

BURBANK 2035

General Plan



Adopted February 19, 2013



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Prepared for:

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BURBANK2035 GENERAL PLAN

ADOPTED FEBRUARY 19, 2013

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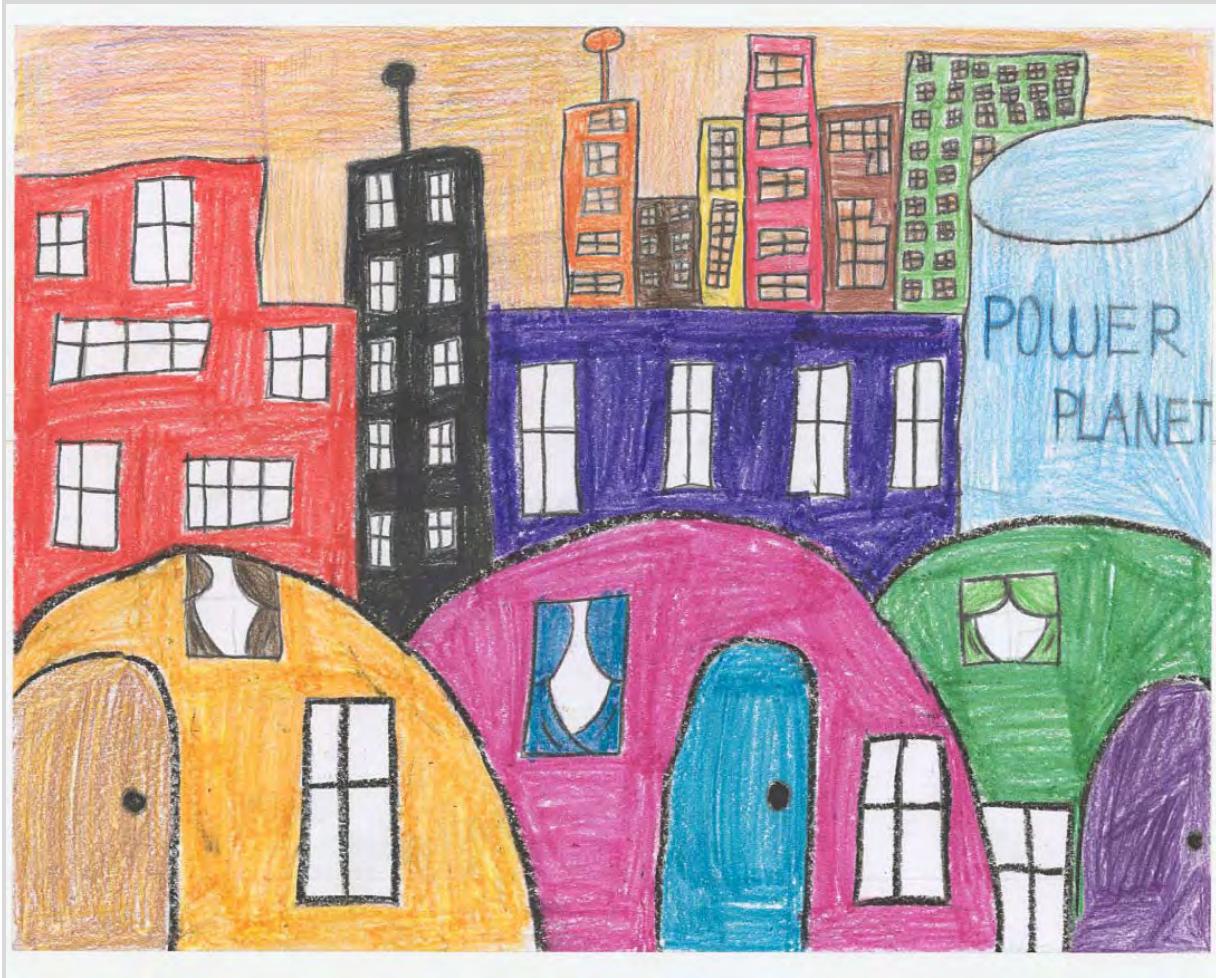
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Penny Yokas, Emerson Elementary School

CHAPTER

1 Introduction

A NEW PLAN FOR A NEW CENTURY

Burbank has enjoyed a rich and diverse history in its first 100 years. The city has grown in land area, population, employment, transportation, and opportunity. Burbank has also established a unique economic identity, first as home to the aviation industry and then to the entertainment industry. While always on the cutting edge of new economic trends, the community has met the challenge of preserving its small-town character; maintaining health, safety, and welfare; and meeting today's needs without sacrificing the ability of future generations to do the same. Burbank2035 is designed to lead Burbank into its second 100 years, continuing to advance a critical balance between quality of life, economic prosperity, and environmental sustainability.

Burbank2035 balances vision with practicality. In the future, there will be opportunities for investment and community advancement; there will also be times requiring restraint and conservation. Regardless of circumstances, Burbank's decisions will focus on managing growth within its boundaries, strengthening neighborhoods and businesses, making streets places for people, and preserving the resources that together make Burbank a desirable place to live, work, and play.

BURBANK2035 VISION

The vision statements below evolved from a partnership and dialogue between the City government and members of this community. There were many who suggested Burbank stay exactly as it is today. There were also calls for change, both small and large. Regardless of opinion, the common bond described by all is the high quality of life experienced by residents, employees, and visitors. Burbank is more than houses and jobs, roads, and utilities. Burbank's high quality of life stems from its programs and services, educational opportunities, and historic, natural, and cultural resources that are essential to enriching lives. We know that Burbank's population, businesses, mobility, and opportunities will change in the next 25 years. Because of this, the foremost goal of Burbank2035 becomes planning for this known change while preserving our high quality of life for future generations.

Balanced Development

Burbank has a desirable balance of land uses to best serve residents and protect the small-town character of the community while maintaining economic vitality.

Community Image and Character

The architecture, design, and density of new development identify and characterize Burbank as a unique destination. Burbank treasures its small-town character that gives residents a sense of belonging and community.

Complete Streets

Burbank prioritizes streets that are complete, safe, and efficient. All users of city streets are valued equally, and the street is considered an essential public place. Parking is planned to meet the needs of residents, workers, and visitors. Convenient public transportation and bicycle and pedestrian facilities provide choices for safe movement throughout the city and link Burbank to the regional multi-modal transportation system.

Economic Vitality

Burbank has a vibrant, healthy, and diverse economy. The City supports businesses that are a vital part of Burbank's economy and seeks to capitalize on unique aspects of its economic base.

Environmental Equity

Burbank ensures that the adverse and positive environmental effects of planning decisions are borne equally by the entire community, regardless of age, culture, ethnicity, religion, gender, sexual orientation, race, socioeconomic status, or geographic location.

Housing Variety

Burbank offers a wide range of housing to meet the needs of all age groups, family types, and income levels, as well as those with special housing needs.

Open Space and Conservation

Burbank's parks, open space and recreational facilities are valuable resources for the community and are carefully maintained, preserved, and expanded wherever possible. The Verdugo Mountains are a unique natural resource in an urban environment that Burbank is fortunate to enjoy. Preserving this asset is a priority.

Proactive and Responsive Government

Burbank listens and responds to the needs and concerns of the community. The City provides services and public facilities that support safe, convenient, and attractive neighborhoods; high-quality educational, recreational, and social programs; and reliable public utilities.

Quality Neighborhoods and Schools

Neighborhoods are a basic building block of Burbank's small-town atmosphere. Burbank is committed to maintaining and protecting its quality residential neighborhoods. Burbank schools are a source of pride for the community and a resource to support and protect.

Safety

Burbank provides a safe and healthy environment and protects all people in the community. The City is prepared to manage and recover from emergencies.

Sustainability

The City makes prudent decisions about the amount and location of growth to ensure a high quality of life for present and future generations. Environmentally sound development is required, with special attention given to water and energy conservation, recycling, and complete streets.

PURPOSE OF BURBANK2035

Burbank2035 is the City of Burbank's General Plan. Burbank2035 is a state-required policy document that provides guidance to City decision-makers on allocating resources and determining the future physical form and character of development. It is the City's official statement about the extent and types of development needed to achieve the community's physical, economic, and environmental goals. Burbank2035 consists of individual sections, or "elements," each of which addresses a specific topic; however, it also embodies a comprehensive and integrated approach to planning. Burbank2035 clarifies and articulates the City's intentions with respect to the rights and expectations of the general public, property owners, community groups, developers, and businesses.

BURBANK2035 PLANNING AREA

Burbank is located in the central portion of Los Angeles County approximately 12 miles north of downtown Los Angeles. The northeastern part of the city is located along the foothills of the Verdugo Mountains and the western edge of the city is located near the eastern part of the San Fernando Valley. Burbank is bisected by the Golden State Freeway (Interstate 5) and adjacent to the cities of Los Angeles and Glendale. The corporate limits of the City of Burbank encompass approximately 17.1 square miles. The Burbank2035 planning area, shown in Exhibit I-1, includes the entire city limits.

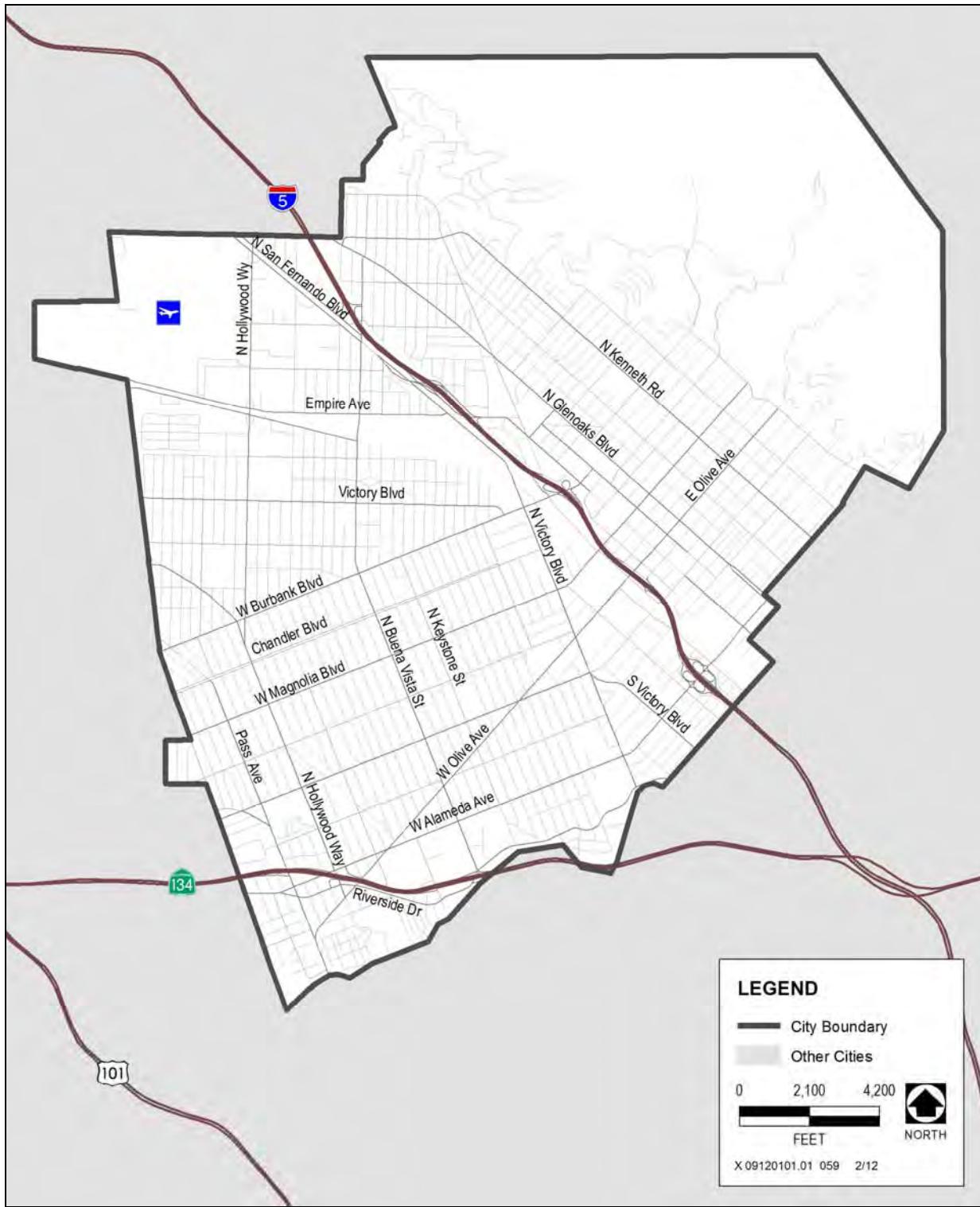
BURBANK2035 ELEMENTS

Burbank2035 evaluates many different planning topics, organized into the following chapters, presented in alphabetical order. These chapters address all of the state-mandated topics plus additional topics of local importance. Sections 65350–65590 of the California Government Code establish the requirements for the minimum contents of a general plan.¹ Burbank2035's format combines related topics to create a concise, easy-to-read, and usable document that describes how the community seeks to continue enhancing Burbank consistent with its core values.

The **Air Quality and Climate Change Element** addresses ways to reduce air pollution and greenhouse gas (GHG) emissions, protect people and places from toxic air contaminants (TACs) and odors, comply with statewide GHG emission reduction goals, and adapt to changed environmental conditions caused by a changing climate.

The **Land Use Element** guides future development in Burbank and designates appropriate locations for different land uses including open space, parks, residences, commercial uses, industry, schools, and other public uses. The Land Use Element establishes standards for residential density and non-residential building intensity for land located throughout the city. Appropriate planning of land uses in this element assures that sensitive uses such as homes and schools are not located near potentially noxious land uses that may adversely affect public health. In cases where potential land use incompatibilities may exist, the Land Use Element establishes a framework for dealing with these issues.

¹ The City of Burbank Housing Element was last adopted in 2008. Although a legally adopted part of the General Plan, the Housing Element has not been included in Burbank2035. The Housing Element will be updated in 2014 consistent with state law.



Source: City of Burbank 2010, CASIL 1990

Exhibit I-1. Burbank2035 Planning Area

The **Mobility Element** defines the transportation network and describes how people move throughout the city, including the streets, railways, transit routes, bike paths, and sidewalks. The transportation network is a major determinant of urban form and land use. Factors such as, but not limited to, traffic patterns and congestion, access to transit, and ease and safety of walking and biking may determine where people choose to live, work, and visit.

The **Noise Element** describes the existing noise environment in Burbank, identifies noise sources and problems affecting community safety and comfort, and establishes policies and programs that limit community exposure to excessive noise levels. The Noise Element sets standards for acceptable noise levels by various land uses and provides guidance for how to balance the noise created by an active and economically healthy community with the community's desire for peace and quiet.

The **Open Space and Conservation Element** describes the conservation, development, and use of natural resources and addresses Burbank's parks and recreation opportunities. The element also addresses preservation of renewable and non-renewable natural resources; managed production of resources, such as energy and groundwater; outdoor recreation; and trail-oriented recreation.

The **Safety Element** identifies areas prone to natural hazards and potentially hazardous conditions throughout Burbank, such as: seismically induced conditions including ground shaking, surface rupture from earthquakes, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction, and other geologic hazards; flooding; wildland and urban fires; hazardous materials; and evacuation routes. The element also identifies Burbank's plans for preparing for health and safety hazards, including police protection, fire protection, emergency response and preparedness, and airport safety.

The **Plan Realization Element** describes the means for implementing the core values expressed in Burbank2035's goals and policies, and presents ways to ensure that the plan remains current and relevant.

PLAN ORGANIZATION AND USE

The *Introduction and Purpose* section of each element describes the focus and the purpose of the element and specifies the relationship of each element to the other elements. The *Goals and Policies* section provides a comprehensive listing of planning policies related to the element topic. *Goals* set the policy direction through a statement of a desired future end state. *Policies* serve as guides to the Planning Board, City Council, and City staff when reviewing development proposals and making other decisions that affect future growth and development. *Policies* represent a commitment by the City to pursue a particular course of action, or to take action in the future consistent with the stated direction. **Unless otherwise stated, all policies are to be implemented on an *as-appropriate* or *as-feasible* basis, considering surrounding physical and environmental context and financial capacity.**

The *Plan* section of each element describes how the City will implement identified goals and policies. Policies are presented as written statements, tables, diagrams, and maps. All of these components must be considered together when making planning decisions. Many of the elements contain one or more policy maps that illustrate various opportunities, constraints, classifications, and policies in graphic form. For example, the Land Use Element contains a Land Use Diagram and a Land Use Plan that identify and describe the locations of future land uses by type, density, and intensity. The organization of Burbank2035 allows users to identify the sections that interest them and quickly obtain a perspective of the City's policies on those subjects. However, plan users should realize that the policies in the various elements are interrelated and examine them collectively.



Burbank in 2035: Drawing by Christi Zargaryan of Emerson Elementary School



2 Air Quality and Climate Change Element

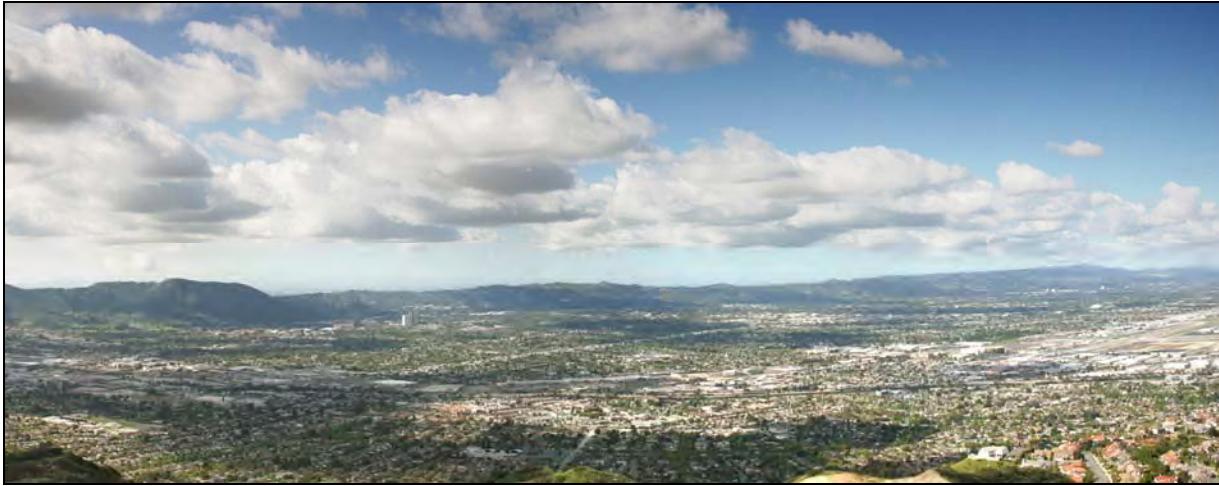
INTRODUCTION

Clean Air & Climate Smart

Burbank lies in the north central portion of the South Coast Air Basin (Basin), in a geographically challenged location east of the San Fernando Valley and the Santa Monica Mountains, south of the San Gabriel Mountains, and directly west of the Verdugo Mountains. Because Burbank lies upwind of numerous cities and freeways to the southwest, air pollution is trapped against the Verdugo Mountains. Burbank suffers from regional pollution problems and has several large emission sources within its boundaries: two major freeways, heavily traveled roadways, two major rail corridors, an airport with Amtrak and Metrolink train connections, and a power plant.



Air quality has been a concern in Burbank and the Basin dating back to the 1940s, when smog was first recognized as a danger to human health and the environment. Efforts to eradicate smog and air pollutants have included both simple solutions (e.g., banning backyard trash burning; limiting emissions from incinerators) and major technological innovations (e.g., developing catalytic converters, reformulating gasoline). However, the absence of smoggy skies does not mean the risks and costs associated with poor air quality have been eliminated. Continued population growth and the dominance of the automobile introduce new challenges; fossil fuel combustion required to heat homes, power vehicles, and deliver water create a variety of pollutants, including carbon dioxide and other greenhouse gases (GHGs). These are not new pollutants, but they compound health risks and economic costs historically associated with poor air quality, driving advances in legislation, technology, and more sustainable ways to live.



Burbank and nearby areas of the South Coast Air Basin

Burbank's biggest challenge, as a prominent city in the most populous county in California, is how best to accommodate growth and encourage economic development, while protecting air quality and taking action to curb GHG emissions. Looking ahead to 2035, Burbank will transition to clean, efficient energy and transportation choices. With high-speed rail, electric trains, and zero-emission vehicles, people and goods will move more efficiently to, from, and through the community. Buildings and infrastructure will be energy efficient and comfortable. Natural resources will be preserved, and all of this will be accomplished without the costly health and environmental effects of air pollution.

Purpose and Statutory Requirements

The Air Quality and Climate Change Element is an optional general plan element. Section 65303 of the California Government Code enables a county or city to adopt “any other elements or address any other subjects, which, in the judgment of the legislative body, relate to the physical development of the county or city.” An optional element must be consistent with the seven mandatory elements and, once adopted, carries the same legal weight as any of the mandatory elements.

Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, acknowledged the threat that GHGs pose to the health, safety, and welfare of California communities, and established statewide targets for GHG emission reductions, requiring that emissions be reduced to 1990 levels by 2020. Previous executive orders, including Executive Order S-03-05, specified that statewide emissions should be reduced to 80% below 1990 levels by 2050. To meet the intent of this legislation, the City has prepared a Greenhouse Gas Reduction Plan (GGRP) as an implementing document for Burbank2035. The GGRP provides an inventory of current GHG emissions in Burbank. In addition, emission reduction measures and actions presented in the GGRP implement the goals, policies, and implementation actions of the Air Quality & Climate Change Element to reduce GHG emissions and improve overall air quality and environmental health.

