **Surrounding Land Uses and Setting:** Briefly describe the project's surroundings:

See Attachment B
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement).**

None

ORIGINAL FILED

OCT 03 2006

LOS ANGELES, COUNTY CLERK

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Storm Water |
| <input type="checkbox"/> Transportation / Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Aleg Herrmann
Signature

CIREG HERRMANN
Printed name

10/3/06
Date

City of Burbank
For

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

	Potential Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS - Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

The project is located within an urbanized area of the City of Burbank and surrounded by developed properties of varying heights. The project is proposed to be a one-story building with a maximum height of 35' to the top of the pitch of the roof of the building with an architectural tower element at the corner at Alameda and Main that will be 50'. The architecture will conform to the standards set for the Rancho Commercial Zone which requires design elements that reflect the unique character of the neighborhood. A building of this size and height at this location will not block any view corridors or degrade the visual character of the area. The project will be required to meet all Municipal Code standards with regard to light and glare. (1,2,16)

	Potential Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
II. AGRICULTURE RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

The City of Burbank does not contain farmland resources nor any land zoned for agricultural use. There are no agricultural resources in the vicinity of the project. As such, the project will have no impact on such lands. (3,4)

III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less than Significant Mitigation Incorporation	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
d) Result in a temporary increase in the concentration of criteria pollutants (i.e., as a result of the operation of machinery or grading activities)?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
e) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

The site is located in the Los Angeles County sub-area of the South Coast Air Basin (SCAB). Los Angeles County is designated as a non-attainment area for ozone (O₃), particulate matter (PM₁₀), and carbon monoxide (CO) and a maintenance area for oxides of nitrogen (NO_x), which denotes that it had once been a nonattainment area for the pollutant. The South Coast Air Quality Management District (SCAQMD), the regional agency empowered to regulate stationary sources, maintains an extensive air quality monitoring network to measure criteria pollutant concentrations throughout the basin.

State and Federal Agencies have set ambient air quality standards for various pollutants. Both California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) have been established to protect public health and welfare. SCAQMD has prepared the CEQA Air Quality Handbook to provide guidance to those who analyze air quality impacts of proposed projects. The handbook provides information on the types of projects that will not result in significant air quality impacts as well as standard factors and formulas that can be used to quantify a project's air quality impact. The handbook also outlines standard mitigation measures that can be used to reduce the potential impact of a project.

The land use components of this project individually did not meet the thresholds identified by the SCAQMD as having a potentially significant impact. As such, the project characteristics were input into the URBEMIS 2002 air quality modeling program to determine whether the project would result in significant air quality impacts.

In general, the analysis of air quality impacts for any project can be separated into two phases: construction and operation. The following thresholds of significance have been established for criteria pollutants by the SCAQMD:

SCAQMD REGIONAL SIGNIFICANCE THRESHOLDS

Pollutant	Carbon Monoxide (CO)	Nitrogen Oxides (NO _x)	Reactive Organic Compounds (ROC)	Particulate Matter (PM ₁₀)	Sulfur Oxides (SO _x)
Construction Threshold (lbs./day)	550	100	75	150	150
Post Construction Threshold (lbs./day)	550	55	55	150	150

Construction Emissions

Construction emissions are temporary emissions sources that result from construction activities including, but not limited to, the use of heavy equipment, grading and hauling of dirt, and construction traffic.

Total construction time for the project is anticipated to be approximately eighteen (18) months and involve the excavation of the proposed parking garage, construction of a new concrete parking structure, and construction of the retail structure.

Based upon the URBEMIS 2002 analysis, it was determined that the project, without mitigation, would not have a significant impact on air quality. Therefore, mitigation measures are not necessary.

While construction activities for the project do not exceed the regional significance thresholds for any criteria pollutants the project will still comply with all building codes to reduce fugitive dust.