Relationship to Other Elements

Realization of the goals and policies in this Element depends, in part, on consistency with the Land Use Element and Mobility Elements. The Land Use Element identifies desired future uses for all lands in Burbank, including housing, commercial and industrial uses, and parks and recreational facilities. Land use patterns established and maintained by Land Use Element policies directly influence the generation of air pollutants and GHGs. Similarly, as the Land Use Element defines land use patterns,



the Mobility Element defines traffic and circulation patterns for all modes of transportation. Efficient circulation can reduce vehicle miles traveled and associated emissions.

AIR QUALITY AND CLIMATE CHANGE GOALS AND POLICIES

Burbank's climate, character, and employment opportunities continue to attract new residents each year. Reducing air pollution and GHG emissions is critical to the health and well-being of Burbank residents and businesses. Promoting cleaner air quality will also reduce negative economic effects related to air quality, climate change, and harm to the environment and human health. Because air quality and climate change are regional and global issues, resolving them requires coordinated efforts on many scales. The region must be considered when goals, plans, and policies to improve air quality are developed, because polluted air circulates from one place to another throughout the Basin. However, local actions can have wide-reaching effects, and Burbank is committed to do its part.



Nighttime view of Burbank

GOAL 1 REDUCTION OF AIR POLLUTION

The health and sustainability of the city, county, and Basin are improved by planning and programs that reduce air pollutants. Policies that reduce fossil fuel combustion (by reducing vehicle miles traveled and promoting conservation and use of renewable energy) lessen adverse impacts on both air quality and climate change.

Policy 1.1 *Coordinate air quality planning efforts with local, regional, state, and federal agencies, and evaluate the air quality effects of proposed plans and development projects.*

Policy 1.2 *Seek to attain or exceed the more stringent of federal or state ambient air quality standards for each criteria air pollutant.*

Policy 1.3 *Continue to participate in the Cities for Climate Protection Program, South Coast Air Quality Management District's (SCAQMD's) Flag Program, SCAQMD's Transportation Programs (i.e., Rule 2202, Employee Rideshare Program), and applicable state and federal air quality and climate change programs.*

Policy 1.4 *Cooperate with the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (ARB), and the SCAQMD to measure air quality at emission sources (including transportation corridors), and enforce the provisions of the Clean Air Act, as well as state and regional policies and established standards for air quality.*

Policy 1.5 *Require projects that generate potentially significant levels of air pollutants, such as landfill operations or large construction projects, to incorporate best available air quality and greenhouse gas mitigation in project design.*

Policy 1.6 *Require measures to control air pollutant emissions at construction sites and during soil disturbing or dust-generating activities (i.e., tilling, landscaping) for projects requiring such activities.*



- Policy 1.7** *Require reduced idling, trip reduction, and efficiency routing of transportation for City departments, where appropriate.*
- Policy 1.8** *Continue to acquire alternative fuel vehicles like hybrid, natural gas, electric, or hydrogen-powered vehicles when adding to the City's vehicle fleet.*
- Policy 1.9** *Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles, and car-sharing programs. Consider requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.*
- Policy 1.10** *Give preference to qualified contractors using reduced-emission equipment for City construction projects and contracts for services, as well as businesses that practice sustainable operations.*
- Policy 1.11** *Offer incentives for all City employees to use means other than a single-occupant vehicle for their daily work commute. Require large employers, defined with the City's Transportation Demand Management program to offer similar incentives to reduce employee vehicle trips.*
- Policy 1.12** *Provide public information describing air quality standards, health effects, and efforts that residents and businesses can make to improve regional air quality. Encourage businesses and residents to participate in SCAQMD's public education programs.*

GOAL 2 SENSITIVE RECEPTORS

Burbank is committed to reducing the exposure of sensitive receptors to toxic air contaminants and odors.

- Policy 2.1** *Mitigate emissions from retail food grilling and barbequing (indoor and outdoor) through the use of industry-specific equipment.*
- Policy 2.2** *Separate sensitive uses such as residences, schools, parks, and day care facilities from sources of air pollution and toxic chemicals. Provide proper site planning and design features to buffer and protect when physical separation of these uses is not feasible.*
- Policy 2.3** *Require businesses that cause air pollution to provide pollution control measures.*
- Policy 2.4** *Reduce the effects of air pollution, poor ambient air quality, and urban heat island effect with increased tree planting in public and private spaces*
- Policy 2.5** *Require the use of recommendations from the California Air Resources Board's Air Quality and Land Use Handbook to guide decisions regarding location of sensitive land uses.*

GOAL 3 REDUCTION OF GREENHOUSE GAS EMISSIONS

Burbank seeks a sustainable, energy-efficient future and complies with statewide greenhouse gas reduction goals.

- Policy 3.1** *Develop and adopt a binding, enforceable reduction target and mitigation measures and actions to reduce communitywide greenhouse gas emissions within Burbank by at least 15% from current levels by 2020.*
- Policy 3.2** *Establish a goal and strategies to reduce communitywide greenhouse gas emissions by at least 30% from current levels by 2035.*



- Policy 3.3** Continue to participate in the Cities for Climate Protection program and applicable state and federal climate change programs.
- Policy 3.4** Reduce greenhouse gas emissions from new development by promoting water conservation and recycling; promoting development that is compact, mixed-use, pedestrian-friendly, and transit-oriented; promoting energy-efficient building design and site planning; and improving the jobs/housing ratio.
- Policy 3.5** Submit an annual report on implementation of the Greenhouse Gas Reduction Plan, in conjunction with the annual report to the City Council regarding implementation of Burbank2035.
- Policy 3.6** Reduce greenhouse gas emissions by encouraging the retrofit of older, energy inefficient buildings.
- Policy 3.7** Update Burbank's communitywide greenhouse gas emissions inventory every 3–5 years.
- Policy 3.8** Transition all economic sectors, new development, and existing infrastructure and development to low- or zero-carbon energy sources. Encourage implementation and provide incentives for low- or zero-carbon energy sources.
- Policy 3.9** Continue efforts to diversify Burbank Water and Power's energy portfolio beyond 2020.

GOAL 4 CLIMATE CHANGE

Prepare for and adapt to anticipated effects of climate change.

- Policy 4.1** Evaluate the potential effects of climate change on Burbank's human and natural systems and prepare strategies that allow the City to appropriately respond.
- Policy 4.2** Consult with state resource and emergency management agencies regarding updates to climate change science and development of adaptation priorities.

AIR QUALITY AND GREENHOUSE GAS REDUCTION PLAN

The Basin includes the southern 2/3 of Los Angeles County, all of Orange County, and the western urbanized portions of Riverside and San Bernardino counties. It covers a total of 6,480 square miles, is home to more than 43% of California's population, and generates about 28% of the state's total emissions of criteria pollutants. Pollutant concentrations in parts of the Basin are among the highest in the nation.

Despite significant success in reducing overall pollution levels, air pollution continues to be an important public health consideration. Air quality monitoring shows that more than 90% of Californians breathe unhealthy levels of one or more air pollutants during some part of the year. Poor air quality is linked to a higher incidence of respiratory illnesses. ARB estimates that approximately 9,000 people in California die prematurely each year as a result of exposure to fine particle pollution. About 90% of California residents live in areas that exceed the state ambient air quality standards for fine particle pollution.

Criteria Air Pollutants

ARB and EPA currently focus on the following air pollutants as indicators of ambient air quality: ozone, particulate matter, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. These



are the most prevalent air pollutants known to be hazardous to human health, and their effects have been extensively documented.

Ozone

Ozone is a photochemical oxidant that is not directly emitted into the air; rather, ozone is formed by chemical reactions between reactive organic gases and oxides of nitrogen (NO_x) in the presence of sunlight, creating smog. Reactive organic gases are volatile organic compounds that are emitted primarily from incomplete combustion and the evaporation of chemical solvents and fuels. NO_x are a group of gaseous compounds of nitrogen and oxygen that results from the combustion of fuels. Conditions for ozone formation are optimal in areas with low wind speeds or stagnant air, coupled with warm temperatures and clear skies. Peak ozone concentrations often occur far downwind of the precursor emissions, rather than close to the source. Ozone can adversely affect the respiratory system and aggravate asthma.

Particulate Matter

Particulate matter consists of small particles emitted directly into the air, such as fugitive dust, soot, and smoke from mobile and stationary sources, construction, fires, and natural windblown dust. Respirable particulate matter with an aerodynamic diameter of 10 micrometers or less is referred to as PM_{10} . Fine particulate matter consisting of smaller particles that have an aerodynamic diameter of 2.5 micrometers or less is referred to as $\text{PM}_{2.5}$. PM_{10} can result in adverse health effects, including those associated with toxic substances that may be found on the surfaces of particulate matter. Generally, effects resulting from exposure to elevated concentrations of PM_{10} and $\text{PM}_{2.5}$ may include breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, alterations to the immune system, carcinogenesis (the production of cancer), and premature death. $\text{PM}_{2.5}$ poses an increased health risk because the particles can deposit deep within the lungs and may contain substances that are harmful to human health.

Carbon Monoxide

CO is a colorless, odorless, and poisonous gas produced by incomplete combustion of carbon in fuels, primarily from mobile sources. Other sources of CO include wood-burning stoves, managed burning, and incineration. The highest CO concentrations are generally associated with cold, stagnant weather conditions that occur during the winter. Adverse health effects associated with exposure to CO include dizziness, headaches, fatigue, and at higher concentrations, death. CO exposure is especially harmful to individuals who suffer from cardiovascular and respiratory diseases.

Nitrogen Dioxide

NO_2 is a brownish, highly reactive gas present in most urban environments. The major human-made sources of NO_2 are combustion devices, such as boilers, gas turbines, and mobile and stationary reciprocating internal-combustion engines. Combustion devices emit primarily nitric oxide, which reacts through oxidation in the atmosphere to form NO_2 . The combined emissions of nitric oxide and NO_2 are referred to as NO_x and reported as equivalent NO_2 . Because NO_2 is formed and depleted by reactions associated with photochemical smog (ozone), the NO_2 concentration in a particular geographic area may not be representative of the local NO_x emission sources. When inhaled, NO_2 can result in severe adverse health effects. Short-term effects include coughing, difficulty breathing, vomiting, headache, and eye irritation, during or shortly after exposure. Longer term effects, or effects occurring after prolonged exposure to NO_2 , include chemical pneumonitis (inflammation of the lungs) or pulmonary edema with breathing abnormalities, cough, cyanosis (bluish or purplish discoloration caused by insufficient oxygenation of the blood), chest pain, and rapid heartbeat. Severe, symptomatic



NO₂ intoxication after acute exposure has been linked to prolonged respiratory impairment, with such symptoms as chronic bronchitis and decreased lung function.

Sulfur Dioxide

SO₂ is produced by stationary sources such as coal and oil combustion, steel mills, refineries, and pulp and paper mills. Exposure to SO₂ can result in major adverse health effects, particularly in the upper respiratory tract. It can cause constriction of the bronchioles and produce sulfurous acid when it comes into contact with the mucous membranes of the lungs. People with existing respiratory problems, such as people with asthma, allergies, and Reactive Airways Disease Syndrome (acute, irritant-induced asthma) may also be more sensitive to SO₂ irritation.

Toxic Air Contaminants

TACs are air pollutants that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air. However, their high toxicity and health risk may pose a threat to public health even at low concentrations. Most health risks from TACs are attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines (diesel PM, a subset of PM₁₀ emissions). Diesel PM differs from other TACs in that it is not a single substance, but a complex mixture of hundreds of substances. Sources of diesel PM in Burbank include automobiles and passenger and freight rail operations, as well as minor sources such as off-road construction equipment, portable and backup diesel generators, pumps, and other heavy equipment. Other sources of TACs in Burbank include fuel dispensing stations, Providence St. Joseph's Medical Center, and commercial and industrial facilities.

Inventory and Sources of Criteria Air Pollutant Emissions

SCAQMD estimates emissions of criteria air pollutants from various source categories. The estimates are based on permit information for stationary sources (e.g., manufacturing industries, dry-cleaning operations), plus more generalized estimates for area sources (e.g., space heating, landscaping, use of consumer products) and mobile sources (e.g., trains, planes, and on- and off-road motor vehicles). Mobile sources generate most of the emissions of ozone precursors in Los Angeles County, while area sources are the largest contributor of emissions of particulate matter.

Stationary Sources

Major stationary sources of air pollutant emissions in Burbank include fuel combustion from electric utilities and other commercial/industrial processes, waste disposal, surface coating and cleaning, electroplating, petroleum production, television and motion picture production and related services (e.g., film processing, set construction), a hospital, and other sources. SCAQMD issues permits to various types of stationary sources, which must demonstrate implementation of best available control technology.

Areawide Sources

Areawide sources of emissions in Burbank include solvent evaporation from consumer products and application of architectural coatings, residential fuel combustion, construction and demolition, dust from paved roads, fugitive dust, landscaping, and other miscellaneous sources.

Mobile Sources

On-road and other mobile sources contribute the greatest emissions of ozone precursors within Burbank. On-road sources consist of passenger vehicles, trucks, buses, and motorcycles, and off-road vehicles and other mobile sources consist of heavy-duty equipment, boats, aircraft, trains, recreational

vehicles, and farm equipment. Major highways and freeways in and near Burbank include Interstate 5 and State Route 134. Major roadways include Burbank Boulevard, Magnolia Boulevard, Verdugo Avenue, Olive Avenue, Victory Boulevard, Hollywood Way, Alameda Avenue, San Fernando Boulevard, and Glenoaks Boulevard.

In addition to the highways, freeways, and high-volume arterials, Burbank is home to the Bob Hope Airport, and nearby Amtrak, Metrolink, Los Angeles County Metropolitan Transportation Authority (MTA), and BurbankBus stops. Criteria pollutants and diesel PM are emitted from diesel-electric locomotives that compose the Amtrak, Metrolink, and Union Pacific fleets.

Sensitive Land Uses and Receptors

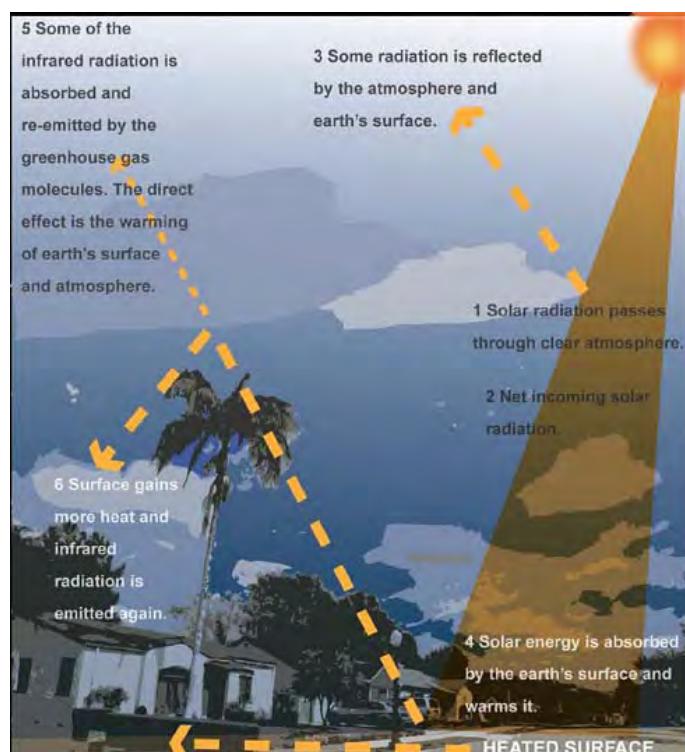
Some members of the population are particularly sensitive to emissions of air pollutants and should be given special consideration when evaluating project-related impacts on air quality. Children, the elderly, persons with preexisting respiratory or cardiovascular illness, and athletes are all especially sensitive to such emissions. Facilities where the above-mentioned segments of the population live, gather, play, or exercise (e.g., residences, hospitals, schools, and nursing homes) are defined as sensitive land uses or sensitive receptors. Residential areas are considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to pollutants. Recreational land uses are considered moderately sensitive to air pollution because exercise places a high demand on respiratory functions, which can be impaired by air pollution. Because numerous types of these receptors exist throughout the Basin, SCAQMD has developed guidance and permitting programs to limit exposures to TACs by sensitive receptors.

Odors

Typically odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). Several major sources of odor in Burbank include Public Works Department activities, Burbank Landfill sites 1 and 3, the Burbank Water Reclamation Plant, Burbank Water and Power activities, and the Stough Park Landfill. Examples of minor odor sources in Burbank include restaurants with charbroilers and construction sites (diesel exhaust and asphalt paving).

Climate Change

Certain gases in the earth's atmosphere, called GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere, where a portion is absorbed by the earth's surface and a smaller portion is reflected back toward space. The radiation absorbed by the earth is re-radiated. Most incoming solar radiation passes through GHGs; however, some is absorbed by GHGs and trapped,



The Greenhouse Effect



resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on Earth.

Greenhouse Gases

The concept of CO₂ equivalency (CO₂e) is used to account for the different potentials of GHGs to absorb infrared radiation. This potential, known as the global warming potential (GWP) of a GHG, is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Prominent GHGs contributing to the greenhouse effect include CO₂, methane, nitrous oxide, and high-GWP GHGs. CO₂ emissions associated with fossil fuel combustion are the primary contributors to human-induced climate change. After CO₂ emissions, methane and nitrous oxide emissions associated with human activities are the next largest contributors to climate change.

Unlike criteria air pollutants and TACs, which have relatively short atmospheric lifetimes (about 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). Therefore, GHGs persist in the atmosphere for a long enough time to be dispersed around the globe. More CO₂ is currently emitted into the atmosphere than is absorbed by CO₂ sinks, which include vegetation and the ocean. Overall, 46% of human-caused CO₂ emissions remain stored in the atmosphere.

GHGs with lower emissions rates than CO₂ also contribute to climate change because they are more effective at absorbing outgoing infrared radiation than CO₂. Emissions of methane and nitrous oxide are generally much lower than those of CO₂, and are associated with anaerobic microbial activity resulting from agricultural practices, flooded soils, and landfills. However, methane and nitrous oxide have approximately 23 and 296 times the GWP of CO₂, respectively. High-GWP chemicals, which are commonly used as refrigerants have GWPs that exceed the GWP of CO₂ by factors ranging from thousands to tens of thousands.

Climate Change and Local Planning

Concerned about the effects of climate change, California has adopted a wide variety of legislation aimed at reducing the state's GHG emissions, including AB 32 and Executive Order S-03-05, which are described above under "Purpose and Statutory Requirements." In 2008 ARB finalized a statewide Climate Change Scoping Plan (Scoping Plan) describing the various strategies California will use to reduce statewide GHG emissions by about 28% from projected 2020 emission levels. Most elements of the Scoping Plan fall under the jurisdiction of state government; however, local governments are identified as "essential partners" in achieving statewide GHG reduction goals, and are advised to take on reduction targets for their municipal operations and communitywide activities.

A series of comment letters on environmental impact reports, administrative actions, and California Environmental Quality Act (CEQA) lawsuits have set the course for climate change policy among local governments. As a result of these factors, local governments must incorporate GHG reduction policies into their general plans and other implementing planning and design documents. Planning decisions, policies, and actions found in general plans do not directly result in the emission of GHGs. However, planning decisions made and future development projects approved pursuant to implementation of a general plan can affect the generation of GHG emissions from multiple sectors (e.g., transportation, energy, water, waste), resulting in direct or indirect GHG emissions. For example, electricity consumed in structures would indirectly cause GHGs to be emitted at a utility provider. Residents, employees, shoppers, and visitors drive vehicles that generate direct GHG emissions associated with the transportation sector.



Local Sources of Greenhouse Gas Emissions

As the second largest emitter of GHG emissions in the United States and one of the largest in the world, California contributes a significant quantity of GHGs to the atmosphere. Emissions of CO₂ are byproducts of fossil fuel combustion and are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs (36%), followed by electricity generation (24%), industrial operations (21%), residential (6%), agriculture and forestry (6%), commercial (3%), and other emitters not specified (3%).

A communitywide GHG emissions inventory for Burbank was prepared for the year 2010. Communitywide “business-as-usual” emissions projections were also prepared for the years 2020 and 2035, the AB 32 horizon year and the planning horizon for Burbank2035, respectively. This business-as-usual projection assumes future development directed by the Land Use Element without implementation of the GGRP. The inventory and projections address communitywide emissions (i.e., those emissions attributable to all sources in the city), which include emissions directly attributable to City government operations.

The communitywide GHG emissions inventory and projections are divided into the following sectors: residential, commercial, and industrial energy use (electricity and natural gas consumption); transportation (on-road mobile sources and aviation); waste (solid waste and wastewater treatment); and water use (pumping-related emissions from water demand). Table AQCC-1 summarizes the magnitude and relative contribution of communitywide baseline emissions from each sector for each year (2010, 2020, and 2035). All GHG emissions are presented in units of million metric tons of CO₂e emissions per year (MMT CO₂e/yr) or metric tons of CO₂e emissions per year (MT CO₂e/yr), to allow emissions of other GHGs, such as methane and nitrous oxide, to be normalized to a single unit of measure.

Table AQCC-1
Burbank Communitywide Jurisdictional Greenhouse Gas Emissions: 2010, 2020, and 2035¹

Community Sector	2010 Inventory Emissions		2020 Inventory Emissions		2035 Inventory Emissions	
	MT CO ₂ e	%	MT CO ₂ e	%	MT CO ₂ e	%
Energy Consumption:						
Electricity	564,719	34%	619,634	33%	710,592	33%
Natural Gas	164,146	10%	182,853	10%	203,561	10%
Transportation:						
Mobile Sources	896,421	53%	995,517	54%	1,143,229	54%
Waste	24,021	1%	26,766	1%	29,806	1%
Wastewater	13,307	1%	14,853	1%	17,859	1%
Water	19,880	1%	20,275	1%	22,453	1%
Total	1,682,494	100%	1,859,899	100%	2,127,500	100%

Notes: CO₂e = carbon dioxide equivalent; MT= metric tons.

¹ The emissions inventory shown in this table does not include expected statewide GHG reductions in the projections. See the Burbank Greenhouse Gas Reduction Plan for further details about the current GHG inventory and future projections that include statewide and local reductions.

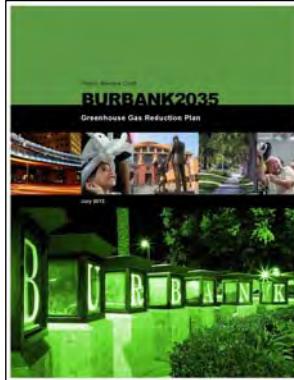
Communitywide GHG emissions totaled approximately 1.68 MMT CO₂e/yr in 2010. On-road mobile transportation, the largest source, composed 53% of the emissions, followed by 44% from electricity and natural gas consumption throughout the community. Communitywide GHG emissions are projected to



increase to approximately 1.86 MMT CO₂e/yr in 2020, and to approximately 2.13 MMT CO₂e/yr in 2035. Projected communitywide GHG emissions for 2020 and 2035 are similar to 2007 emissions in terms of percentage contributions by sector.

Greenhouse Gas Reduction Plan

This element of Burbank2035 contains goals and policies that direct the City's approach to climate change, including emission reduction targets and general emission reduction strategies. This element also provides goals and policies in areas such as land use, mobility, waste reduction, and energy conservation that reinforce policy direction found elsewhere in Burbank2035. An accompanying GGRP provides specific GHG reduction measures applicable to various sectors of the community and the City's municipal operations. The GGRP as a whole is considered an implementation measure for the policies described in this element.



Climate Change Adaptation Strategies



The Air Quality and Climate Change Element calls for a reduction in the greenhouse gas intensity of Burbank Water and Power's power portfolio.

extreme weather events, are projected to increase the incidence and severity of a number of infectious diseases and other medical conditions. These and myriad other changes pose increased risks to people, the global economy, and standards of living.

For that reason, in December 2009, a team of California state agencies released a Climate Adaptation Strategy. The team estimated that \$2.5 trillion worth of infrastructure in California is at risk from climate-related environmental changes. The report identifies near-term steps to appropriately plan for and address this threat: new approaches to water management; revised land-use planning processes to avoid construction in highly vulnerable areas; evaluation of all state infrastructure projects to avoid exacerbating threats; and more specific planning by emergency response agencies, public health agencies, and others to fortify existing communities and resources, and prepare for future stressors.

Burbank should consider adaptive planning to prepare for the foreseeable effects of climate change on California. Many adaptation strategies can be implemented only at the local level. The following are descriptions of several adaptation strategies that Burbank can employ to address local effects of climate change.

Scientific studies indicate that a certain amount of change in our climate is inevitable, even if we are aggressive in our efforts to prevent it. Many regions of the U.S. and California are projected to experience substantial effects on agriculture, climate-dependent business (e.g., recreation and tourism), infrastructure, and habitat. Coastal areas will experience rising sea levels. Wildfires are expected to increase in number, size, and severity. Stresses on the environment, combined with



Wildfire Hazards

Research conducted at the U.S. Department of Energy's Lawrence Berkeley National Laboratory indicates that climate change will increase the frequency and size of wildfires in California. Hotter, drier climates, aided by prolonged drought, will promote increased accumulation of fire-prone vegetation. When fires occur, stronger winds will continue to fan the flames, spreading fires faster and farther than previously experienced. This will expand the size of the urban-wildland interface, because more residential communities will be within reach of wildfire activity. Maintaining and defending an expanded urban-wildland interface will require increased resources, planning, and funding.

Wildfires can have a severe impact on California's air quality and public health. In the coming years, as wildfires increase in intensity and frequency as a result of climate change, they will produce more extreme bad-air days and longer fire seasons. This can negatively affect public health and result in increased firefighting and medical costs; damage to property, natural areas, and agricultural lands; loss of tourism, other businesses, and employment; and increased insurance rates.

In terms of fire protection, Burbank will continue to adapt by regularly updating fire protection requirements, especially in transition areas between developed and undeveloped land, and by enforcing stringent construction and design standards. Additionally, the City will work to preserve open space where wildfire hazards exist.

Flooding

The California Climate Change Center, a research arm of the California Energy Commission, has found that climate change will result in new flooding concerns throughout California. Climate change will increase the severity of winter storms, particularly in El Niño years. Such weather events will result in higher levels of seasonal flooding than those currently experienced, straining dam capacity and increasing floodplain areas.

Safety Element policies regarding flood protection will help Burbank mitigate existing and increased potential for flooding. The City will continue to work with the Los Angeles County Flood Control District to maintain, identify, and fund flood control improvements regularly, and to update the *Burbank All-Hazard Mitigation Plan* on a regular basis. Public facilities must be flood-proofed, and buildings in floodplains must adhere to construction standards. The City will continue to require flood/storm control facilities for proposed development and redevelopment projects, and will upgrade street storm drains to deal with potential dam inundation. These programs will take into account current potential flood events and be adaptable enough to account for unforeseen increases.

Water Supply

Water is already a scarce resource in California and is likely to become more so in the future. Water demand is expected to increase because of rising temperatures and increasing population. At the same time, the water supply is expected to decrease. California's water supply system relies on a network of dams, reservoirs, and canals, which depend upon water supplied by the snowpack in the Sierra Nevada. The Sierra Nevada snowpack provides natural water storage, storing winter precipitation in the form of snow and releasing it in the spring and early summer as the snow melts. This system is estimated to hold about half the storage capacity of California's major reservoirs. Some studies show that if heat-trapping GHG emissions continue unabated, more precipitation will fall as rain instead of snow, and the snow that does fall will melt earlier, reducing the Sierra Nevada's spring snowpack by as much as 70–90% by the end of the century. Decreasing snowmelt and spring stream flows coupled with increasing demand for water could lead to increasing water shortages, which could exacerbate drought conditions and increase the diversion of water from rivers in California. Most of California's



population relies on Sierra Nevada snowmelt in the summer for drinking water and agriculture. The California Energy Commission projects a 15–30% reduction in surface water supply to California's cities and farms over this century as a result of climate change.

Sea level rise also puts California's water supplies at risk. Rising sea levels would aggravate saltwater intrusion, which would degrade California's estuaries, coastal aquifers, wetlands, and groundwater aquifers. Sea level rise would also threaten the quality and reliability of the Sacramento–San Joaquin Delta's water transfer system, one of the major water supply sources for Southern California.

Policies and programs in the Land Use Element and Open Space and Conservation Element regarding water resources will prepare Burbank for the possible consequences of climate change on the water supply. Such policies include using native or drought-tolerant plants in landscaping, using recycled water in irrigation, and promoting all possible water conservation efforts. Many measures and actions in the GGRP also promote water conservation measures.



Burbank in 2035: Drawing by Katie Simic of Stevenson Elementary School



3 Land Use Element

INTRODUCTION

Sustainability through Diversity

Communities change over time, and Burbank is no exception. Since the last update to the Land Use Element, Lockheed departed and was replaced with a regional shopping center; the Chandler railroad line was abandoned and transformed into a popular bikeway; the Golden Mall was removed and Downtown Burbank grew into a shopping, dining, and entertainment destination, and Burbank became The Media Capital of the World. Yesterday's changes are today's success stories. They have helped make Burbank a desirable place to live, work, and play, and have created a stable economy that allows City government to provide consistently high quality services. However, these successes also bring new challenges. Like the rest of Southern California, Burbank is growing; despite high gas prices and the availability of public transit, traffic congestion never seems to improve; high housing costs create difficult decisions for families considering where to live; and a generation of baby boomers heading into retirement requires serious consideration about community services that will be needed in the future.



The Land Use Element supports the concept of balance in the community – the idea that small-town character, economic prosperity, and sustainability do not have to come at the expense of one another, but rather can coexist and complement each other. Achieving this balance will properly manage future growth, strengthen and diversify the economy, and protect Burbank's neighborhoods and quality of life.



Purpose and Statutory Requirements

The Land Use Element fulfills the statutory requirement to address certain land use topics and complies with the requirements of a land use element as stated in Section 65302 of California's Government Code. Land uses requiring future planning include "housing, business, industry, open space, forest/timber, agriculture, natural resources, recreation, scenic beauty, education, public buildings and land, solid and liquid waste disposal facilities, and other public and private uses of land." The Land Use Element also establishes standards for residential density and non-residential building intensity for designated land uses citywide.

Relationship to Other Elements

The Land Use Element serves as a guide for future development in Burbank and influences several issues found in other elements. For example, different land uses generate various trip demands, which influence the capacity and service levels of the transportation system. The Mobility Element lays out future transportation services and routes designed to meet the demands of both existing and future development.



The Land Use Element also designates areas for open spaces, parks and recreation, and conservation and preservation of natural resources. Goals and policies to preserve and maintain these areas are provided in the Open Space and Conservation Element.

To comply with noise requirements, land use designations are determined in tandem with noise contour maps in the Noise Element. Provisions in the Noise Element allow higher noise levels within commercial areas and mixed-use environments described in the Land Use Element. To mitigate or avoid damage and injury from natural and human-caused hazards, hazard maps in the Safety Element must also be consistent with the Land Use Element.

CITYWIDE LAND USE GOALS AND POLICIES

Burbank's land use goals and policies seek to maintain a careful balance between a desire for economic prosperity and the high quality of life valued by the Burbank community. The following goals and policies apply citywide and are intended to guide future land use decisions. Where the policies below refer to the Land Use Diagram, that map is provided as Exhibit LU-1 in the Land Use Plan.

GOAL 1 QUALITY OF LIFE

Burbank maintains a high quality of life by carefully balancing the needs of residents, businesses, and visitors.

Policy 1.1 *Accommodate a mix of residential and non-residential land uses in appropriate locations that support the diverse needs of Burbank residents, businesses, and visitors. Provide opportunities for living, commerce, employment, recreation, education, culture, entertainment, civic engagement, and socializing.*

Policy 1.2 *With discretionary approval, allow for the density and intensity limits specified in Burbank2035 to be exceeded for transit-oriented development projects within transit centers as identified in the Mobility Element. The density and intensity limits may be exceeded by no more than 25%.*



- Policy 1.3** *Maintain and protect Burbank's residential neighborhoods by avoiding encroachment of incompatible land uses and public facilities.*
- Policy 1.4** *With discretionary approval, allow for the density and intensity limits to be exceeded, by no more than 25%, for exceptional projects that advance the goals and policies of Burbank2035.*
- Policy 1.5** *Carefully review and consider non-residential uses with the potential to degrade quality of life.*
- Policy 1.6** *Adapt economically underused and decaying buildings, consistent with the character of surrounding districts and neighborhoods, to support new uses that can be more successful.*
- Policy 1.7** *Ensure that building height and intensity near single-family residential neighborhoods is compatible with that permitted in the neighborhood. Use graduated height limits to allow increased height as distance from single-family properties increases.*
- Policy 1.8** *Ensure that development in Burbank is consistent with the land use designations presented in the Land Use Plan and shown on the Land Use Diagram, including individual policies applicable to each land use designation.*

GOAL 2 SUSTAINABILITY

Burbank is committed to building and maintaining a community that meets today's needs while providing a high quality of life for future generations. Development in Burbank respects the environment and conserves natural resources.

- Policy 2.1** *Consider sustainability when making discretionary land use and transportation decisions, policies, regulations, and projects.*
- Policy 2.2** *Preserve the undeveloped portion of the Verdugo Mountains as open space. Guide new development to infill locations in other parts of the city.*
- Policy 2.3** *Require that new development pay its fair share for infrastructure improvements. Ensure that needed infrastructure and services are available prior to or at project completion.*
- Policy 2.4** *Provide public facilities and services in the most equitable and efficient manner possible.*
- Policy 2.5** *Require the use of sustainable construction practices, building infrastructure, and materials in new construction and substantial remodels of existing buildings.*
- Policy 2.6** *Design new buildings to minimize the consumption of energy, water, and other natural resources. Develop incentives to retrofit existing buildings for a net reduction in energy consumption, water consumption, and stormwater runoff.*
- Policy 2.7** *Make and enforce land use policy in an equitable fashion to protect all people equally from adverse environmental effects.*
- Policy 2.8** *Support the development of urban agriculture and community gardens in public and private spaces.*

GOAL 3 COMMUNITY DESIGN AND CHARACTER

Burbank's well-designed neighborhoods and buildings and enhanced streets and public spaces contribute to a strong sense of place and "small town" feeling reflective of the past.

- Policy 3.1** *Recognize neighborhoods and districts as the building blocks of the community.*
- Policy 3.2** *Preserve unique neighborhoods and use specific plans to distinguish neighborhoods and districts by character and appearance and address physical and visual distinction, architecture, edge and entry treatment, landscape, streetscape, and other elements.*
- Policy 3.3** *Maintain a healthy balance between Burbank's urban setting and its suburban roots by avoiding urban-scale residential densities and intensities in inappropriate locations, and recognizing advantages of denser development at appropriate locations.*
- Policy 3.4** *Avoid abrupt changes in density, intensity, scale, and height and provide gradual transitions between different development types.*
- Policy 3.5** *Ensure that architecture and site design are high quality, creative, complementary to Burbank's character, and compatible with surrounding development and public spaces.*
- Policy 3.6** *Carefully regulate signs to ensure that their size and location are attractive, are appropriate for the site, and appropriately balance visibility needs with community character and aesthetics.*
- Policy 3.7** *Ensure that lots and buildings appropriately interact with and address public streets.*
- Policy 3.8** *Create standardized development patterns with minimum lot sizes and lot configuration requirements while allowing flexibility for different development types.*
- Policy 3.9** *Avoid overbuilding of single-family residential lots by ensuring that all homes are of a scale and character consistent with Burbank's single-family neighborhoods.*
- Policy 3.10** *Preserve historic resources, buildings, and sites, including those owned by private parties and government agencies, including the City of Burbank. Alter such resources only as necessary to meet contemporary needs and in a manner that does not affect the historic integrity of the resource.*
- Policy 3.11** *Carefully consider the evolution of community character over time. Evaluate projects with regard to their impact on historic character, their role in shaping the desired future community character, and how future generations will view today's Burbank.*
- Policy 3.12** *Require that new development tie into the city's grid street pattern.*
- Policy 3.13** *Limit creation of flag lots and require that every lot have direct interface with a public street.*





Policy 3.14 Prohibit gated communities, private streets, private driveways, and other limited-access situations, except where special findings can be made.

GOAL 4 PUBLIC SPACES AND COMPLETE STREETS

Burbank has attractive and inviting public spaces and complete streets that enhance the image and character of the community.

Policy 4.1 Develop complete streets that create functional places meeting the needs of pedestrians, bicyclists, wheelchair users, equestrians, and motorists.

Policy 4.2 Identify opportunities for publicly accessible open spaces to be provided in conjunction with both public and private development projects.

Policy 4.3 Use street trees, landscaping, street furniture, public art, and other aesthetic elements to enhance the appearance and identity of neighborhoods and public spaces.

Policy 4.4 Require public art as part of new development projects and public infrastructure. Incorporate public art within existing projects.

Policy 4.5 Require that pedestrian-oriented areas include amenities such as sidewalks of adequate width, benches, street trees and landscaping, decorative paving, public art, kiosks, and restrooms.

Policy 4.6 Provide adequate open space and amenities in residential projects that encourage residents to gather and that supplement public open spaces.

Policy 4.7 Encourage artists, craftspeople, architects, and landscape architects to play key roles in designing and improving public spaces.

Policy 4.8 Locate parking lots and structures behind buildings or underground. Do not design parking lots and structures to face streets or sidewalks at ground level. Use alternatives to surface parking lots to reduce the amount of land devoted to parking.

Policy 4.9 Improve parking lot aesthetics and reduce the urban heat island effect by providing ample shade, low-water landscaping, and trees.

Policy 4.10 Require new development projects to provide adequate low-water landscaping.

Policy 4.11 Ensure that public infrastructure meets high-quality urban design and architecture standards. Remove, relocate, or improve the appearance of existing infrastructure elements that are unsightly or visually disruptive.

Policy 4.12 Underground utilities for new development projects and projects within designated undergrounding districts.

GOAL 5 HOUSING

Burbank provides housing options for people and families with diverse needs and resources.

Policy 5.1 Provide for a variety of residential neighborhoods with varying densities and housing types.

Policy 5.2 Encourage areas of mixed-density and mixed-housing types in commercial corridors to allow people with diverse housing needs to live and interact in the same neighborhood.



Policy 5.3 *Provide more diverse housing opportunities, increase home ownership opportunities, and support affordable housing by encouraging alternative and innovative forms of housing.*

Policy 5.4 *Allow residential units in traditionally non-residential areas, and support adaptive reuse of non-residential buildings for residential and live-work units in Downtown Burbank and other appropriate locations.*

Policy 5.5 *Provide options for more people to live near work and public transit by allowing higher residential densities in employment centers such as Downtown Burbank and the Media District.*

GOAL 6 ECONOMIC VITALITY AND DIVERSITY

Burbank has a healthy and diverse economy and provides for a full range of retail, commercial, office, and industrial uses. Businesses contribute to community character and economic vitality by supporting neighborhood, community, and regional needs and providing diverse employment options.

Policy 6.1 *Recruit and attract new businesses. Use these businesses to act as catalysts to attract other businesses. Continue to utilize public-private partnerships and other incentives to enhance economic vitality.*

Policy 6.2 *Recognize and maintain Downtown Burbank as the city's central business district, providing a mix of commercial, civic, cultural, recreational, educational, entertainment, and residential uses.*

Policy 6.3 *Recognize and maintain the Media District as the heart of the media industry in the city. Facilitate continued expansion of the media industry into Downtown, the Golden State area, and other parts of the city.*

Policy 6.4 *Recognize that locally owned "mom and pop" businesses are important to the local economy and community character, and help these businesses maintain a long-term presence in the community.*

Policy 6.5 *Consult with the Chamber of Commerce and local businesses to facilitate business retention and expansion.*

Policy 6.6 *Require new large commercial and office projects to provide services, proportionate to their size, that benefit employees, including child care, fitness facilities, rail and bus transit facilities, and personal services.*

Policy 6.7 *Encourage the development of a range of childcare facilities in commercial land use designations, including infant care, pre-school care, and after-school care, to serve the needs of working families.*

GOAL 7 COMMUNITY PARTICIPATION

Burbank encourages community engagement and provides a wide range of opportunities to participate in the planning process.

Policy 7.1 *Ensure that Burbank2035 remains relevant by involving the public in planning decisions and by closely monitoring implementation of the plan.*

Policy 7.2 *Provide clear, easily understandable, and accessible information to promote community involvement in the planning process.*



Policy 7.3 *Consistently seek direct public involvement in the planning process for new projects and plans, as well as for everyday planning matters.*

Policy 7.4 *Hold community meetings, workshops, charrettes, etc., and provide other opportunities for input on different days and times and at various locations throughout the city to maximize opportunity for public input.*

Policy 7.5 *Continually expand the use of technology to disseminate planning information and solicit input from the public. Use technology and other methods to provide opportunities for the planning process to become less formal and more inclusive.*

LAND USE PLAN

This portion of the Land Use Element categorizes and maps areas where residential, commercial, industrial, and community facilities are located today or could be located in the future. The Land Use Plan describes the planned distribution and development intensities of all land uses in the city and describes how land use goals will be achieved both citywide and within individual land use designations.

Land Use Diagram

The Land Use Diagram (Exhibit LU-1) graphically represents the planned distribution and intensity of land use citywide. The colors shown on the map correspond to the land use designations described in the next section.