Pollutant	Reactive Organic Compounds (ROC)	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Sulfur Oxides (SO _x)	Particulate Matter (PM ₁₀)
Construction without Mitigation (lbs./day)	102.67	34.56	8.39	.06	0.86

Operational Emissions

Operational emissions are the long term emissions resulting from a project. These include mobile source emissions, such as vehicles traveling to and from the project site, emissions from power usage by a building, and any point source emissions, such as smoke stacks that may directly expel pollutants into the air.

A number of project attributes contribute to reduced operational emissions. For example, the project's proximity to a many residents who may walk to the market and to bus stops all contribute to reduced vehicle trips which, in turn, reduce air quality emissions.

Based upon the URBEMIS 2002 analysis, the project will not exceed any thresholds of significance established for operational emissions by the SCAQMD.

Pollutant	Reactive Organic Compounds (ROC)	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Sulfur Oxides (SO _x)	Particulate Matter (PM ₁₀)
Operational Emissions (lbs./day)	36.88	38.37	410.18	0.32	28.79

Odors

The types of uses proposed as part of the project are not anticipated to result in significant objectionable odors in the area. Any unforeseen odors from the site would be controlled in accordance with SCAQMD Rule 402. (1,2,3,4,5,9,14)

IV-BIOLOGICAL RESOURCES - Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pools, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

The property is located within an urbanized area and has been previously utilized for commercial uses. There are no wildlife species or habitats on the site. The site is not located in an area that is part of a Habitat Conservation Plan or other plan intended for the protection of natural or wildlife resources. (1,2,4,5,10,14,15)

<u>V. CULTURAL RESOURCES</u> - Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

All of the property has been previously developed with commercial activities. There are no known sites or areas with historic, archaeological, or paleontological resources, ethnic cultural heritage, human remains, or religious or sacred uses. (1,4,5,10,14)

<u>VI. GEOLOGY AND SOILS</u> - Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42) ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslide? 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 17-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

The most significant faults capable of producing earthquakes affecting the Burbank area are the San Andreas Fault, the Verdugo Fault system, and the San Gabriel Mountains (Sierra Madre - San Fernando) frontal fault system. There are no known Alquist-Priolo Earthquake Fault zones in the area.

The project is not located on a geologic unit that is subject to landslide, liquefaction, or other similar events.

The project will be required to meet all current Building Code standards relating to seismic safety. The project will be a one story building with two levels of subterranean parking. Considering the scope of the project and the regulatory conditions placed on the construction; the proposed structure will not have any significant impact on the seismic safety of the site, building, occupants and the surrounding structures. (1,5,7,11,16)

VI. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and as a result would create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) For a project located within an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

The construction and operation of the project will not require the use or transport of hazardous substances. Because the site is located more than two (2) miles of the Bob Hope Airport, the location and scope of the project will not interfere with existing air traffic or otherwise result in air hazards. As the project is located within an urbanized area of the City, there is no expectation that the project would be subject to wildland fires or similar natural event. The project will not impact existing emergency response or evacuation plans.(1,2,7,16)

VII. HYDROLOGY AND WATER QUALITY - Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be either a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing and planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f) Result in temporary modifications to existing drainage patterns that may increase the flow rate of stormwater, violate water quality discharge requirements, or result in substantial erosion on- or off-site due to construction activities?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
g) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
h) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
i) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
j) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

result of the failure of a levee or dam?

k) Inundation by seiche, tsunami, or mudflow?

The project is subject to all applicable requirements of the National Pollutant Discharge Elimination System (NPDES). The types of discharges anticipated from a this size commercial project is not anticipated to result in violations to water quality standards.

The project site is presently a occupied by a 43,000 SF post production commercial office with a large surface parking lot and has a similar amount of impermeable surfaces as the current proposal. The proposed project will not increase the amount of impermeable surface on the project site as compared to current conditions. Additionally, the project is not expected to increase the rate of flow such that additional storm drain facilities are required. The grading and building activities on site will be subject to all applicable requirements of the Building Code, Burbank Municipal Code and NPDES and will not result in substantial erosion on or off site.