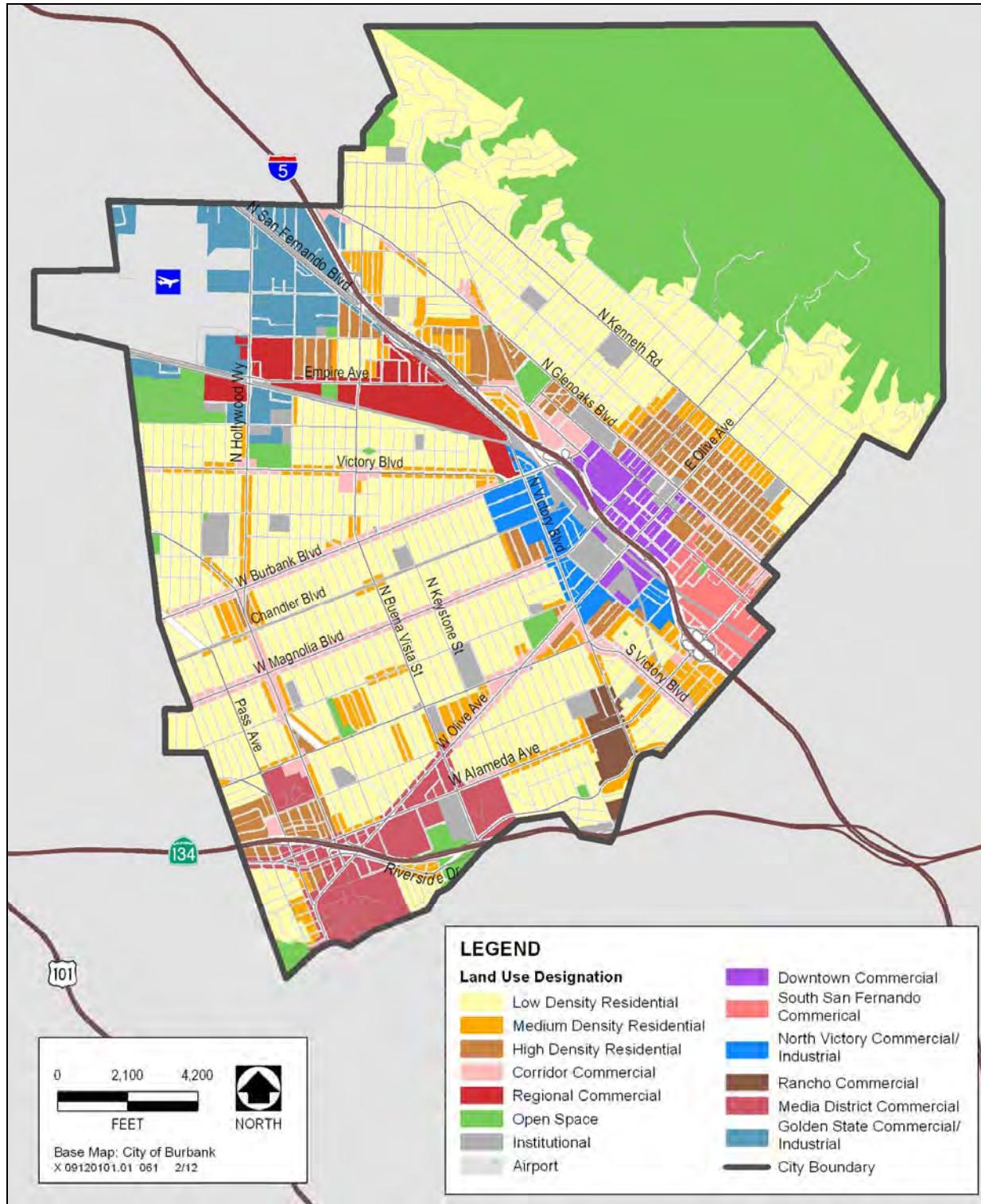
Burbank2035 provides a vision for how Burbank will look and function in decades to come. The Zoning Ordinance (Title 10 of the Burbank Municipal Code) establishes requirements for how land can be developed and used today. By requiring land to be used and developed in ways that are consistent with Burbank2035, the Zoning Ordinance implements Burbank2035 over time. All land in Burbank has a land use designation and is located in a zone. Land use designations establish broad policy and intent for how land should be used and developed. Zones allow or prohibit specific uses, and establish setbacks, minimum parking requirements, and other development requirements. One or more zones specify detailed use and development standards for each land use designation.

Residential Land Uses

Land Use Density

California law requires that a Land Use Element “include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan.” For residential uses, the Land Use Element uses density to satisfy this requirement and to ensure that development is consistent with the community vision and Land Use Element goals.

Density is measured in dwelling units per acre—the maximum number of units that could be placed on 1 acre of land (i.e., five dwelling units per acre, 25 dwelling units per acre). This can also be stated as one unit per a certain square footage of land area (i.e., one dwelling unit per 6,000 square foot parcel). The three residential land use categories each have a maximum density assigned in number of units per acre. The Low Density Residential designation has two maximum densities assigned, which correspond to the two different zones that regulate development within that land use designation. Maximum densities are also assigned to several non-residential land use designations. These densities would apply to residential or mixed residential and commercial projects that are approved through a discretionary process to locate in a traditionally non-residential area, consistent with Land Use Element policies.



Source: City of Burbank 2011

Exhibit LU-1. Land Use Diagram



Residential Land Use Designations

The intended character and development pattern of each land use designation is described below. For each designation, land use policies either preserve the existing character or facilitate a transition from the current character to the desired future condition. Each parcel designated for residential use is subject both to the citywide land use policies provided above and the policies defined for the applicable land use designation. Properties designated Low Density Residential located in the hillside area are additionally subject to the hillside area policies defined below.

Low Density Residential (0–14 units per acre)

The Low Density Residential designation is used for neighborhoods with single-family residential dwellings that are free from adverse effects from surrounding land uses. In some Low Density Residential areas, duplexes contribute to the small town feeling in a neighborhood with a character not unlike single-family neighborhoods. As Burbank continues to change and evolve, these neighborhoods remain a constant in the community to ensure that Burbank remains a desirable place to live with a high quality of life and small town environment. Single-family neighborhoods designated as Low Density Residential are located throughout Burbank and occupy a greater percentage of the city's land area than any other land use designation.

The Low Density Residential land use designation provides for two maximum densities. In areas with R-1 zoning, this land use designation allows for a maximum density of seven units per acre. In areas with R-2 zoning, this land use designation allows for a maximum density of 14 units per acre.

Low Density Residential land uses in the Rancho neighborhood retain their own unique character, which stems from the equestrian nature of the area. The Rancho area is one of a few neighborhoods in the urbanized areas of Los Angeles County where homeowners may keep horses on their residential properties. These areas are included within the Rancho Master Plan area. The vision and policies applicable to this neighborhood are discussed in the Rancho Master Plan document.

GOAL 8 LOW DENSITY RESIDENTIAL LAND USE

Low Density Residential neighborhoods define Burbank's small town feeling and provide the basis for the quality of life that Burbank residents enjoy. The following policies apply to Low Density Residential land uses in Burbank.

Policy 8.1 *Limit development in the Low Density Residential land use designation to detached single-family homes, with the exception of areas with R-2 zoning where development is limited to single-family homes and duplexes.*

Policy 8.2 *Limit buildings to a size and scale that is consistent with the predominant neighborhood character and avoids overbuilding. New, remodeled, and expanded homes should respect existing neighborhood character.*

Policy 8.3 *Require that building envelopes preserve access to light and air, provide adequate open space, and maintain appropriate setbacks. Ensure that privacy is respected to the extent feasible in an urban environment.*



The Rancho Master Plan allows for keeping horses in a low-density urban environment.

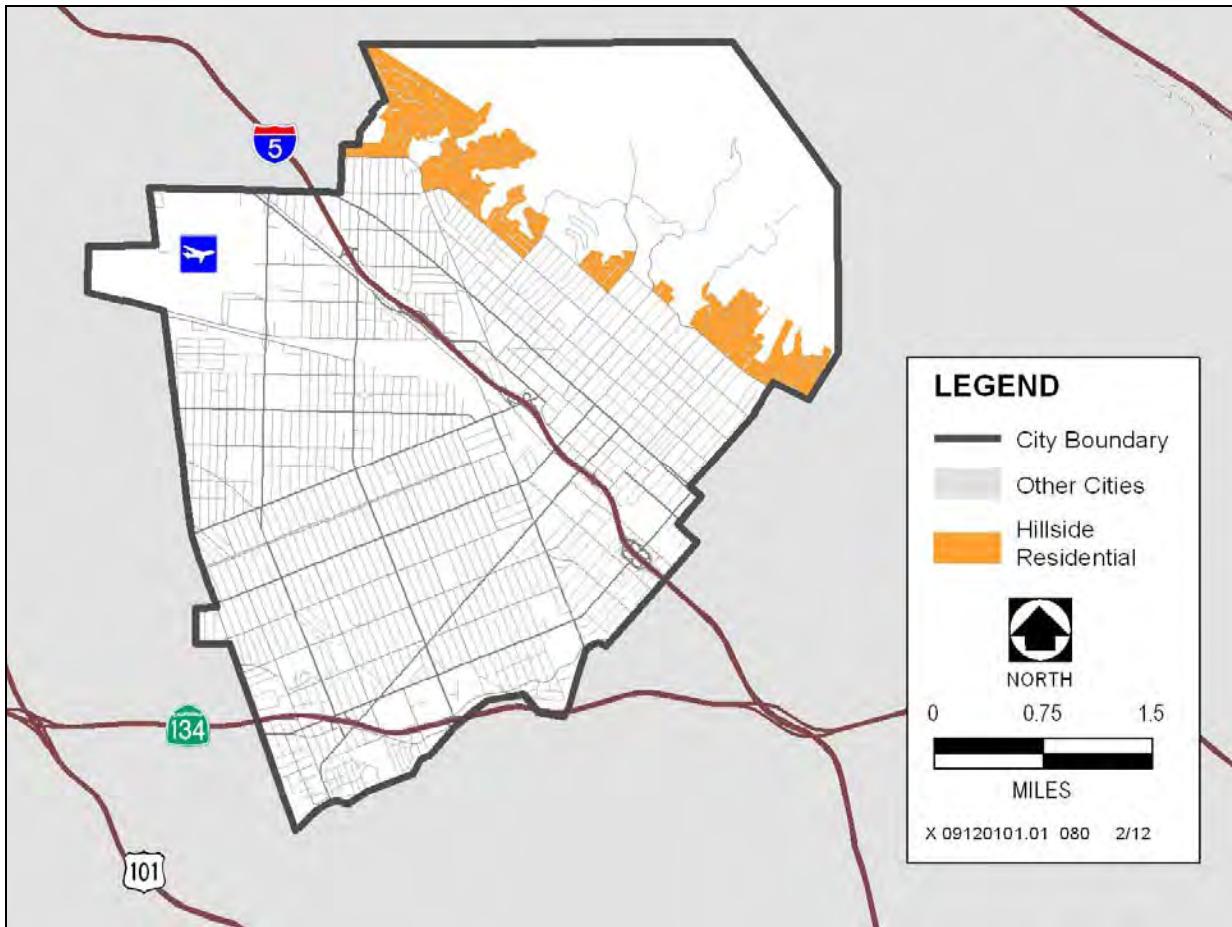


- Policy 8.4** *Allow home offices and other low-impact home businesses so long as they do not change the character of the residential unit and remain incidental to the primary residential use.*
- Policy 8.5** *Ensure that second dwelling units, child day-care facilities, and group living facilities are allowed, as required by and consistent with state and federal laws. Regulate such uses to the extent allowed by law to prevent unintended effects on the neighborhood and to avoid a proliferation of such uses in one neighborhood.*
- Policy 8.6** *Allow limited non-residential uses with discretionary approval if those uses would benefit the neighborhood and/or community and would not sacrifice the character or integrity of the neighborhood. Such uses include, but may not be limited to, schools, churches, parking lots, and public facilities.*



The hillside is an area with unique circumstances and challenges not faced by other residential neighborhoods because of the location and topography of the area. In addition to the policies for the Low Density Residential designation, the following additional policies apply to properties in the hillside area.

- Policy 8.7** *In general, limit new development to previously subdivided lots in existing neighborhoods. Any new subdivisions or development in previously undeveloped natural areas is not desired and will be carefully reviewed in light of possible impacts on the natural hillside environment.*
- Policy 8.8** *Ensure that new development is compatible with the topography and geology of the hillside area and is incorporated into the natural setting.*
- Policy 8.9** *Require that new development or expansion of existing homes be subject to discretionary review when a possibility exists that the project may affect the character of the hillside area.*
- Policy 8.10** *Consider and address the preservation of scenic views in the hillside area.*



Burbank's Hillside Residential Areas

Medium Density Residential (27 units per acre maximum)

The Medium Density Residential land use designation is appropriate for development close to single-family neighborhoods and in areas where maintaining the existing neighborhood character of lower intensity development is desired. The Medium Density Residential designation provides for neighborhoods offering multi-family rental and ownership opportunities free from encroachment by land uses that are incompatible with the residential environment.

In addition to apartments and condominiums, housing types include townhouses; row houses; live-work units; and other alternative development types. Medium Density Residential neighborhoods are scattered throughout Burbank and may abut single-family residential neighborhoods.



Medium Density multi-family residential homes.



High Density Residential land uses can be integrated with mixed-use development or built separately to blend in with more traditional residential neighborhoods.

High Density Residential (43 units per acre maximum)

The High Density Residential land use designation provides for development of multi-family condominiums, townhouses, and apartments. Buildings within the High Density Residential land use designation can vary from small-scale garden type apartments to urban mid-rise apartment buildings. Many of these land uses are located near high activity areas with uses that generate commercial and retail businesses and employment. Many of these buildings, while dense, are designed to enhance Burbank's small-town character.

GOAL 9 MEDIUM AND HIGH DENSITY LAND USES

Medium and High Density Residential neighborhoods include a variety of housing types to meet housing needs for individuals and families of all ages, sizes, and incomes. The following policies apply to Medium and High Density Residential land uses in Burbank.

- Policy 9.1 Provide opportunities to create neighborhoods with easy walking access to daily needs.
Allow for small non-residential uses that provide service and convenience for neighborhood residents.***
- Policy 9.2 Allow offices and other low-impact home businesses so long as they do not change the character of the residential neighborhood.***
- Policy 9.3 Allow child day care facilities and group living facilities consistent with state and federal laws. Prevent unintended effects on surrounding neighborhood and distribute such uses throughout the community.***
- Policy 9.4 Provide incentives to maintain older buildings that reflect neighborhood character.***
- Policy 9.5 Ensure that buildings are of high architectural quality and respect existing neighborhood character, or strive toward a desired neighborhood character, as appropriate.***
- Policy 9.6 Use tiered densities such that maximum densities are achievable only when multiple lots are assembled into a single project site.***



Non-Residential Land Uses

Land Use Intensity

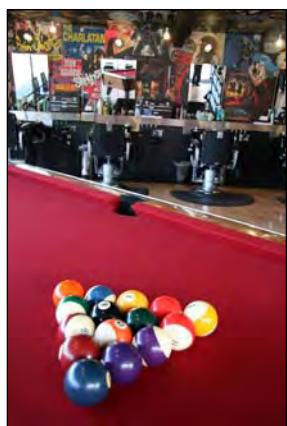
For non-residential uses, the Land Use Element uses development intensity to describe the extent of development on a parcel of land or lot. Intensity is typically based on the Floor Area Ratio (FAR) and maximum number of building stories. The FAR represents the ratio between the total gross floor area of all buildings on a lot and the total land area of that lot. For example, a 20,000-square-foot building on a 40,000-square-foot lot yields a FAR of 0.50. A 0.50 FAR can describe a single-story building that covers half of the lot, a two-story building covering 1/4 of the lot, or a four-story building covering 1/8 of the lot.

Non-Residential Land Use Designations

The City has established 12 non-residential land use designations. The intended character and development pattern of each land use designation is described below. For each designation, policies are provided to preserve the existing character of the land use or facilitate a transition from the current character to the desired future condition. Each parcel designated for non-residential use is subject both to the citywide land use policies provided above and the policies defined for the applicable land use designation.

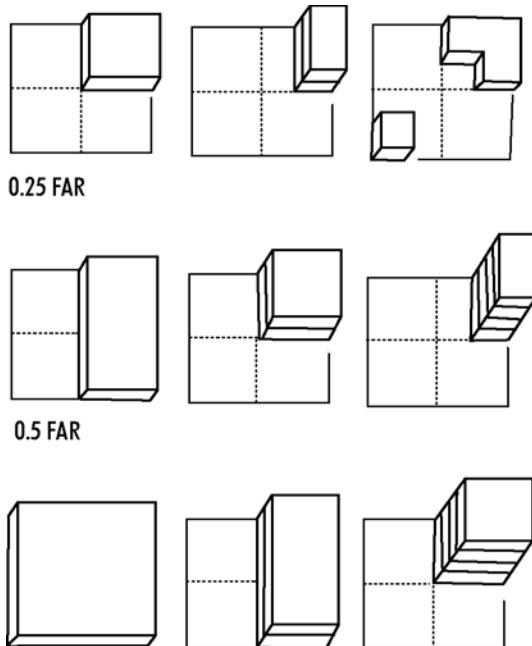
CORRIDOR COMMERCIAL

(Maximum 1.0 FAR, 27 units per acre with discretionary approval)



Corridor Commercial designations are found along most of Burbank's major streets, including Olive Avenue, Magnolia Boulevard, Burbank Boulevard, South Victory Boulevard, West Victory Boulevard, North San Fernando Boulevard, and North and South Glenoaks Boulevard. Small pockets of corridor commercial development can be found scattered around the city in various locations along roadways. Neighborhood-serving businesses accommodated within this land use designation allow residents to walk from nearby residential neighborhoods to meet some of their daily needs. In appropriate locations, Corridor Commercial also supports media-related and auto-related businesses. These businesses maintain façades that address the street and provide pedestrian interaction, consistent with other types of businesses along the corridor.

In appropriate locations, this designation also provides housing opportunities by enabling vacant and underutilized commercial buildings to be converted to residential use through adaptive reuse, in addition to allowing construction of new projects that include housing units. This brings additional residents into the area to support businesses along the corridor and addresses high business vacancy rates. Residential reuse projects within these corridors should be aesthetically consistent with adjacent businesses and maintain a similar character.



$$\text{Floor Area Ratio (FAR)}: \frac{\text{Gross Building Area}}{\text{Lot Area}}$$

Floor Area Ratio.

GOAL 10 CORRIDOR COMMERCIAL LAND USE

Burbank's commercial corridors provide for neighborhood- and community-serving commercial businesses appropriate to a pedestrian-oriented environment.

Policy 10.1 Ensure that buildings and businesses are of a size and scale appropriate for a pedestrian-friendly environment. Require that ground-floor uses along street frontages are pedestrian oriented.

Policy 10.2 Ensure that ground-floor façades along primary frontages are attractive and facilitate pedestrian traffic through the use of windows, doors, and other design features.

Policy 10.3 Provide for minimum or no building setbacks for commercial uses along primary frontages.

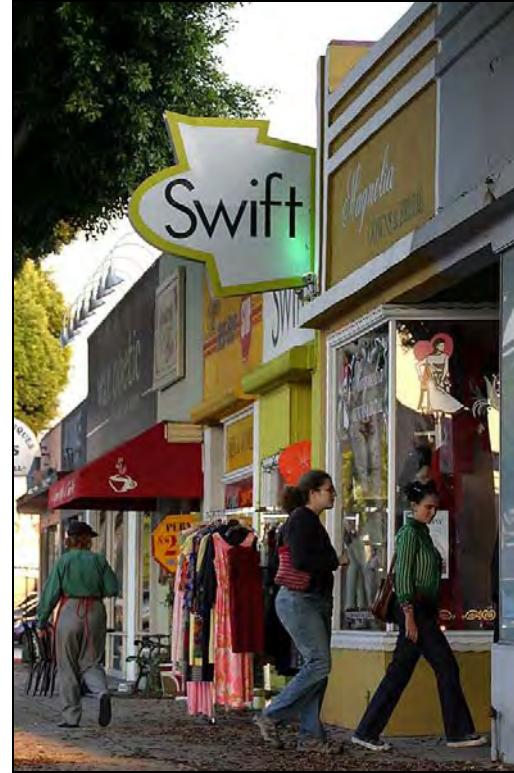
Policy 10.4 Adjust building setbacks as necessary to provide sidewalks of adequate width for pedestrian traffic.

Policy 10.5 Maintain existing residential units and integrate new residential units in Corridor Commercial areas as an important housing resource and customer base for local businesses. Adapt existing commercial buildings for residential reuse where appropriate.

Policy 10.6 Ensure that the design of businesses and surrounding rights of way maintains the ability of streets and sidewalks to serve pedestrians in commercial corridors.

Policy 10.7 Reinforce street corners with signature buildings that come up to the sidewalk or form corner plazas to encourage pedestrian interaction with businesses.

Policy 10.8 Future development projects with housing shall be subject to a discretionary review process to ensure compatibility with nearby neighborhoods. Within the Airport Influence Area, projects with housing must meet all safety and noise policies in the adopted Los Angeles County Airport Land Use Plan.



Corridor Commercial is a small-scale and pedestrian-oriented land use.



REGIONAL COMMERCIAL

(Maximum 1.25 FAR, 58 units per acre with discretionary approval)

The Regional Commercial land use designation provides for regional employment and shopping destinations that play an important role in the City's economy by serving both Burbank residents and residents of surrounding cities. These regional centers provide a variety of employment opportunities and services that address regional needs for retail, service, dining, entertainment, and conventions. The centers also play a key role in supporting the media industry and other sectors of the local economy. The large size and scale of buildings in regional commercial areas make them important, character-defining features in Burbank's landscape.



Regional Commercial contains large-scale businesses and is an auto-oriented land use.

The Regional Commercial land use designation is found in several large commercial centers throughout Burbank, including the Empire Center regional shopping and office center, Media Studios North office campus, Airport Marriott hotel and convention center, and Fry's Electronics on Hollywood Way. The Regional Commercial land use designation supports large-scale projects that would otherwise be challenging to build at other locations in the city.

GOAL 11 REGIONAL COMMERCIAL LAND USE

Burbank's regional commercial centers are successful centers of employment, providing important services to residents and revenue to the City.

Policy 11.1 *Require that regional centers provide access to public transit. Transit facilities should be integrated within or located immediately adjacent to regional centers.*

Policy 11.2 *Ensure that pedestrian circulation is clear, safe, and direct within regional centers.*

Design regional commercial centers using a "park once" strategy to allow shoppers to visit all stores within the center without needing to move their car.

Policy 11.3 *Provide clear and direct pedestrian and bicycle access into regional commercial centers. Ensure safe access for pedestrians and bicycles.*

Policy 11.4 *Ensure that site design, architecture, and landscaping for regional commercial projects are high quality and fit the projects' prominent role in the community.*

Policy 11.5 *Projects with housing shall be subject to a discretionary review process to ensure that the property is being put to its highest and best use and in a manner compatible with citywide objectives for economic development. Within the Airport Influence Area, projects with housing must meet all safety and noise policies in the adopted Los Angeles County Airport Land Use Plan.*

DOWNTOWN COMMERCIAL

(Maximum 2.5 FAR, 87 units per acre with discretionary approval)

Downtown Burbank is the civic, shopping, dining, and entertainment center of the city and is also a major employment center. The area has direct and convenient access to public transit including buses and trains, and the compact nature of the street grid facilitates walking and easy pedestrian access. As



a community center with transit access, it is appropriate for Downtown to have a higher allowable intensity of development than other areas of the community. The area is well buffered from residential neighborhoods, so any potential effects of higher intensity development on these neighborhoods are minimized. Supplemental land use goals and policies for this area are provided in the Burbank Center Plan.

SOUTH SAN FERNANDO COMMERCIAL

(Maximum 1.25 FAR, 43 units per acre with discretionary approval)

The South San Fernando commercial land use designation connects to the Downtown area, providing convenient access to transit and the ability to walk to the shops and businesses in Downtown Burbank. Street system impacts would result from more intense development; therefore, intensity in this area is not as high as Downtown. However, much of the development expected along the corridor is anticipated to include residential units. This will allow for higher intensity development because a relatively low amount of traffic is generated by residential units. Supplemental land use goals and policies for this area are provided in the Burbank Center Plan.

NORTH VICTORY COMMERCIAL/INDUSTRIAL

(Maximum 1.0 FAR, 27 units per acre with discretionary approval)



The North Victory Commercial/Industrial area is a mix of commercial and light industrial uses. This area tends to be lower in intensity than industrial uses found near Bob Hope Airport. These uses abut institutional uses, such as the Burbank Water and Power (BWP) power plant, railroads, and Chandler Bikeway. The west side of the North Victory area features pedestrian accessibility that is more developed than the east side. The City seeks to introduce more residential uses within this area and

to continue to promote economic development by encouraging community-scale commercial uses. The City also seeks to preserve industrial uses placed near institutional uses and corridors and neighborhood mixed-uses near Chandler Bikeway. Supplemental land use goals and policies for this area are provided in the Burbank Center Plan.

RANCHO COMMERCIAL

(Maximum 0.60 FAR, 20 units per acre with discretionary approval)

The Rancho Commercial designation is located in the unique Rancho Neighborhood that allows for the keeping of horses on single-family residential properties, and a variety of low-intensity multi-family residential and commercial uses. The neighborhood is located close to the Los Angeles Equestrian Center and a vast regional trails network. The FAR for Rancho Commercial anticipates that some properties will recycle and that the intensity of new development will be comparable to what exists today. Supplemental land use goals and policies are provided in the Rancho Master Plan.

**MEDIA DISTRICT COMMERCIAL**

(Maximum 1.1 FAR, 58 units per acre with discretionary approval)



The Media District Commercial area is a regional employment center comprised of a variety of media-oriented and commercial uses. In response to the development of several high-rise buildings and to limit traffic impacts in the area, the Media District Specific Plan was adopted in 1991. While much of the existing development in the Media District exceeds a 1.1 FAR, new development is limited to 1.1 FAR, consistent with the MDSP, to limit traffic and other impacts to adjacent residential neighborhoods. Supplemental land use goals and policies are provided in the Media District Specific Plan.

GOLDEN STATE COMMERCIAL/INDUSTRIAL

(Maximum 1.25 FAR, 27 units per acre with discretionary approval)

The Golden State Commercial/Industrial area, located to the south and east of the Bob Hope Airport, has traditionally served as the City's industrial hub. However, in more recent years this area has been developed with a variety of commercial uses complimentary to the airport and media related businesses. New development in this area will be subject to an FAR of 1.25. The City seeks to introduce additional commercial uses that serve the airport, protect remaining industrial spaces, and introduce the possibility of niche residential (e.g., lofts, live-work spaces) that are compatible with the industrial character of the area. The City anticipates developing a specific plan for this area in the future.

GOAL 12 GOLDEN STATE COMMERCIAL/INDUSTRIAL LAND USE

The Golden State Commercial/Industrial corridor continues to support a diverse range of employment opportunities, playing a key role in the City's economy.

Policy 12.1 *Direct heavy industrial uses and other uses with potential adverse effects to locate in appropriate areas away from residential areas and other sensitive uses.*

Policy 12.2 *Maintain a balance between light and heavy industrial uses to ensure that adequate land remains available for heavy industrial uses while accommodating expanding and emerging light industrial businesses.*

Policy 12.3 *Ensure that a balanced mix of commercial and industrial uses is provided in the area.*

Policy 12.4 *Integrate transit, walking, biking, and other alternative transit modes into existing development where feasible.*

Policy 12.5 *Future projects with housing shall be subject to a discretionary review process to ensure that the project supports economic diversity, encourages community arts and culture, and/or provides for affordable housing.*

Policy 12.6 *Within the Airport Influence Area, encourage land uses that are compatible with the Bob Hope Airport. Projects occurring within the Airport Influence Area should be compatible with the adopted Los Angeles County Airport Land Use Plan.*



INSTITUTIONAL

(*Maximum floor area determined by zoning*)

The Institutional land use designation provides for City facilities, public schools, flood control channels, railroad tracks, and other public and private institutions. The Institutional land use designation ensures that adequate land is available in Burbank so that necessary facilities can be constructed to serve the community in the most efficient and equitable way possible. Public facilities should be designed, built, and operated to be good neighbors and to not adversely affect the quality of life of nearby residents.

GOAL 13 INSTITUTIONAL LAND USE

Burbank's institutional uses provide valuable community services and comprise the framework around which the community is built.

Policy 13.1 *Ensure that public facilities meet the needs of the community and effectively and equitably provide service.*

Policy 13.2 *Ensure that public facilities maintain compatibility with surrounding land uses and minimize negative effects on neighboring uses.*

Policy 13.3 *Provide comfortable public spaces in and near public facilities to promote their use as inviting and safe community gathering places.*

Policy 13.4 *Retain public facility sites for public use and do not redevelop them as non-public uses. Convert public facilities that are no longer needed for their original purpose to public open space or another public-serving use.*



OPEN SPACE

(*Maximum floor area determined by zoning*)

The Open Space land use designation provides for three types of open space throughout the community: public parks, public and private open space areas, and cemeteries. Public parks are located throughout Burbank and vary in size and function. Private open space areas include the Lakeside Country Club at the south end of the city and the Valhalla Cemetery south of the Bob Hope Airport. Areas designated for Open Space are meant to be preserved, with only minimal structures and improvements that are necessary and complementary to the open space use.

GOAL 14 OPEN SPACE LAND USE

Burbank's public parks, public and private open space areas, and cemeteries provide important respite from the developed portions of the community.

Policy 14.1 *Provide parks for the use and benefit of the general public. Allow retail and other ancillary uses only when directly related to the primary park and recreational use.*

Policy 14.2 *Minimize the presence of structures and other amenities in the Open Space land use designation. Structures shall be designed to complement the primary open space function of the land.*

Policy 14.3 *Design expansions or enhancements to existing park facilities to minimize effects on the surrounding neighborhood.*



Policy 14.4 Preserve the natural amenities of the Verdugo Mountains and use these amenities to provide outdoor recreation opportunities when appropriate.

Policy 14.5 Prohibit further subdivision of land in open space areas in the hillside areas of the Verdugo Mountains. Limit future development in the hillside areas to infill development on existing lots in established neighborhoods.

AIRPORT

(Maximum floor area determined by zoning)

The Airport land use designation encompasses the Bob Hope Airport and adjacent parcels owned by the Burbank-Glendale-Pasadena Airport Authority (Airport Authority). It is intended to accommodate uses directly related to the airport and aircraft operation including landing fields; passenger and freight facilities; and facilities for fabricating, testing, and servicing aircraft.

The Burbank City Council approved a development agreement between the City and the Airport Authority in 2005. In 2011, the Agreement was extended until 2015. Among other provisions, the agreement prohibits the airport from expanding the existing passenger terminal or building a new terminal while the agreement is in place.

The City and Airport Authority have committed through the development agreement to engage in a joint public outreach process for the purpose of determining a vision for the future of the Airport. It is likely that the vision will result in a land use plan for the future of the Airport and adjacent properties. If such a plan includes a new air passenger terminal, it must be approved by Burbank voters under Measure B. Burbank2035 goals and policies for the Airport land use designation will be derived from the plan that is ultimately adopted and approved by the voters if required.

Undesignated Public Right-of-Way

Public right-of-way areas are not parcels, but include the areas surrounding the parcels that underlie streets, freeways, and some public utilities, such as high-voltage power lines. Because these areas are typically not available for development, they are not assigned a land use designation by this Land Use Element and typically are not zoned.

These right-of-way areas are limited to uses and improvements that are directly related to and necessary for the intended primary use of the right-of-way. Uses or improvements that are not directly related to the primary right-of-way function are required to go through a discretionary approval process to ensure their appropriateness.

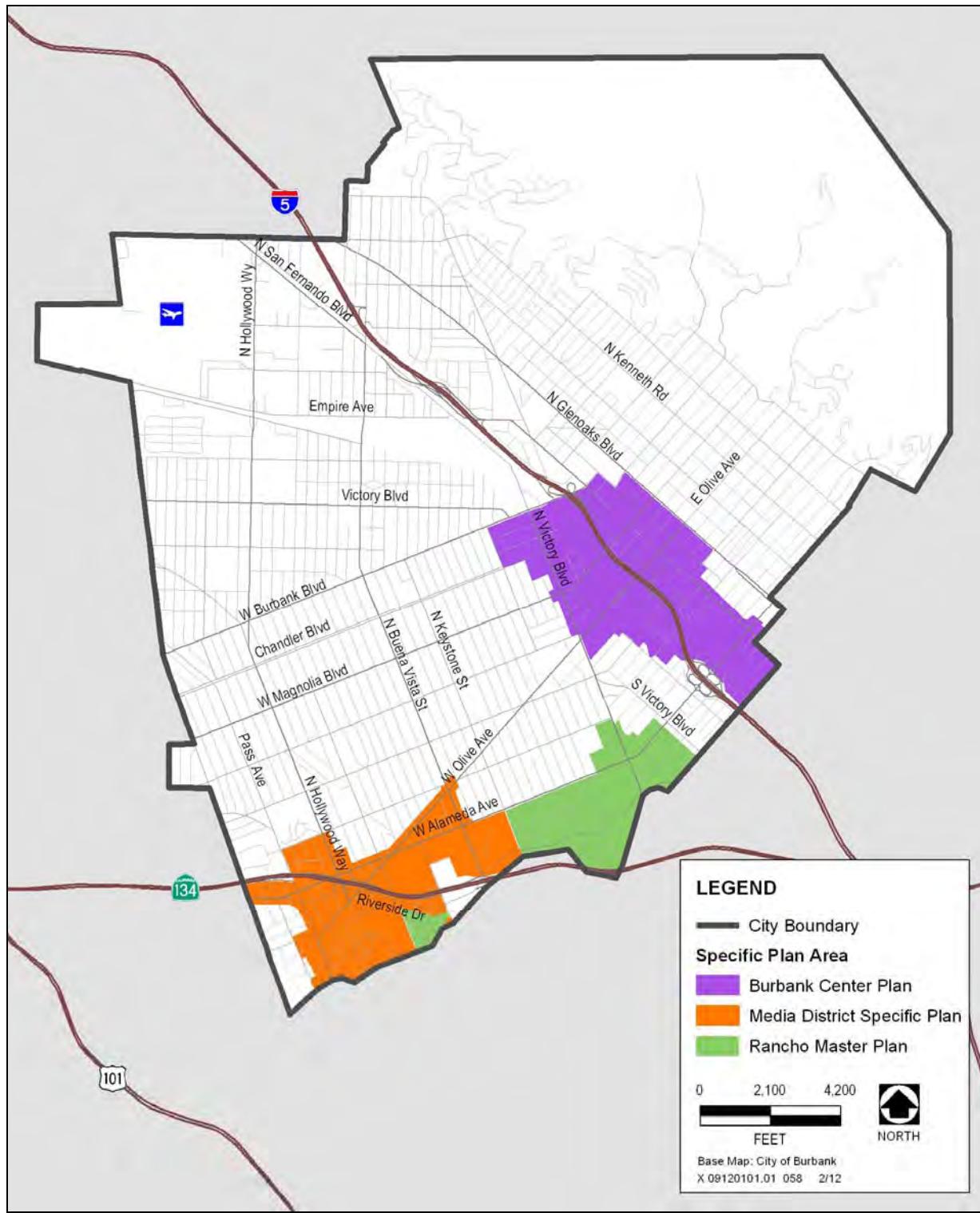
In the event a public right-of-way is vacated, the land is assigned the same land use designation as that of the nearest abutting parcel unless another designation is approved by the City Council. If abutting parcels have different land use designations, the different designations apply up to the centerline of the right-of-way.

Specific Plans

A specific plan is a planning tool authorized by California law that implements a general plan by establishing detailed development goals and policies for a specific geographic area. In Burbank, the term “specific plan” has been applied generally to any planning document that focuses on a particular area of the city. Burbank’s specific plans include the Media District Specific Plan (1991), Rancho Master Plan (1993), and Burbank Center Plan (1997). Exhibit LU-2 shows each of these plan areas. All of these



plans were adopted as part of the Land Use Element and provide more detailed goals and policies for the area covered by Burbank2035 than what is found in the rest of the element.



Source: City of Burbank 2010

Exhibit LU-2. Specific Plan Areas



Burbank Center Plan

The Burbank Center Plan was adopted in 1997 as an economic development plan to facilitate the revitalization of Downtown Burbank, South San Fernando, and surrounding areas.

Media District Specific Plan

The Media District Specific Plan was adopted in 1991 in response to the development of several high rise office buildings in the 1980s and the potential effects that similar future development could have on surrounding residential neighborhoods.

Rancho Master Plan

Land use policies for the Rancho Neighborhood were adopted in 1993 in an effort to recognize and preserve the unique equestrian character of this area.



The Media District Specific Plan provides for variances from normal land use designations.

Utilities and Community Facilities

Wastewater Collection and Treatment

Burbank's existing wastewater system consists of three types of facilities: gravity collection system pipelines, wastewater pump stations, and a water reclamation plant. The collection system consists of approximately 230 miles of underground pipelines. The majority of the wastewater that flows within the City ends up at the Burbank Wastewater Reclamation Plant (BWRP), from which sludge is transported out of the City in the North Outfall Sewer (NOS). A small number of flows go directly to the NOS. Although the City has not experienced sewage spills associated with hydraulic capacity deficiencies, a Sanitary Sewer Management Plan (SSMP) is being prepared to assess system condition and reliability. Wastewater associated with future development and redevelopment is being considered as part of the SSMP, and recommendations will be made for system upgrades.

Solid Waste Facilities

The City owns and operates the Burbank Landfill, located in the Verdugo Hills at the eastern edge of Burbank. The facility is located on 86 acres, 48 of which are used for disposal. At this time, Burbank Landfill has an expected closure date in 2053. The City also owns the Burbank Recycle Center, which houses a materials recovery facility and buyback/dropoff center. The facility also provides a used oil center, composting information, and a learning center. The Burbank Recycle Center is a private/public partnership with Burbank Recycling Inc.

Drainage

A good degree of protection against flooding is provided by the City's drainage system. This system consists of open channels, underground conduits, and streets. Hillside areas subject to periodic fire and flood cycles may encounter occasional problems with flooding; these instances are addressed on a case-by-case basis.

The standard level of protection to be provided against flooding in Los Angeles County requires that during an "urban design storm" (i.e., a storm with a probability of occurring once in 25 years, based on rainfall records) the surface of a street may be flooded no higher than the street's right-of-way lines.

No deficiencies are expected within the drainage system because Burbank is built out. Moreover, proposed land use changes will primarily involve the re-use and/or intensification of developed areas. Drainage system elements, however, are subject to ongoing repair, replacement, or modification efforts based on maintenance records, complaints, and field observations. Major developments that affect the capacities of downstream lines are required to upgrade adjacent system components at their sole expense.

The City is in the process of developing a Stormwater Master Plan. In this plan, the City promotes a low impact development (LID) approach to balance the needs of land development and stormwater management. This is especially important in areas in close proximity to sensitive habitats, which may potentially be polluted by runoff from developed areas. Low impact development uses various stormwater best management practices such as vegetated swales, biofilters, and constructed wetlands. Typically, the first flush after a storm event flows over polluted land and carries the pollution to the City's drainage system. LID measures ensure that the first flush gets cleaned by a natural process of vegetation filters, or at least delays the runoff using retention and infiltration methods before it runs into the City's drainage systems.

Waterways

The City of Burbank is situated within the watershed of the Los Angeles River and will continue to participate in the Master Plan of the Los Angeles River with the intent to bring more recreational opportunities to Burbank and the surrounding area. The closest port facilities are located at the Ports of Los Angeles and Long Beach, approximately 35 miles south of Burbank.

Water System

BWP provides potable water, fire protection water, and recycled water for the City of Burbank.

Potable Water System

Burbank's potable water is supplied by a combination of water imported by the Metropolitan Water District of Southern California (Metropolitan) from the State Water Project and the Colorado River and groundwater from local wells. The groundwater is treated at two treatment plants to remove volatile organic chemicals.

The Burbank water system consists of pipelines ranging from 1½ inches to 30 inches in diameter, booster pumps, reservoirs, wells, municipal water district connections, and over 26,000 service connections. The water distribution system consists of three major pressure zones and 10 smaller hillside zones. Burbank's system has been designed to recognize the inherent variability of water demands. Large storage reservoirs are included in the system, and these reservoirs provide for hourly flow/demand variations throughout the distribution system. The storage capacity is also large enough to allow for short interruptions, 1 to 3 days, in the water supply. All of Burbank's pressure zones are open zones (gravity feed), with the exception of a small zone at DeBell Golf Course.

Recycled Water System

The supply of fresh water is limited and both the State of California and the City of Burbank's demands for water are increasing. The issues of reliable service, sound environmental practices, and financial stewardship have led the City to develop a recycled water supply from the BWRP. Using recycled water for landscape irrigation and industrial use will reduce the need to purchase potable water and allow the users to plant lush landscapes with no imprint on the potable water system. The current customer cost for recycled water is 85% of the potable water rate, which provides users of large amounts of irrigation water an incentive to use it.



Recycled water produced by the BWRP meets the California Code of Regulations' (Title 22, Division 4, Chapter 3) definition of Disinfected Tertiary Recycled Water. It is oxidized, coagulated, clarified, filtered, and disinfected. It is approved for use by the California State Department of Health Services for use on parks, playgrounds, schoolyards, residential landscaping, golf courses, cemeteries, freeway landscaping, and food crops. This water can be used for all water uses except for drinking.

The BWRP has a permitted treatment capacity of 9.0 MGD, and the BWRP is operated by a contract operator under the supervision of the Public Works Department. The flow that is not treated (flow beyond the current permit) is sent downstream to the Hyperion Treatment Plant (HTP), which is owned and operated by the City of Los Angeles.

BWP's recycled water system currently consists of approximately 10 miles of pipelines, four booster pump stations, four reservoirs (with a combined storage capacity of 1.93 million gallons), four pressure service zones, and approximately 65 services with a demand of approximately 1.86 MGD. BWP has four operational power plants that also use recycled water. The largest power plant, the Magnolia Power Plant (MPP) (a Southern California Public Power Authority project) went online for commercial power production in September 2005. The power plants use approximately 1.2 to 1.9 million gallons of recycled water per day. The City is not only conserving fresh water supplies by supplying their power plants with recycled water, but these large water users generate large recycled water sales that are assisting the City to construct the capital improvements of reservoir, pipelines, and pumps needed to expand the recycled water system to additional areas of Burbank.

The recycled water system is currently forecast to have a demand of at least 2.5 MGD in the year 2030 (at build out). That is a conservation of approximately 880 million gallons per year of potable water.

Power System

BWP has sufficient generation, transmission, and distribution system capacity to meet its current needs. BWP's ongoing Capital Improvement Program (CIP) will continue to improve its electric system to meet its future needs. BWP will fund most of its major backbone transmission and distribution system. BWP and customers/developers will share the cost to capture on-site and related off-site improvements per applicable rules and regulations.



Fiber Optic Communication System

As BWP modernized its water and electric utilities, it made increasing use of overhead and underground fiber optic cables as a secure means of telemetry and control. BWP was in a position to lease its unused fiber strands ("dark fiber") to customers who needed additional, secure access to the internet and who had their own means of obtaining switched services.

As BWP developed more sophisticated communications networks, including Ethernet, it developed the capacity to do optical switching. As with dark fiber, BWP had capacity that it could provide to generate revenue from interested customers and assist in at least partially offsetting costs of establishing the Ethernet network, which have been borne by the operation of electric and water systems.

ONE Burbank (Optical Network Enterprise Burbank) is best viewed as a means of obtaining revenue from otherwise underutilized capacity from BWP's Smart Grid communications network, while at the same time fulfilling customer needs for high speed secure data communications. This program



promotes economic development by providing customers very high speed communications and Internet access at competitive prices, thus promoting business in our community. ONE Burbank's competitors are generally unregulated and hence are able to price products dynamically. They are prepared to offer a variety of customized services. To compete effectively in this arena, BWP must proceed on a similar basis and act within a world of dynamic pricing just like the utility's wholesale power and natural gas model.