The property is located within an A0 100-year flood hazard zone that may have 1'-2' flood depths. However, this site is currently a developed with a one story building and staff does not believe that the project attributes would increase the risk of flooding that would affect the building or the surrounding area. The site is not subject to, seiche, tsunami, or mudflow. (1,2,16)

EXPAND USE AND PLANNING - Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposal does not involve the development of infrastructure or other facilities that might divide an existing community.

The subject property is located within the Rancho area and is consistent with the land uses and intensities established by that Rancho Commercial Recreation Master Plan (RCRMP). The RCRMP encourages the development of commercial projects that complement the surrounding residential equestrian community in this area of the City. The area is located in "Town and County" section of the rancho that is designed to encourage and support the development of community oriented retail and service commercial uses in conjunction with professional offices. The proposed Whole Foods store will serve as a food sales market, and a restaurant/coffee shop resource for the adjacent residential neighborhood. Additionally, the proposed Whole Foods store will provide offices in the area with a breakfast/lunch destination within walking distance and a place to shop for groceries on the way home. The current zoning, Rancho Commercial, permits the use of the grocery store.

The site is not located in an area that is part of a Habitat Conservation Plan or other plan intended for the protection of natural or community resources. (1,2,3,10,14)

	Potentially Significant Impact	With Mitigation Incorporation	Less Than Significant Impact	No Impact
XI-MINERAL RESOURCES - Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project is not expected to cause a loss in the availability of known mineral resources. No actual mineral resources are known to exist on the site. The project site is located in an urbanized area designated for non-mining-compatible uses, and mining use is not required by any applicable state law or local ordinance. The construction of the project is not considered to have a significant environmental impact. These findings were made subject to, and in compliance with, the Surface Mining and Reclamation Act (SMARA) of 1975 as amended. (1,2,10,11)

	Potentially Significant Impact	With Mitigation Incorporation	Less Than Significant Impact	No Impact
XII-NOISE - Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity due to construction activities above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The nature of the project, once constructed, is not such that it is likely to result in a significant increase in ambient noise levels in the vicinity. The project, once constructed, does not include uses that would require the operation of mechanical equipment that could be substantial source of noise or vibration in the area. However, exterior construction activities could result in a temporary increase in noise levels in the area. In order to prevent noise for affecting the adjacent residential

neighborhood the Burbank Municipal Code limits exterior construction activities to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday.

According to the Noise Element of the General Plan, the subject property is located within a sixty (60) decibel contour area. As such, California Code of Regulations requires that an acoustical report be submitted for the project as part of the building permit process to insure that project exterior noise levels do not exceed sixty (60) decibels.

The project is located more than two miles of the Bob Hope Airport, and thus it is not located in an area that would be subject to excessive aircraft noise. (1,2,13,15)

XII POPULATION AND HOUSING - Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

The project does not involve the construction or demolition of dwellings units. There are no existing residences on the site that will require relocation or replacement housing as a result of the project. (1,2,4,14,15)

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

The project will not have a significant adverse impact on the provision of these services. The project will be required to pay applicable development impact fees for these services. (1,15,16)

XIV. RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

This project will not increase the amount of residential density as it does not contain any residential units; thus there is no impact on existing facilities nor is there a need for new or expanded facilities. The project will be required to pay the park development impact fees that have been adopted by the City. (1,15,16)

XV. STORM WATER	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
-- Would the proposed project result in:				
a) Storm water system discharges from areas for materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery or loading docks or other work areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) A significantly environmentally harmful increase in the flow rate or volume of storm water runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) A significantly environmentally harmful increase in erosion of the project site or surrounding areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Storm water discharges that would significantly impair the beneficial uses of receiving waters or areas that provide water quality benefits (e.g., riparian corridors, wetlands, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Harm to the biological integrity of drainage systems and water bodies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

The project will not result in a significant increase in the amount of impermeable surface on the property. However, the site grading and paving activities will require the establishment of new on-site drainage facilities. The project will be required to comply with all applicable components of the National Pollutant Discharge Elimination System (NPDES) as well as the requirement of the Burbank