A second fiber optic communication system is the citywide Intelligent Transportation System (ITS) fiber network. This system is located within city rights-of-way and provides connectivity to traffic signals, cameras, variable message signs, and vehicle loop detection equipment along the City's various major and secondary arterial streets. The purpose of this system is to provide communication to the City's traffic control devices to enable signal synchronization, citywide signal timing plans that can adapt to changing traffic conditions, and incident management. This fiber network is located along most arterial streets and major nodes such as the Traffic Management Center. This system is also interconnected with the traffic management systems for Los Angeles City and County, the Cities of Glendale and Pasadena, and the California Department of Transportation. This network has been expanded by two major ITS projects in the Media District and along the Interstate 5/San Fernando corridor. Future expansions are implemented as part of larger street reconstruction projects or through grant opportunities with the Los Angeles County Metropolitan Transportation Authority (MTA) and federal sources.

DEVELOPMENT CAPACITY

As the density and intensity standards for each land use designation are applied to future development projects and land use decisions, properties will gradually transition from one use to another, and land uses and intensities will gradually shift to align with the intent of this Land Use Element. Table LU-1 describes how the land use density and intensity standards will be applied to residential, commercial, and mixed use projects by land use designation.

**Table LU-1
Land Use Density and Intensity Applicability Table**

Land Use Designations	Residential Project	Non-Residential Project	Mixed-Use Project
Residential Designations	Maximum dwelling units per acre	To be determined on an individual basis	To be determined on an individual basis
Non-Residential Designations	Maximum dwelling units per acre	Maximum FAR	Maximum FAR for non-residential square footage; Maximum dwelling units per acre for residential units

Table LU-2 identifies the development capacity associated with the planned distribution of land uses described in this element and summarizes the land use distribution and the resulting residential and non-residential levels of development that can be expected from implementation of land use policies established by Burbank2035.

Residential Unit Capacity and Population

The Land Use Element does not directly specify a maximum population for Burbank. The maximum possible number of residential units is determined by the different maximum densities allowed for each land use designation and the amount of land area with that designation. However, this maximum number of units is unlikely to be reached because every residential parcel in Burbank would need to be



Table LU-2
Burbank2035 Development Capacity

Land Use Designation	Acres (Approximate)	Total Estimated Dwelling Units (2035)	Population (2035)	Non-Residential Square Feet (2035)
Low Density Residential	3,175	18,476	42,867	210,483
Medium Density Residential	426	13,997	32,475	
High Density Residential	370	13,754	31,911	
Corridor Commercial	262	300	696	5,625,193
Regional Commercial	206	0	0	4,643,665
Downtown Commercial	126	2,091	4,851	5,929,956
South San Fernando Commercial	106	566	1,313	3,246,131
North Victory Commercial/Industrial	135	483	1,121	3,549,567
Media District Commercial	301	552	1,281	16,218,091
Rancho Commercial	58	0	0	1,046,450
Golden State Commercial/Industrial	334	0	0	7,530,222
Open Space	2,677	0	0	246,500
Institutional	382	0	0	3,556,417
Airport	436	0	0	217,000
Undesignated Right-of-Way	1,972	0	0	0
Total (2035)	10,966	50,219	116,516	52,019,676
Existing (2010) Totals	10,966	44,309	103,340	39,971,550
Change, 2010-2035	0	5,910	13,176	12,048,126

Notes:

1. 2010 dwelling units and population from US Census (2010)
2. 2035 population estimate based on 2010 Census data of 2.45 persons per household and 5.3% vacancy

developed to its maximum potential. Forecasting assumptions are used to determine the realistic expected number of residential units that Burbank will have when all of the parcels that are reasonably expected to redevelop have already redeveloped.

As part of the Housing Element, updated in 2008, planners examined all of the multi-family residential parcels in Burbank to determine which ones were likely to recycle to higher densities and which parcels were likely to be assembled with other parcels to achieve maximum densities. The city's single-family residential parcels are built out, and any new single-family residential development would replace what currently exists. Therefore, the capacity estimates for residential units do not include any new single-family residential development, other than the construction of second units, which are permitted on many of the city's single-family residential parcels. The potential for residential land use is provided in Table LU-3 and is based on this analysis.

Measure One Consistency

On February 28, 1989, Burbank voters approved Measure One, a residential growth management measure. Among other requirements, Measure One prohibits the City from increasing the maximum allowed number of residential units in Burbank beyond that approved under the 1988 Land Use Element. As originally adopted, Measure One would have expired on January 1, 2000. However, it has been extended by the City Council twice and will be in effect until January 1, 2020.



Table LU-3 Residential Unit Capacity and Measure One Consistency				
Land Use Designation	Acres	Maximum Density (dwelling units per acre)	Maximum Build Out	Estimated Build Out
Low Density Residential	3,175	7/14	22,225	18,476
Medium Density Residential ¹	426	27	11,502	13,997
High Density Residential ¹	370	43	15,910	13,754
Various Commercial	931	27-87	12,010 ²	3,992
Total²			61,647	50,219

Notes:

1. Estimated build out exceeds maximum build out because the estimated buildout densities for Medium Density Residential and High Density Residential land uses exceeds densities used in Measure One to calculate maximum build out. Total estimated residential build out of Burbank2035 remains below the maximum build out of Measure One.
2. Assumes that 30% of all commercial land area citywide would develop at an average density of 43 units per acre.

The maximum residential unit capacity provided under the 1988 Land Use Element is 63,704 units, assuming maximum build out of all parcels. The effective build out provided a more realistic build out expectation, which was estimated to be 55,707 units. Table LU-3 shows the maximum and expected number of residential units provided under this Land Use Element. Both the maximum possible build out and estimated actual build out numbers are well below the limits established under Measure One.

Non-Residential Capacity

The maximum amount of non-residential development that could be achieved is determined by multiplying the FAR by the amount of land area. However, as with residential units, it is highly unlikely that this maximum amount of development would ever be reached because it assumes that every non-residential parcel in Burbank would be recycled and developed to its maximum potential under the assigned FAR. Development forecast assumptions are used to determine the realistic expected amount of additional development based on projects that have already been approved but are not yet constructed and additional projects on properties that are reasonably expected to redevelop within the time frame covered by the Land Use Element.



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Burbank in 2035: Drawing by Fiona Tran of Miller Elementary School



4 Mobility Element

INTRODUCTION

Moving People Forward

Burbank's transportation network connects people to jobs, services, and recreation opportunities. Like most transportation systems in America today, Burbank relies heavily on solo vehicle travel. In a new era of higher gasoline costs, limited fossil fuel resources, increasing greenhouse gas emissions, and worsening air quality, Burbank should not be overly dependent on a single mode of travel. Access to mobility should be equally available to all members of the community, whether you are taking the train or bus to work, running errands in your car, riding your bike to meet friends for lunch, or walking home from school. Burbank should prepare its mobility system to adapt to new challenges while maintaining its high quality of life, secure economic position, and equal access to opportunity.



Downtown Burbank streetscape.

Purpose and Statutory Requirements

California's General Plan guidelines mandate that the Mobility Element fulfill the following objectives:

- Show a direct relationship to the Land Use Element to ensure that any changes to land use as stated by the Land Use Element and growth occur with adequate circulation and transportation facilities in mind.
- Address relevant issues, including the adequacy of "major thoroughfares, transportation routes, terminals, other local public utilities and facilities." The goal of the Mobility Element is to identify circulation problems related to these facilities in the early stages and resolve them in local goals and policies without costly delays.

The state also recommends that the Mobility Element address coordination efforts among the local, regional, and state transportation plans to better resolve circulation issues. Because many



transportation concerns are regional, addressing them requires intergovernmental and regional transportation management plans and policies. These partnerships ensure the most efficient use of funding, infrastructure, and other resources. The state also recommends the “preservation of transportation corridors for future system improvements.”

In addition to the General Plan guidelines, Assembly Bill (AB) 1358, The Complete Streets Act of 2008, requires that cities and counties identify how they will provide for the routine accommodation of all users of roadways, including motorists, pedestrian, bicyclists, individuals with disabilities, seniors, and users of public transportation. Planning and building complete streets is one way cities and counties can meet this requirement. A complete street is a transportation facility that is planned, designed, operated, and maintained to enable safe access for all roadway users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street.

Relationship to Other Elements

The Mobility Element is most closely related to the Land Use, Air Quality and Climate Change, and Noise Elements. Section 65300.5 of the California Government Code requires the Mobility Element to be consistent with the Land Use Element. The nature, routing, and design of circulation facilities are among the major determinants of urban form and land use. Conversely, planned densities and intensities create demand for transportation facilities. The Land Use Element and Mobility Element were developed concurrently, recognizing the close relationship between land use and transportation policy.

The Air Quality and Climate Change Element identifies regional air quality objectives and provides appropriate mitigation that affects the Mobility Element. Improving access, encouraging alternative modes of travel, and maintaining air quality and conservation standards are common objectives of the Air Quality and Climate Change Element and the Mobility Element.

The Noise Element addresses future noise levels associated with roadways, rail, and other transportation facilities. Future volumes of traffic on the circulation system are directly related to future noise levels and mitigation strategies.

CITYWIDE MOBILITY GOALS AND POLICIES

The following goals and policies are established for the citywide transportation system. In addition to these citywide goals and policies, the Bicycle Master Plan and Pedestrian Master Plan contain further goals and policies that pertain specifically to these travel modes.

GOAL 1 BALANCE

Burbank’s transportation system ensures economic vitality while preserving neighborhood character.

Policy 1.1 Consider economic growth, transportation demands, and neighborhood character in developing a comprehensive transportation system that meets Burbank’s needs.

Policy 1.2 Recognize that Burbank is a built-out city and wholesale changes to street rights-of-way are infeasible.

Policy 1.3 Maintain and enhance the city’s traditional street and alleyway grid network.

Policy 1.4 Ensure that future land uses can be adequately served by the planned transportation system.



Policy 1.5 *Design transportation improvements to be compatible with the scale and design of existing infrastructure.*

Policy 1.6 *Use technology and intelligent transportation systems to increase street system capacity and efficiency as an alternative to street widening.*

Policy 1.7 *Ensure that the transportation system enables Burbank residents, employees, and visitors opportunity to live, work, and play throughout the community.*

GOAL 2 SUSTAINABILITY

Burbank's transportation system will adapt to changing mobility and accessibility needs without sacrificing today's community values.

Policy 2.1 *Improve Burbank's alternative transportation access to local and regional destinations through land use decisions that support multimodal transportation.*

Policy 2.2 *Weigh the benefits of transportation improvements, policies, and programs against the likely external costs.*

Policy 2.3 *Prioritize investments in transportation projects and programs that support viable alternatives to automobile use.*

Policy 2.4 *Require new projects to contribute to the city's transit and/or non-motorized transportation network in proportion to its expected traffic generation.*

Policy 2.5 *Consult with local, regional, and state agencies to improve air quality and limit greenhouse gas emissions from transportation and goods movement.*

GOAL 3 COMPLETE STREETS

Burbank's complete streets will meet all mobility needs and improve community health.

Policy 3.1 *Use multi-modal transportation standards to assess the performance of the City street system.*

Policy 3.2 *Complete city streets by providing facilities for all transportation modes.*

Policy 3.3 *Provide attractive, safe street designs that improve transit, bicycle, pedestrian, and equestrian connections between homes and other destinations.*

Policy 3.4 *All street improvements should be implemented within the existing right-of-way. Consider street widening and right-of-way acquisition as methods of last resort.*

Policy 3.5 *Design street improvements so they preserve opportunities to maintain or expand bicycle, pedestrian, and transit systems.*

GOAL 4 TRANSIT

Burbank's convenient, efficient public transit network provides a viable alternative to the automobile.

Policy 4.1 *Ensure that local transit service is reliable, safe, and provides high-quality service to major employment centers, shopping districts, regional transit centers, and residential areas.*



- Policy 4.2** *Use best-available transit technology to better link local destinations and improve rider convenience and safety, including specialized services for youth and the elderly.*
- Policy 4.3** *Improve and expand transit centers; create a new transit center in the Media District.*
- Policy 4.4** *Advocate for improved regional bus transit, bus rapid transit, light rail, or heavy rail services linking Burbank's employment and residential centers to the rest of the region.*
- Policy 4.5** *Improve transit connections with nearby communities and connections to Downtown Los Angeles, West San Fernando Valley, Hollywood, and the Westside.*
- Policy 4.6** *Proactively plan for transit deficiencies should Los Angeles County Metropolitan Transportation Authority (MTA) make cutbacks to local service.*
- Policy 4.7** *Integrate transit nodes and connection points with adjacent land uses and public pedestrian spaces to make them more convenient to transit users.*
- Policy 4.8** *Promote multimodal transit centers and stops to encourage seamless connections between local and regional transit systems, pedestrian and bicycle networks, and commercial and employment centers.*
- Policy 4.9** *Support efforts to create a seamless fare-transfer system among different transportation modes and operators.*
- Policy 4.10** *Actively promote public-private partnerships for transit-oriented development opportunities.*

GOAL 5 BICYCLE AND PEDESTRIAN MOBILITY

Burbank fosters pedestrian and bicycle travel as healthy, environmentally sound methods to reduce vehicle trips and improve community character.

- Policy 5.1** *Maximize pedestrian and bicycle safety, accessibility, connectivity, and education throughout Burbank to create neighborhoods where people choose to walk or ride between nearby destinations.*
- Policy 5.2** *Implement the Bicycle Master Plan by maintaining and expanding the bicycle network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.*
- Policy 5.3** *Provide bicycle connections to major employment centers, shopping districts, residential areas, and transit connections.*
- Policy 5.4** *Ensure that new commercial and residential developments integrate with Burbank's bicycle and pedestrian networks.*
- Policy 5.5** *Require new development to provide land necessary to accommodate pedestrian infrastructure, including sidewalks at the standard widths specified in Table M-2.*

GOAL 6 NEIGHBORHOOD PROTECTION

Burbank's transportation infrastructure minimizes cut-through traffic in residential and commercial neighborhoods to maintain neighborhood quality of life.



- Policy 6.1** *Maintain arterial street efficiency to discourage spillover traffic into residential neighborhoods.*
- Policy 6.2** *Consider reconfiguring travel lanes and introducing reduced speed limits as part of comprehensive efforts to calm traffic.*
- Policy 6.3** *Pursue comprehensive neighborhood protection programs to avoid diverting unwanted traffic to adjacent streets and neighborhoods.*

GOAL 7 PARKING

Burbank's public and private parking facilities are well managed and convenient.

- Policy 7.1** *Effectively manage citywide parking to improve convenience while maximizing use at all times of the day.*
- Policy 7.2** *Design commercial and residential parking standards to limit new vehicle trips, incentivize transit use, and promote non-motorized transportation.*
- Policy 7.3** *Reconfigure or remove underutilized street parking when needed to accommodate safer bicycle travel, increase walkability, improve transit operation, or improve vehicle safety.*

GOAL 8 TRANSPORTATION DEMAND MANAGEMENT

Burbank manages transportation resources to minimize congestion.

- Policy 8.1** *Update and expand the citywide transportation demand management requirements to improve individual economic incentives and change traveler choice.*
- Policy 8.2** *Strengthen partnerships with transit management organizations to develop citywide demand management programs and incentives to encourage alternative transportation options.*
- Policy 8.3** *Require multi-family and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.*

GOAL 9 SAFETY, ACCESSIBILITY, EQUITY

Burbank's transportation network is safe, accessible, and equitable.

- Policy 9.1** *Ensure safe interaction between all modes of travel that use the street network, specifically the interaction of bicyclists, pedestrians, and equestrians with motor vehicles.*
- Policy 9.2** *Address the needs of people with disabilities and comply with the requirements of the Americans with Disabilities Act during the planning and implementation of transportation improvement projects.*
- Policy 9.3** *Provide access to transportation alternatives for all users, including senior, disabled, youth, and other transit-dependent residents.*
- Policy 9.4** *Preserve and promote safe riding for equestrians to access public riding trails.*



MOBILITY PLAN

The City of Burbank is dedicated to a transportation system that provides a high level of service to residents, employees, and visitors while enhancing the livability and economic vitality of the city. In implementing the goals and objectives of the Mobility Element, the Mobility Plan relies on Burbank's diverse transportation network to provide a high level of service while remaining accessible, minimizing neighborhood impacts, and preserving Burbank's community feel.

In pursuit of these goals, the Mobility Plan focuses on public transit, bicycle transportation, and pedestrian transportation in addition to motor vehicles. The interrelationship of these transportation system components is especially important as the City takes a multimodal approach to achieving its goals. The Mobility Plan describes each component of the city's transportation system and presents future enhancements to the system that further advance City mobility goals and policies.

Land Use Plan and Forecasts

The Mobility Plan is designed to meet transportation needs based on assumptions about the intensity and location of development from the Land Use Plan. In turn, the Land Use Plan was developed through an iterative process with the Mobility Plan to ensure that the transportation network can meet the needs of proposed land uses.

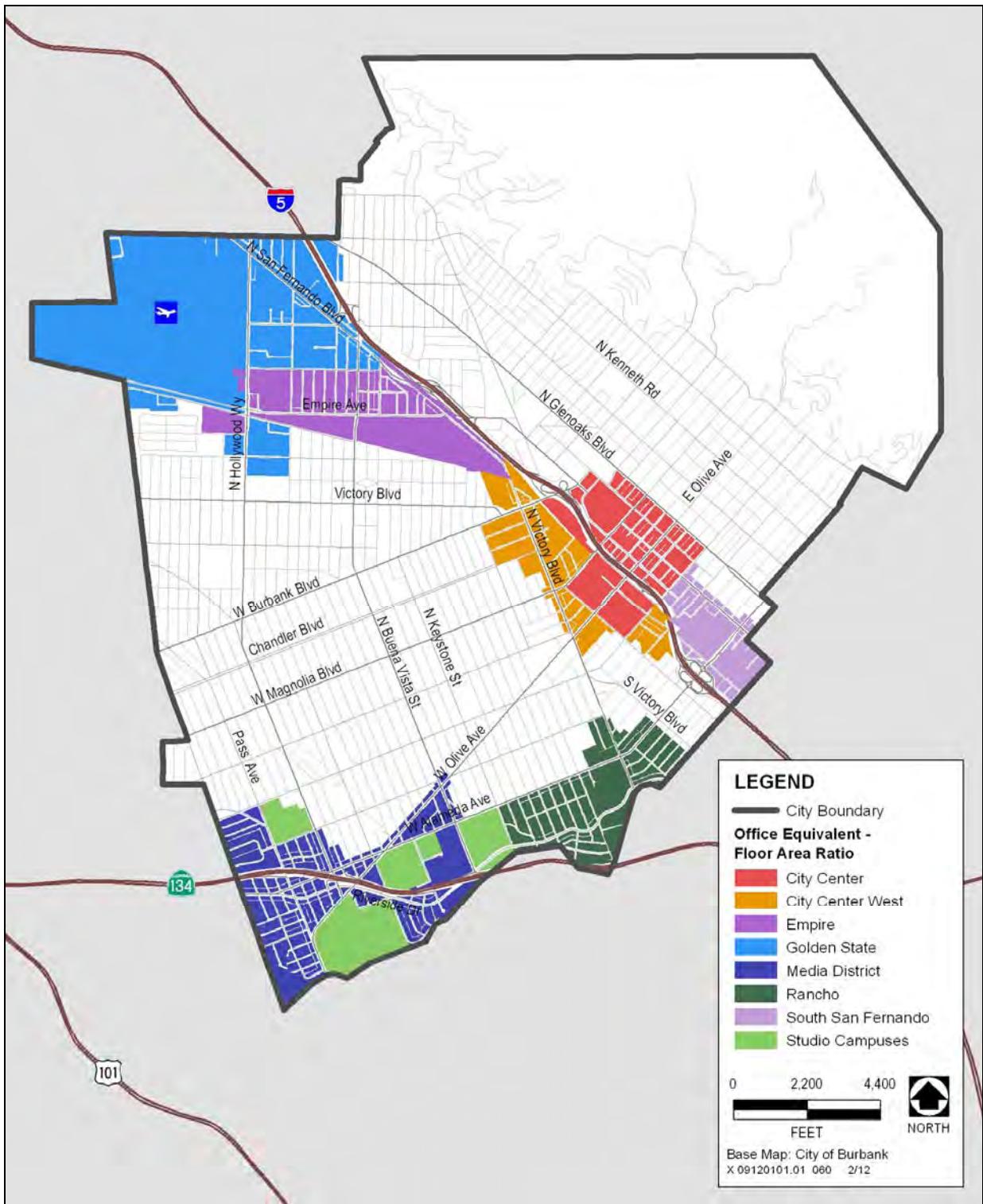
Anticipated future development consistent with Burbank2035 land use designations is presented in Table LU-2 of Land Use Element. With implementation of Burbank2035, up to 5,910 additional dwelling units and 12 million additional non-residential square feet could be constructed in the planning area. This additional development would result in the addition of 140,396 average daily vehicle trips to roadways within the planning area.