Municipal Code regarding on-site drainage facilities. In accordance with the Burbank Municipal Code, a drainage plan and hydrology/hydraulic study may be required for review and approval prior to issuance of a building permit. (1,15,16)

XVII. TRANSPORTATION/TRAFFIC - Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in the temporary street or lane closures that would result in either a change of traffic patterns or capacity that is substantial in relation to the existing traffic load and capacity of the street system during construction activities (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Exceed either individually or cumulatively, a level of service standard established by the county/congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Result in inadequate parking capacity, resulting in an impaction traffic or circulation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle tracks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As defined in the City of Burbank Traffic Study Policies and Procedures, a proposed project is considered to have a significant traffic impact at an intersection if the following two criteria are satisfied:

- The addition of project traffic to an intersection results in an increase of 0.020 or greater in the volume to capacity (V/C) ratio, and
- The intersection is projected to operate at a LOS E or F after the addition of the project traffic.

While the project will increase traffic volumes in the vicinity, a traffic study conducted by Parsons Brinkerhoff Quade & Douglas, Inc. has indicated that the amount of increase does meet the City of Burbank's threshold of significance with the exception of one intersection at Alameda Avenue and Buena Vista Street out of thirteen intersections analyzed for the project. In terms of mitigation for this intersection the study has recommended the following:

- Convert the unstriped right turn lane into a shared through/right turn lane to provide two exclusive left turn lanes, two through lane, and one shared through/right turn lane for the eastbound and westbound approaches. The improvements require additional right of way which has already been acquired by the city.

Additionally, the study recommends modifications to the proposed ingress/egress to the site to improve the general traffic circulation. The study recommends the following in terms of access to the site:

- The Main Street driveway shall be a full access driveway with stop controls at the driveway egress and at Valencia Avenue. The Alameda Avenue driveway shall operate as a right out only, stop controlled driveway.
- The loading area configuration shall be reversed with trucks entering the alley from Main Street and existing from Glenwood Place turning right at Oak Street to return to Main Street. Trucks are restricted from traveling on Glenwood Place north of Oak Street and from using other adjacent residential neighborhood streets.

The report concluded that if the recommended mitigation measure at Alameda Avenue and Buena Vista Street, driveway controls and truck access modifications are implemented, then the proposed project shall not have significant traffic impacts.

The project is not located in a manner that would interfere with any existing or proposed air traffic patterns.

Overall, the project is parked consistent with code standards at 5 per 1000 parking ratio and this amount of parking is well above the expected demand. With the implementation of the recommended truck route to the site there will be sufficient access for truck deliveries through the back existing alley. The traffic study has recommended some improvements to the site that would facilitate truck movements into the alley as well as the Public Works Department will require the plans to comply with engineering standards for truck turning radii. The project site is located in close proximity to a large residential community and near a number of bus routes. As such, the project is designed to be pedestrian friendly with design features such as a sidewalk café that may attract pedestrian patrons. Likewise, the nature of the project is consistent with programs directed towards the use of alternative transportation (1,2,5,6,8,15,16)

WATER UTILITIES AND SERVICE SYSTEMS - Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Require or result in the construction of new water or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

g) Comply with federal, state, and local statutes and regulations related to solid waste?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is already served by utilities. No additional facilities, beyond new service connections, are required as a result of this project. Any new connections to the County storm drain system will not be of a scale to result in significant environmental impact or require substantial upgrades to existing facilities. Pursuant to City requirements, the applicant will be required to prepare a sewer study to determine whether the size and number of sewer connections is adequate. However, the City's wastewater treatment plant will not be significantly impacted by this project. (1,16)

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

b) Does the project have impacts that are individually limited, but cumulatively considerable? (Cumulatively considerable means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects?)

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is located within an urban area on a previously developed site. There are no significant natural habitats or historical/prehistorical artifacts on the site. (1,4,5,10)

The cumulative impacts of the proposed project in conjunction with other projects in the vicinity are not significant. (1,15,16)

The project will not create any nuisances or other environmental effects that would result in adverse health effects on the population. (1,16)

ATTACHMENT A
PROJECT 2006-105: VARIANCE, CONDITIONAL USE
PERMIT, DEVELOPMENT REVIEW
WHOLE FOODS MARKET

PROJECT DESCRIPTION

OVERVIEW: The applicant requests authorization to construct a 60,000 square foot Whole Foods grocery store with two levels of subterranean parking which includes 305 parking spaces. The applicant is requesting a variance for the front, side and rear setbacks to provide less than is permitted by code. The proposed setbacks for the project are a 2.5' rear setback, zero interior side setback, a 20' street-facing side setback and a 10' front setback. The applicant additionally is applying for a conditional use permit (CUP) in order to obtain a type 21 (off-sales general) a type 41 (eating place) and type 42 (wine tasting) alcohol licenses. The project is located in a Rancho Commercial (RC) zone. The type 21 license is a standard permit that many grocery stores obtain and the type 41 is a standard alcohol permit that restaurants obtain. The type 42 permit will allow wine tasting in an enclosed section of the store and will be incidental to the grocery food sales.

LOCATION: 901 West Alameda at the corner of Alameda Avenue and Main Street.

REQUIRED PROJECT APPROVALS

Discretionary approvals and permits that are required from the City of Burbank Planning Board include:

- CUP for alcohol licenses
- Variance for reduced setbacks
- Development Review for construction of a 60,000 SF building with two levels of subterranean parking

CODE REQUIREMENTS AND CONDITIONS OF PROJECT

Air Quality

- 1 Prior to issuance of a grading permit, the developer shall submit a Fugitive Dust Control Plan for approval by the Building Official. The plan shall include:
 - Designation of a full-time, on-site monitoring firm that is experienced in environmental control, applicability and compliance with AQMD Rules 402 and 403, recommended dust control including fugitive dust sources, dust control measures implementation responsibility, and monitoring responsibility,

- A site air monitoring program including meteorological stations, personal dust monitoring, site perimeter and dust monitoring, implementation responsibility, and a response to monitoring findings,
 - A description of the best high wind control measures and track-out controls,
 - A schedule of weekly reports to be submitted to the Building Official for approval including a summary of activities, a description and location of inactive areas, a record of visible dust emissions, a record of high wind conditions, and a list of mitigation measures for any unexpected problems.
- 2 Prior to issuance of a grading permit, the developer shall submit a plan for approval by the Community Development Department and Public Works Department indicating:
- The type, location and extent of all track-out control paving,
 - The locations and type of all track-out control devices and procedures
 - The boundaries of public paved surface to be maintained by sweeping or vacuuming,
 - The number of water trucks provided,
 - The number, type, make, and model
- 3 Prior to issuance of grading permits, the developer shall include the following measures on construction plan and in all construction contracts to the satisfaction of the Community Development Director:
- The Construction Contractor shall select the construction equipment used on site based upon low emission factors and a high level of energy efficiency as reported by the federal government.
 - The Construction Contractor shall ensure that construction grading plans include a statement that all construction equipment will be tuned and maintained in accordance with the manufacturer's specifications.
 - The Construction Contractor shall time the construction activities so as not to interfere with peak hour traffic and minimize obstruction of through traffic lanes adjacent to the project site; if necessary, a flag person shall be retained to maintain safety adjacent to existing roadways.
 - The Construction Contractor shall provide ridesharing and transit incentives for the construction crew, such as free bus passes and preferred carpool parking.
- 4 Prior to issuance of building permits, the Construction Contractor shall verify, to the satisfaction of the Community Development Director, that the project will utilize, to the extent possible, pre-coated/natural colored building materials, water based or low volatile organic compound (VOC) coatings, and coating transfer or spray equipment with high transfer efficiency, such as high volume low pressure (HVLP) method, or manual coatings application.
- 5 Construction related exhaust and dust emissions shall be controlled through the use of energy efficient equipment that produces low particulate and nitrogen oxides emissions.
- 6 All grading, excavation, and other activities involving the use of fossil fuel powered equipment shall cease during second and third stage smog alerts as designated by the SCAQMD.
- 7 Use a water truck during grading. All unpaved demolition and construction areas are to be wetted as necessary during excavation to reduce dust emissions and meet SCAQMD Rule 403.