Transportation Management Districts

The City has established Transportation Management Districts (TMDs) to optimize performance of the transportation system. Non-residential land uses must conform to the Floor Area Ratio (FAR) and not exceed the Office-Equivalent Floor Area Ratios (OE-FAR) for their TMD for mobility purposes. The City will use OE-FAR as a cumulative threshold for future projects subject to traffic analysis pursuant to the California Environmental Quality Act (CEQA). The OE-FAR values apply to office development and are used to determine trip generation associated with any individual property or proposed use. To determine the equivalent square footage for land uses other than office, a conversion factor must be used. OE-FAR applies to both non-residential and mixed-use projects. For mixed-use projects, the residential portion of the project will be converted to equivalent square footage, and the residential-equivalent square feet will be added to the non-residential square feet to determine the OE-FAR of the project.

Each TMD is identified below, and illustrated in Exhibit M-1.

- City Center (Maximum 2.0 OE-FAR)
- City Center West (Maximum 1.0 OE-FAR)
- South San Fernando (Maximum 1.0 OE-FAR)
- Media District (Maximum 1.1 OE-FAR)
- Golden State (Maximum 0.75 OE-FAR)
- Empire (Maximum 1.25 OE-FAR)
- Rancho (Maximum 0.45 OE-FAR)



Source: City of Burbank 2011

Exhibit M-1. Transportation Management Districts



- Studio Campuses (Maximum intensity varies; determined by studio master plans)
- Other Areas (Maximum 1.0 OE-FAR)

Complete Streets

Traditional circulation planning tends to focus on travel by cars, many times at the expense of other modes of transportation, such as walking, biking, train, and transit. The Mobility Plan is intended to accommodate and encourage these other modes of travel. The City seeks to “complete” its streets by recognizing that streets are integral to neighborhoods and provide places for people to gather and recreate. Burbank’s objective is to balance the many competing roles that streets play in the lives of Burbank residents, businesses, and visitors. Complete streets help facilitate a variety of important community benefits. Some of these benefits are described below:

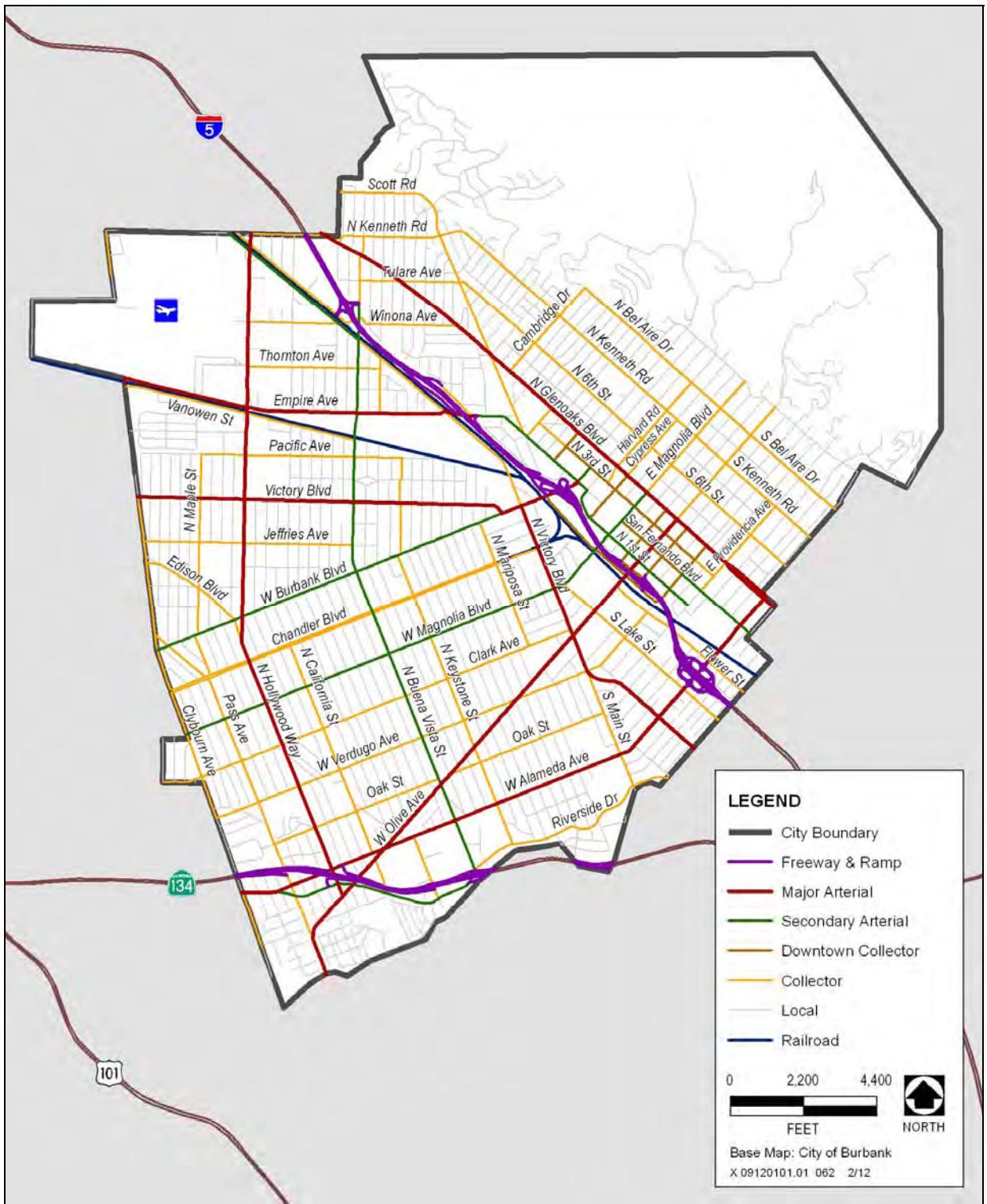
- Complete streets provide safe travel choices and give people the option to avoid traffic jams while increasing the overall capacity of the transportation network.
- Complete streets encourage healthy physical activity. Public health experts promote walking and bicycling to combat obesity, especially in children.
- Planning for complete streets cuts costs. Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project is more cost effective than making retrofits later.
- Complete streets can lead to economic revitalization by reducing transportation costs and travel time while increasing property values and job growth in communities.
- Thoughtful design and accommodations for bicyclists and pedestrians reduces the incidence of crashes and improves safety for all transportation users.
- Complete streets foster strong communities where all people feel safe and welcome on the road and where walking and bicycling are an essential part of improving public transportation and creating friendly, walkable neighborhoods.

In addition to providing ways to travel and places for people, Burbanks’s streets also provide access to private property and public sewer, water, electrical, and storm drain utilities.

Street Classifications

Exhibit M-2 presents the Roadway Circulation Diagram, including the city’s street hierarchy. Streets are not equal in function or in their service of different travel modes. Major arterial streets, like Olive Avenue or Hollywood Way, must effectively balance the needs of both automobiles and mass transit vehicles in order to keep drivers from using adjacent neighborhood streets to avoid traffic. Secondary arterial streets like Magnolia Boulevard must provide a greater balance to other modes. These streets must still accommodate vehicles and transit but, due to their neighborhood character, must give a greater priority to bicycles and pedestrians. Collector streets like Clark Avenue or Kenneth Road tip the balance even further from vehicle movement and instead support other modes and uses. Finally, local streets are mixed environments where all users interact, and the street space can be used for recreation or gathering.

Burbank’s street types are mapped on Exhibit M-2 and described in the sections that follow. Each street type includes a definition and design guidelines that illustrate how the street space is divided among roadway, sidewalk, parkway, and other modes and describes certain conflicts between competing modes of travel on each facility. This general description is supported by the required street dedications needed for future development of the network. Priorities and requirements are also listed for each street type to guide design activities; these are not ranked by importance but should all be considered equally.



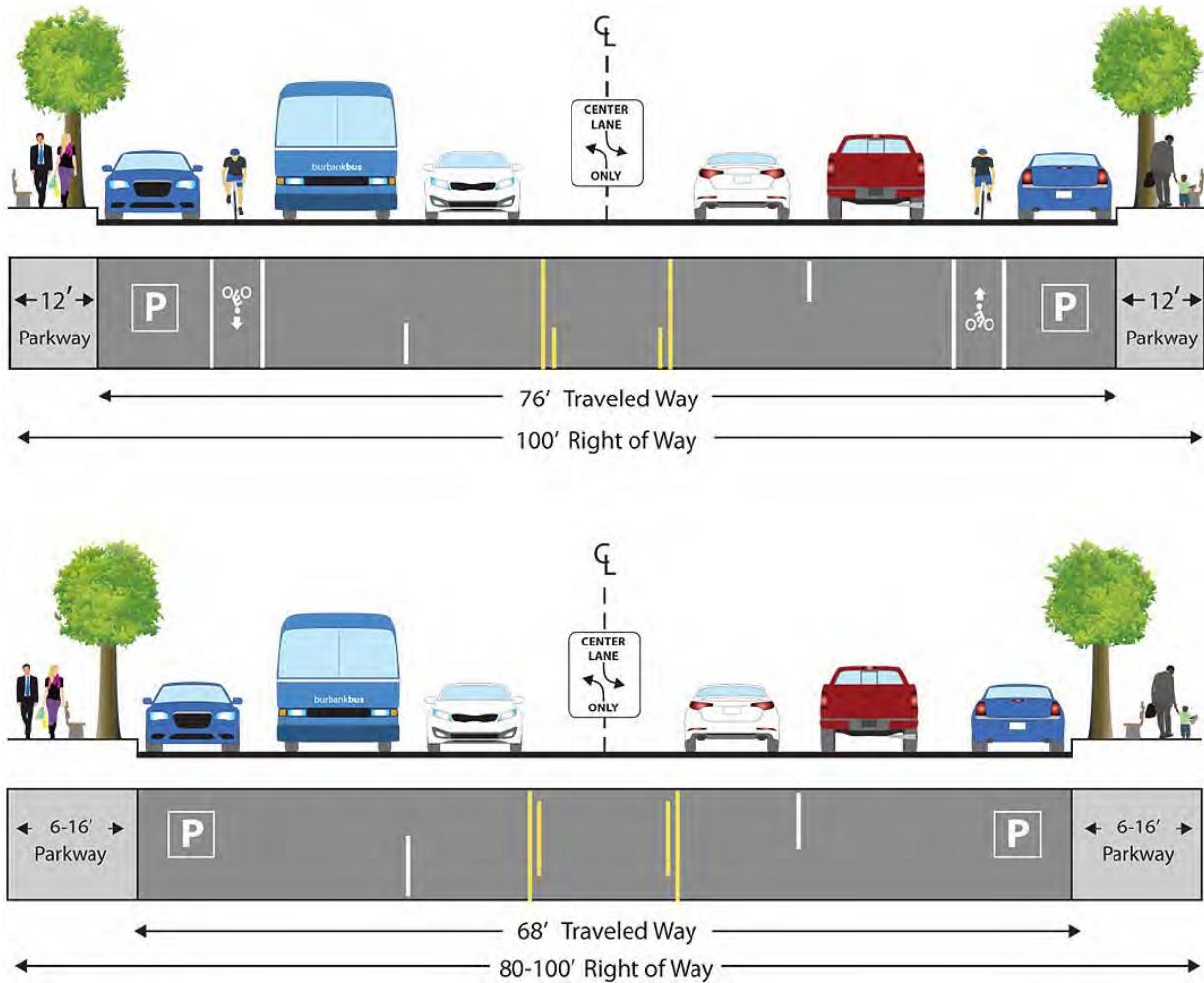
Source: City of Burbank 2010

Exhibit M-2. Roadway Circulation Diagram



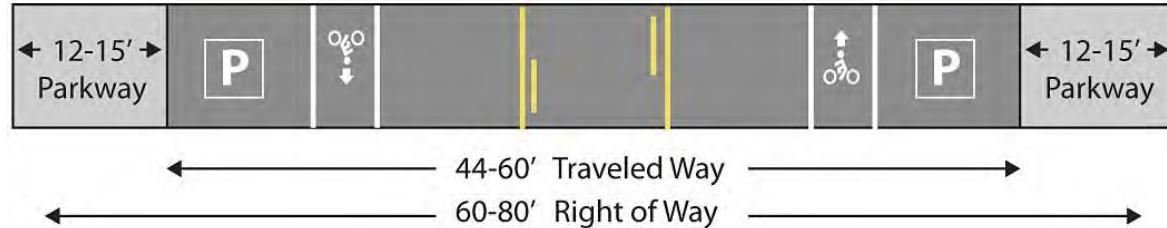
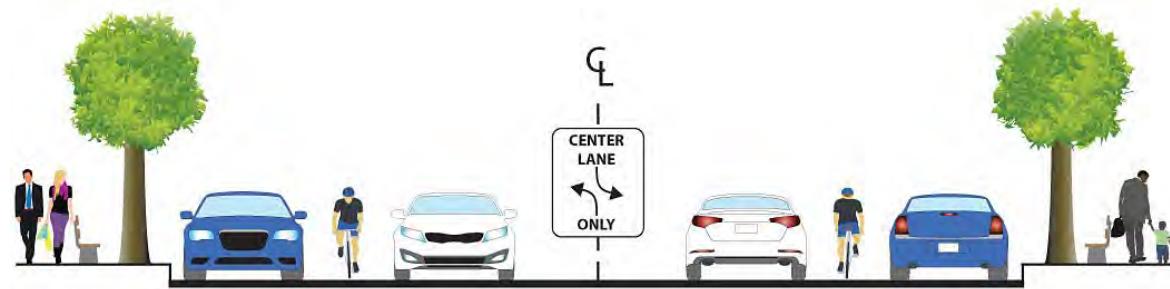
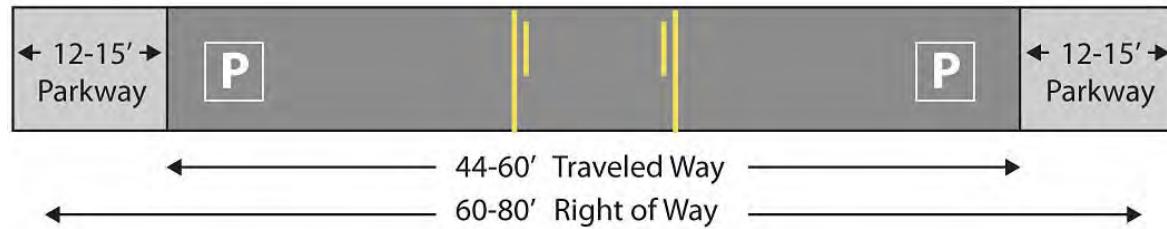
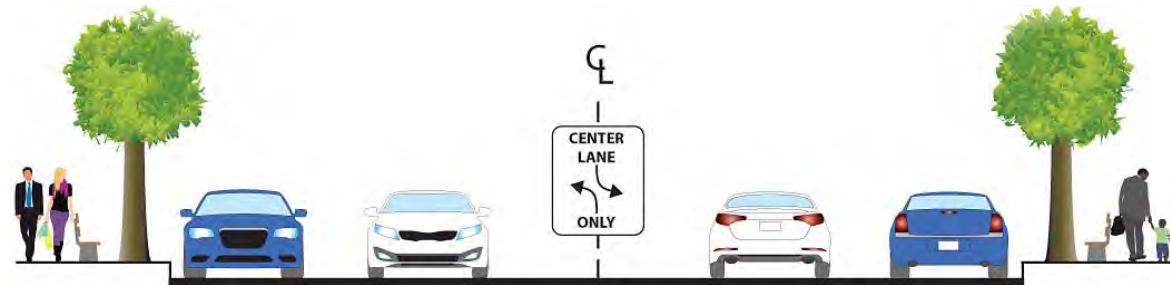
The street classifications outline the rights-of-way required for each arterial and collector street to accommodate vehicle traffic, transit movement, bicycle system implementation, and pedestrian circulation needs. The classifications also provide design guidance, priorities, and requirements for each street type. These rights-of-way and cross-sections are *general* guidelines for street corridors. Many intersections require additional right-of-way to accommodate additional turn lanes, and specific circumstances and planning activities may be used to define a street at any given location.

Burbank is a built-out city. As such, limited opportunities exist to expand the street network. The City must carefully plan available rights-of-way to accommodate all users. The Mobility Element proposes very little road widening for vehicles. If available, additional rights-of-way are better used to widen sidewalks or provide better transit connections than to construct additional vehicle travel lanes.

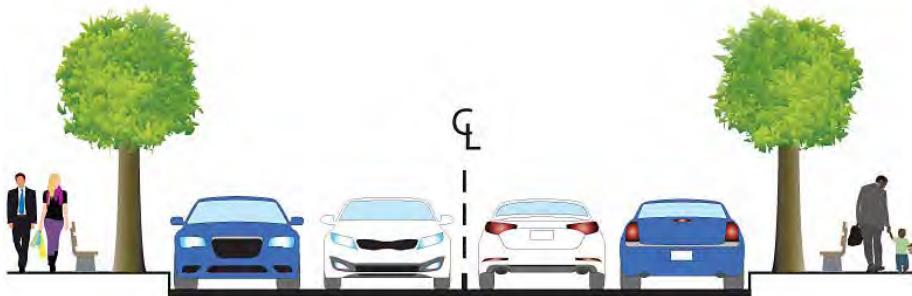
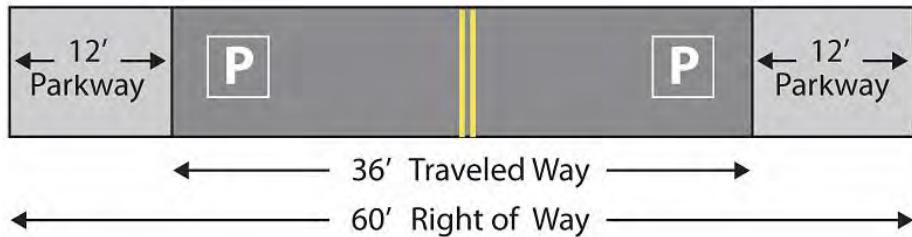
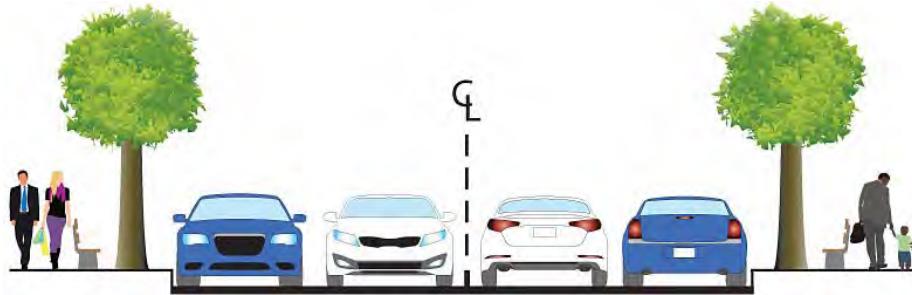


Major and Secondary Arterials

Description (Major Arterials)	Regional transportation corridors bounded by commercial and multi-family development. Provide access to all transit modes, with the focus on regional transit and auto traffic. Pedestrian connections link land uses to transit.
Description (Secondary Arterials)	Streets that serve local cross-town traffic; may serve regional traffic. Provide access to local transit. Pedestrian connections designed to encourage multi-purpose trips.
Design	<p>Driveways: Minimize driveways. Restrict driveways when alley or side-street access is available.</p> <p>Speeds: Encourage good transit and automobile progression to minimize cut-through traffic. Maximize signal prioritization. Slower on Secondary Arterials to facilitate pedestrian crossings and bicycle travel.</p> <p>Loading: From alley or side street.</p>
Priorities and Requirements (Major Arterials)	<ol style="list-style-type: none"> Where transit conflicts with cars, design streets to maximize person versus vehicle throughput. On-street parking may be removed to accommodate transit stops or turn lanes. Maximize traffic signal coordination; consider transit signal priority. Property dedications may be required to maximize sidewalk widths or to provide intersection capacity enhancements.
Priorities and Requirements (Secondary Arterials)	<ol style="list-style-type: none"> Consider lower design speeds (25 or 30 mph) on streets like Magnolia Blvd. to improve pedestrian crossings, bicycle travel, and neighborhood character. Maximize sidewalk widths to accommodate street furniture and higher pedestrian volumes. Consider minimum lane widths, provide bicycle lanes, or improvements to sidewalks. Parked cars, landscaping, or other traffic calming design measures should be considered to buffer pedestrians from vehicle traffic.



Downtown Collectors	
Description	Collector streets that feed cars, pedestrians, and bicycles between arterials and the land uses in the Downtown area.
Design	Driveways: Allowed but consolidated to minimize conflicts with pedestrians. Discouraged if alleys present. Speeds: Slow speeds to encourage safe pedestrian and bicycle travel. Use of mid-block crossings encouraged to integrate and reinforce street grid. Loading: Street loading allowed.
Priorities and Requirements	1. Pedestrian environment over all other modes. 2. On-street parking should only be removed to improve pedestrian access. 3. Use of bulb-outs, outdoor dining, and space for merchant displays is encouraged. 4. Speed management should encourage vehicle speeds at 25 mph. 5. Abundant bicycle parking should be provided.



Neighborhood Collectors or Locals	
Description (Neighborhood Collectors)	Residential streets that provide access between local streets and arterials, or that provide arterial street crossings for bicycles, pedestrians, and equestrians.
Description (Local Streets)	Residential or commercial streets that provide direct access to abutting land uses.
Design	<p>Driveways: Discouraged if alleys present.</p> <p>Speeds: Slow speeds to accommodate pedestrians, bicycles, and equestrians. Use of traffic-calming techniques to protect neighborhoods. Comprehensive traffic calming through Neighborhood Protection Programs used if neighborhood threatened by cut-through traffic.</p> <p>Loading: Street loading allowed.</p>
Priorities and Requirements	<ol style="list-style-type: none"> 1. Residential uses on the street, with allowances given to bicycle, pedestrian, and equestrian connections. 2. Non-local auto traffic is discouraged; use traffic-calming techniques to protect neighborhoods. 3. Encourage bicycle routes on appropriate neighborhood collectors



Performance Criteria

To evaluate the ability of the circulation system to serve residents and businesses in Burbank, performance criteria are required. Performance criteria have a policy component that establishes a desired Level of Service (LOS) and a technical component that specifies how traffic forecast data can be used to measure criteria achievement.