- 8 Cease grading and water truck use during periods of high winds, or when wind speeds exceed 25 mph.
- 9 Prior to issuance of a grading permit, the developer shall submit a truck haul route plan for approval by the Traffic Engineering Division of the Public Works Department.
- 10 All trucks hauling dirt, sand, soil, or other loose material shall be covered or shall maintain at least two (2) feet of freeboard.

Noise

- 11 Hours of construction are limited to between 7:00 a.m. and 6:00 p.m., Monday through Friday. Interior tenant improvements and other interior construction activities may be exempted from these restrictions with the approval of the Community Development Director.
- 12 To ensure that construction personnel are aware of the restricted construction times, the developer shall install professionally made sign(s) 2 ft. X 3 ft. in size in location(s) satisfactory to the City Planner that states, "NOTICE: THE CITY OF BURBANK LIMITS EXTERNAL CONSTRUCTION ACTIVITIES OF THIS PROJECT (DEMOLITION, EXCAVATION, GRADING, ACTUAL CONSTRUCTION AND LANDSCAPING) TO ONLY MONDAYS THROUGH FRIDAYS FROM 7:00 AM TO 6:00 PM."

Traffic/Transportation

- 13 To the satisfaction of the Community Development Department and the Public Works Department covert the unstriped right turn lane into a shared through/right turn lane to provide two exclusive left turn lanes, two through lane, and one shared through/right turn lane for the eastbound and westbound approaches. The improvements require additional right of way which has already been acquired by the city.
- 14 To the satisfaction of the Community Development Department and the Public Works Department the Main Street driveway should be a full access driveway with stop controls at the driveway egress and at Valencia Avenue. The Alameda Avenue driveway should operate as a right out only, stop controlled driveway.

ATTACHMENT B

Project 2006-105, 901 West Alameda Avenue

PHYSICAL SITE CHARACTERISTICS

The project site is located on 1.74 acres within an urbanized area of Burbank. The property has street frontage along Main Street and Alameda Avenue. The property is a developed flat lot in the Rancho area of Burbank.

ON-SITE AND SURROUNDING LAND USES

The site is currently improved with a 43,000 SF post production office that has light industrial and commercial uses in it. It has been previously used as a bakery manufacturing and distribution center for Martinos Bakeries.

Most of the properties in the vicinity (around the corner of Main Street and Alameda Avenue) are improved commercial uses, particularly retail shops and restaurants. The greater surrounding community is a residential horsekeeping area.

REGULATORY SETTING

The project is subject to all applicable regulations of the City of Burbank. The project must be consistent with the City's General Plan, the Burbank Rancho Master Plan, and the Municipal Code, including, but not limited to, the Zoning Ordinance.

City of Burbank General Plan

The City of Burbank General Plan is intended to serve as the development blueprint for City and established goals, objectives, and policies for the City's decision-makers and staff to utilize in making judgments as to the future development of the City. The Land Use Element of the General Plan, which was adopted in 1988, regulates growth within the City. The land use designation for the project site is Shopping Center, Rancho Commercial.

Rancho Commercial Recreation Master Plan

The Rancho Commercial Recreation Master Plan was adopted in 1993. The plan established general land use policies for the area as well as established specific zoning standards to implement those policies. The plan established particular zones including a "Rancho Commercial" zone which the project is located in for more localized land use planning.

The subject property is located within the "Rancho Commercial" zone of the Rancho. This zone is intended to encourage and support the development of community oriented retail and service commercial uses in conjunction with professional offices.

Zoning Ordinance (Chapter 31 of the Burbank Municipal Code)

The Zoning Ordinance separates the City into districts and establishes development standards and appropriate uses for each district. The subject property is presently zoned Rancho Commercial.

ORDINANCE NO. 3340

In 1993, the City of Burbank adopted Ordinance No. 3340 in order to address the burden of new development on existing public facilities (specifically library, police, fire, parks and recreation, and transportation facilities). These development impact fees are collected by the City prior the issuance of building permits or, in certain circumstances, prior to the issuance of a certificate of occupancy. Fees that are collected under the Ordinance are distributed among the various City agencies listed above. Payment of these fees does not eliminate the need for project specific mitigation measures or cumulative development concerns. However, the City of Burbank generally accepts that payment of these fees will substantially offset certain City-wide impacts related to the above service providers.

CUMULATIVE

Cumulative impacts consider the effects of two or more projects which may produce impacts that are considerable or compounded when viewed as a whole. Cumulative impacts relate to the effects of the project that have recently been constructed or approved or that are planned in the near future.

There are three (3) projects that have been, or are in the process of being, entitled within the vicinity of the project that must be considered in an analysis of the cumulative impacts of this project. The projects are as follow:

- Carmax Auto Dealer, Horizon Date 2006: A 4.7 acre car dealership Located at 1000 South Flower Street.
- Medical Office Building Project Phase II, Horizon Date 2007: A 155,000 GSF medical-dental office building located at 201 South Buena Vista Street
- Catalina Property Phase I, Horizon Date 2007: 325,000 OEGSF of general office. Located at the southeast corner of Bob Hope Drive and Alameda Avenue.

The analysis of cumulative impacts is governed by Section 15130 of the State Guidelines for the California Environmental Quality Act. Projects that may not have significant impacts individually may have cumulatively considerable impacts when combined with other projects in the vicinity.

ATTACHMENT C
Project 2006-105, 901 West Alameda Avenue
BIBLIOGRAPHY

Materials listed in this bibliography are available for review at the City of Burbank Planning Division Public Counter.

1. Proposed Development Plans and Applications
2. City of Burbank, "Burbank Municipal Code," Chapter 31, Zoning, Burbank, California
3. City of Burbank "Zoning Map," Burbank, California
4. City of Burbank, Community Development Department, "Land Use Element of the City of Burbank General Plan," Burbank, California, adopted by Burbank City Council on May 31, 1988, Resolution No. 22,354
5. Envicom Corporation, "Land Use Element EIR," Prepared for the City of Burbank Community Development Department, February 1988.
6. Institute of Traffic Engineers, Trip Generation, Sixth Edition, 1997
7. City of Burbank, Community Development Department, "Safety Element of the City of Burbank General Plan," Burbank, California, adopted by Burbank City Council on July 1, 1997, Resolution No. 25,087
8. City of Burbank, Community Development Department, "Transportation Element of the City of Burbank General Plan," Burbank, California, adopted by Burbank City Council in 1964
9. South Coast Air Quality Management District, CEQA Handbook, April 1993
10. City of Burbank, Community Development Department, "Open Space/Conservation Element of the City of Burbank General Plan," Burbank, California, adopted by Burbank City Council on December 19, 1972, Resolution No. 16,280
11. Mineral Land and Classification Map - California Division of Mines and Geology, May 25, 1979
12. Flood Insurance Rate Map, Community Panel Number 065018 0005 C January 20, 1999
13. City of Burbank, Community Development Department, "Noise Element of the City of Burbank General Plan," Burbank, California, adopted by Burbank City Council on December 8, 1992, Resolution No. 23,777

14. The Rancho Master Plan Advisory Committee The Community Development Department, The Planning Center Master Plan Consultant, Crain and Associates Consulting Traffic Engineers. "Rancho Commercial Recreation Master Plan" prepared for The Planning Board and City Council in Joint Study Session April 28, 1992.
15. Parsons Brinkerhoff Quade & Douglas, Inc. "Whole Foods Market Traffic Impact Study," prepared for the City of Burbank Community Development Department, October 2006.
16. Department Comments from: Building, Public Works, Burbank Water and Power, Parks and Recreation, Fire, Police, and Redevelopment Agency staff