LOS is a qualitative measure that characterizes traffic congestion on a scale of A to F, with LOS A representing a free-flow condition and LOS F representing extreme congestion. LOS standards can apply to either intersections or links (a section of street between two intersections). Generally, LOS represents the ability of a roadway or an intersection to accommodate traffic. The LOS definition for intersections is based on a volume-to-capacity (V/C) ratio and provides a quantitative description of traffic operating conditions. Table M-1 defines LOS based on traffic volumes and the design capacity of intersections.

Table M-1
Level of Service Definitions for Intersections

Level of Service	Volume-to-Capacity Ratio	Description
A	0.00-0.60	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.
B	0.61-0.70	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers feel somewhat restricted within platoons of vehicles.
C	0.71-0.80	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	0.81-0.90	Approaching Unstable/Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	0.91-1.00	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	N/A	Forced Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington DC, 2000

Various LOS policy standards have been established to evaluate observed traffic conditions, future development plans, and circulation system modifications. Generally, traffic impact mitigation focuses on intersection performance during the peak hour, because system performance is typically a function of intersection performance. At the local level, the City of Burbank has established LOS D as the lowest acceptable LOS for signalized intersection movements during the peak hour. At the regional planning level, highways and roadways designated in Los Angeles County's Congestion Management Plan (CMP) network are required to operate at LOS E, except where existing LOS is worse than LOS E. In such cases, the existing LOS is the standard. All of the freeway locations in Burbank along Interstate 5 (I-5) and State Route 134 (SR 134) are part of the CMP network.



Conflicts with the City's LOS D standard occur where mitigation to increase service to LOS D is infeasible or would conflict with other Burbank2035 goals and policies. Mobility Element Policy 1.2 acknowledges that Burbank is built-out and wholesale changes to the street rights-of-way are infeasible. Thus, conflicts to the LOS D standard are as follows:

- **Right-of-Way Conflict.** If any right-of-way acquisition would be needed to implement the proposed mitigation (assuming minimum lane widths and a minimum of 6-foot sidewalks), the improvement would conflict with Mobility Element Policies 1.2 and 3.4.
- **Scale and Design Conflict.** If an improvement would not be compatible with the scale and design of the existing infrastructure or would increase the existing roadway width (measured from curb-to-curb) along a residential or mixed use area, the improvement would conflict with Mobility Element Policy 1.5.
- **Complete Streets Conflict.** If an improvement would prevent development of complete streets by increasing the roadway width at the intersection so as to narrow existing sidewalks, decrease bike lane width, or greatly disturb transit/bus stop locations, the improvement would conflict with Mobility Element Policies 3.2 and 3.5.
- **Pedestrian Opportunities Conflict.** If an improvement would require sidewalk widths to go below the minimum sidewalk standards specified in Table M-2 of the Mobility Element, it would conflict with Mobility Element Policies 3.3, 3.5, and 5.5.

The City recognizes that the current LOS D performance measure accounts for vehicle mobility, and does not necessarily measure the number of people using transit or alternative travel modes. The City will evaluate the use of this LOS standard and revise it to reflect all transportation users.

Public Transportation

A comprehensive public transit network is critical in providing a complete transportation system. As vehicle congestion continues to grow and opportunities to add road capacity are further limited, transit will increasingly be used to meet mobility needs. Transit options for traveling within the city and to destinations throughout Southern California and outside of the state currently include local shuttle, regional bus, light rail, subway, and commuter rail. A well-connected transit network with good regional connections and connections to other modes of travel (bicycle, pedestrian) can compete favorably with the private automobile in convenience, travel time, and cost. This transit system is a key component of the Mobility Plan and will continue to be maintained and expanded consistent with the goals of the Mobility Element.

The Mobility Plan identifies public transit as the primary alternative to street widening and capacity enhancements that will improve mobility. Transit use, along with key capacity enhancements, will maintain high levels of service and accommodate the traffic caused by new development forecasted over the next 25 years.

Burbank will rely on a number of regional public transit networks to provide transit services within the city. Because of this dependence on outside agencies, regional cooperation is crucial to ensure that the transit network operates effectively. Providing seamless transfers between different transit agencies requires cooperation and is a critical step necessary to provide a viable transit alternative. Also, collaboration is needed to ensure the needed construction and expansion of regional rail, bus, and light rail systems. Operating within the greater Los Angeles region, Burbank will actively seek partnerships with regional agencies to offer transit that serves the city and the region.



Local Transportation Services

BurbankBus is a commuter-oriented service that provides local connections to regional Metrolink rail service. BurbankBus serves Burbank's major employment areas and local gaps in the regional bus network. In addition to BurbankBus, Los Angeles County Metropolitan Transportation Authority (MTA) operates a number of bus routes that serve local destinations. Transit corridors and transit centers are illustrated on Exhibit M-3. Persons with disabilities can access all fixed-route, public-transit buses. As part of the BurbankBus system, the City offers special services for seniors, youth, and the disabled.



BurbankBus offers local service throughout Burbank during the morning and evening commute.

Regional Transportation Services

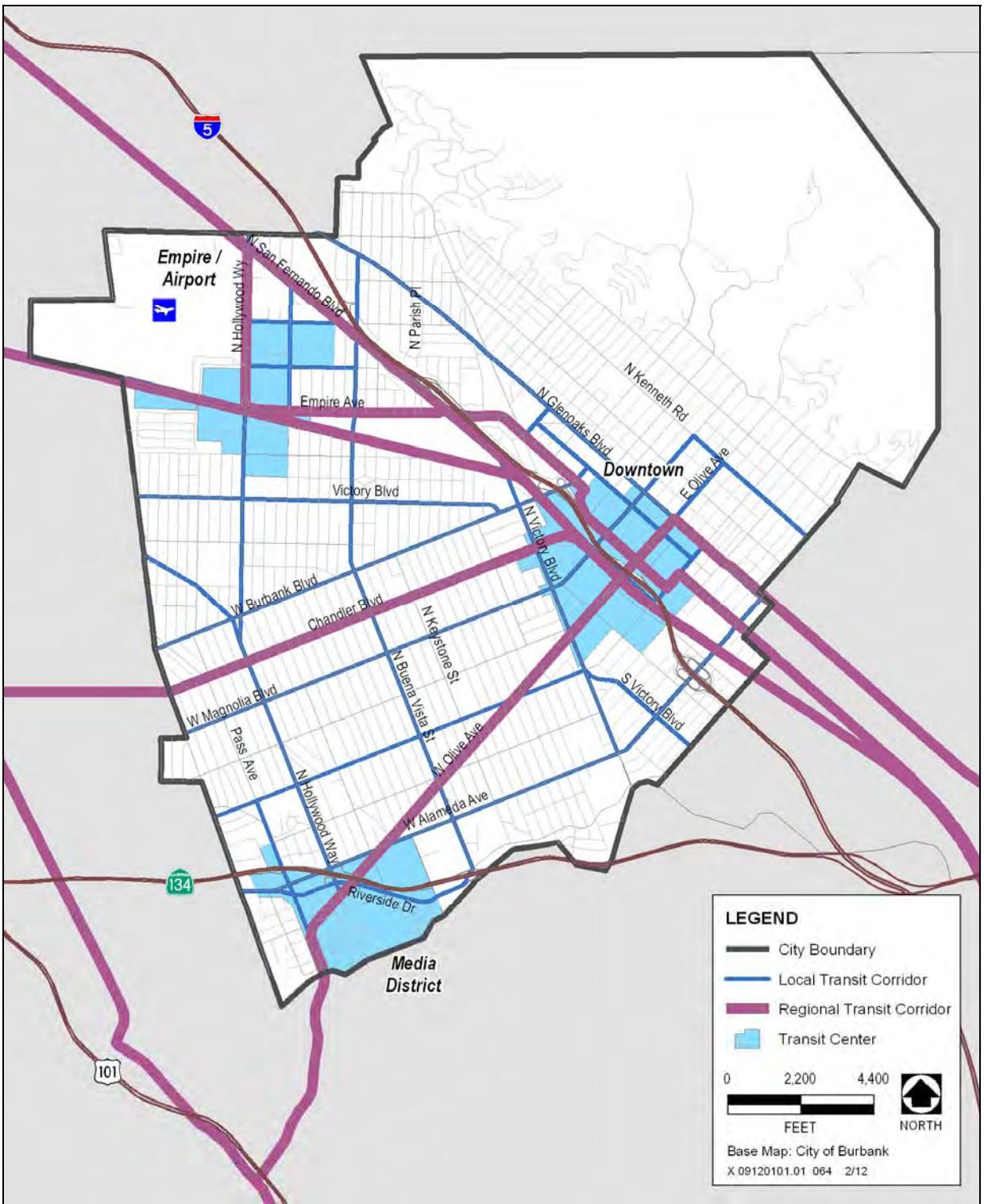
The regional transit network operating within the city connects Burbank to other population and employment centers in Southern California. The network consists of bus, rail, and air service and is operated by agencies outside of the city. MTA operates bus service, which provides local service within the city and connects to regional destinations and other regional transit services. Other important bus service providers include the City of Glendale Beeline, Los Angeles Department of Transportation Commuter Express Service, and Santa Clarita Transit.



Metrolink heavy rail connects Burbank to the rest of Southern California.

Complementing the regional transit network, Burbank is served by the Metrolink Commuter Rail system with stops at the Downtown Burbank Metrolink Station and the Bob Hope Airport Metrolink Station. The Coast Route provides commuter service between Union Station in Downtown Los Angeles and Ventura County, while the Valley line operates between Downtown Los Angeles and Palmdale/Lancaster. Through Union Station, connections can be made to Orange County and the Inland Empire. Metrolink service is supplemented by Amtrak Surfliner service, which stops at the Bob Hope Airport Station. This extended-range service provides connections to Ventura, Santa Barbara, San Luis Obispo, Orange County, and San Diego.

MTA's Red Line Subway and Orange Line Busway provide a transit connection between Downtown Los Angeles and Warner Center via Hollywood and North Hollywood. The North Hollywood Station is the connection point for both of these services. BurbankBus and MTA Local bus services provide the local connection to these regional services.



City of Burbank 2010 & 2011

Exhibit M-3. Transit Corridors and Centers



Planned Improvements to Regional Transit

In addition to improvements to the local transit system, the City will work with other local and regional stakeholders and agencies to secure additional funding for needed regional transit improvements. One of the most pressing improvements to regional service is the need for better connections within the Arroyo Verdugo Cities. This region, which consists of the Cities of Burbank, Glendale, Pasadena, South Pasadena, and La Cañada-Flintridge, is currently underserved by the transit network. In particular, there is a large unmet demand for regional east-west transit service connecting Burbank, Glendale, and Pasadena. Current transit options for this corridor are circuitous and inconvenient for transit users, and the large population, employment centers, and commercial centers in this corridor are underserved by existing services.

Transit Centers

One of the strategies to enable the transportation network to better serve planned land uses by 2035 is to make the transit system more accessible to various land uses in the city. By allowing and encouraging new residential and commercial development to be located within walking distance of transit, the City can provide better opportunities to shift more trips from car to transit modes.

Burbank has a number of areas where multiple local and regional bus routes operate or intersect. These transit centers are shown on Exhibit M-3. Policies in these areas encourage density, provide reduced parking incentives, encourage better land use connections to walking and biking networks, and offer transit as potential mitigation for traffic impacts from new development. Promoting transit-oriented design standards in these areas will help reduce the reliance on automobile use.

High-Speed Transit Corridors

Burbank is located along the proposed California High Speed Rail Corridor. This corridor, currently being designed by the California High Speed Rail Authority (CHSRA), would traverse the state linking major population centers, including San Diego, Los Angeles, the Central Valley, San Jose, San Francisco, and Sacramento. This service is intended to offer an alternative to air travel, with travel times between Los Angeles and San Francisco forecasted to be less than 3 hours.

The recommended statewide high-speed rail corridor follows the existing Union Pacific/Metrolink right-of-way through Burbank. Several station locations are being considered, including one located adjacent to the Bob Hope Airport Metrolink Station in Burbank. The City supports this proposed location and will work with CHSRA to ensure that potential impacts are mitigated and that adequate connections to the local street and transit networks are constructed.

Air Transportation

Burbank is home to Bob Hope Airport, a regional airport built in 1930 that provides general aviation, freight, and commercial passenger services. During 2009, approximately 4.6 million passengers arrived or departed at the airport for an average of 12,600 passengers per day. Burbank is also served by Los Angeles International Airport, 26 miles to the southwest, and by other regional airports including Long Beach and Ontario. With these facilities, Burbank enjoys convenient and abundant air transport service.



Passengers board a flight at Burbank's Bob Hope Airport.



Bicycle Transportation

The bicycle is a great mode of transportation for short commute and errand trips and enhances the reach of public transit networks by providing the “last mile” connection between a home or worksite and the transit network. A comprehensive bicycle network, including bicycle routes, convenient bicycle parking facilities, and overall street designs that make the roadway network more hospitable to cycling, will make cycling more desirable for these short trips. Burbank’s bicycle network is also part of a larger regional bikeway system that provides bicycle corridors and transit connections to regional facilities.



Cyclists enjoy the Chandler Bikeway.

Burbank has pursued an extensive planning process for future bicycle improvements. These planning efforts culminated in the adoption of an updated Bicycle Master Plan in 2009. This plan identifies and prioritizes current and future bicycle routes and funding and makes the City eligible to apply for the California Bicycle Transportation Account grant program. Cooperation with neighboring cities and MTA is crucial in making the bicycle network an effective tool to provide greater access to the region’s transit network, as well as providing a backbone of commuter bikeways to facilitate greater commuter bicycle travel.

Bicycle Facilities

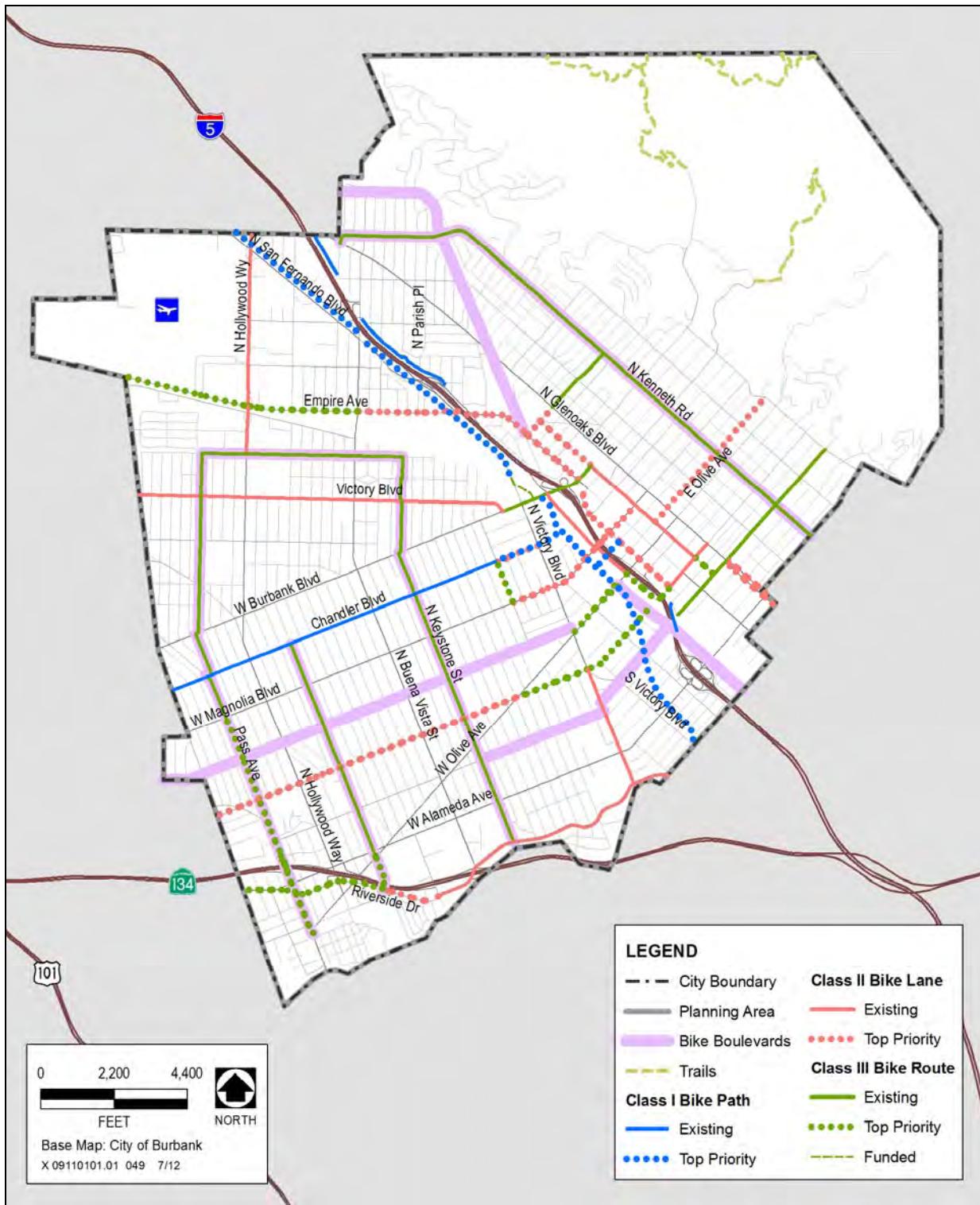


Burbank’s bikeways are classified into four types:

- **Bicycle Boulevard:** A Bicycle Boulevard is generally a low-traffic neighborhood street that has been optimized for bicycling. They provide direct, attractive routes for cyclists while also enhancing and improving the character of the neighborhoods.
- **Class I Bikeway:** These are commonly called bike paths and provide a separate, paved right-of-way for bicycle travel.
- **Class II Bikeway:** These are commonly called bike lanes and provide a striped and stenciled lane for one-way travel on a street or highway.
- **Class III Bikeway:** These are commonly called bike routes and provide for shared travel with pedestrians and motor vehicles. These routes are identified only by signing.

Although specific bike routes are identified on only some streets, all of Burbank’s streets and roadways are open to travel by bicycle except freeways and freeway ramps. Detailed bikeway configurations and future bikeway improvements are identified in the Bicycle Master Plan and presented on Exhibit M-4.

In addition to these facilities, the City has also installed an extensive network of bicycle parking facilities. Bicycle racks have been installed within most commercial corridors and in Downtown Burbank. Bicycle lockers are also available at the Downtown Burbank Station. The City’s Zoning Ordinance requires bicycle parking to be installed for all new multi-family residential and some new commercial development projects.



Source: City of Burbank 2010

Exhibit M-4. Bicycle Routes



Pedestrian Transportation

Burbank strives to improve the quality of life for residents and visitors by creating a more walkable community. Some sidewalks in Burbank are not wide enough to accommodate pedestrian needs and some streets do not have sidewalks. Pedestrian-friendly neighborhoods and streets have the potential to improve public health, reduce traffic and air pollution, and create a more interesting community. To ensure that Burbank provides adequate pedestrian infrastructure in the future, the City will compete a Pedestrian Master Plan outlining suggested pedestrian improvements, design guidelines, and sidewalk standards.



Different types of sidewalks are appropriate in different neighborhoods.

Burbank2035 sets specific sidewalk width requirements for Burbank's streets, which will be used as the basis for the Pedestrian Master Plan. Table M-2 defines the standard and minimum sidewalk widths required within each land use designation.

Table M-2
Sidewalk Standards

Land Use Designation	Standard Width	Minimum Width
Commercial/Industrial		
Corridor Commercial	15 feet	10 feet
Downtown Commercial	15 feet	12 feet
Media District Commercial	15 feet	10 feet
North Victory Commercial/Industrial	15 feet	10 feet
Rancho Commercial	15 feet	10 feet
Regional Commercial	15 feet	10 feet
South San Fernando Commercial	15 feet	10 feet
Golden State Commercial/Industrial	10 feet	6 feet
Residential		
Low Density Residential	12 feet	6 feet
Medium Density Residential	12 feet	10 feet
High Density Residential	12 feet	10 feet
Other		
Airport	N/A	N/A
Institutional	*	*
Open Space	N/A	N/A

Notes:

N/A = not applicable

* Dependent on surrounding land uses



Neighborhood Protection Programs

One strategy for preserving livability of neighborhoods is the use of Neighborhood Protection Programs (NPPs) to discourage cut-through traffic. Burbank's NPPs respond to specific development projects or regional traffic that affects local streets. The City has completed a number of NPPs over the last 15 years, as illustrated in Exhibit M-5. NPPs use a variety of methods to discourage cut-through traffic, reduce vehicle speed, and limit overflow parking onto residential streets, including the following:

- Speed humps;
- Street narrowing (chokers);
- Medians;
- Preferential parking;
- Limited-term parking;
- Turn prohibitions during peak hours; and
- Efficient signage.

Parking

Inadequate parking is one of the most frequent complaints of residents and visitors. Parking problems can result from lack of supply, exceptional demand, or poor parking management.

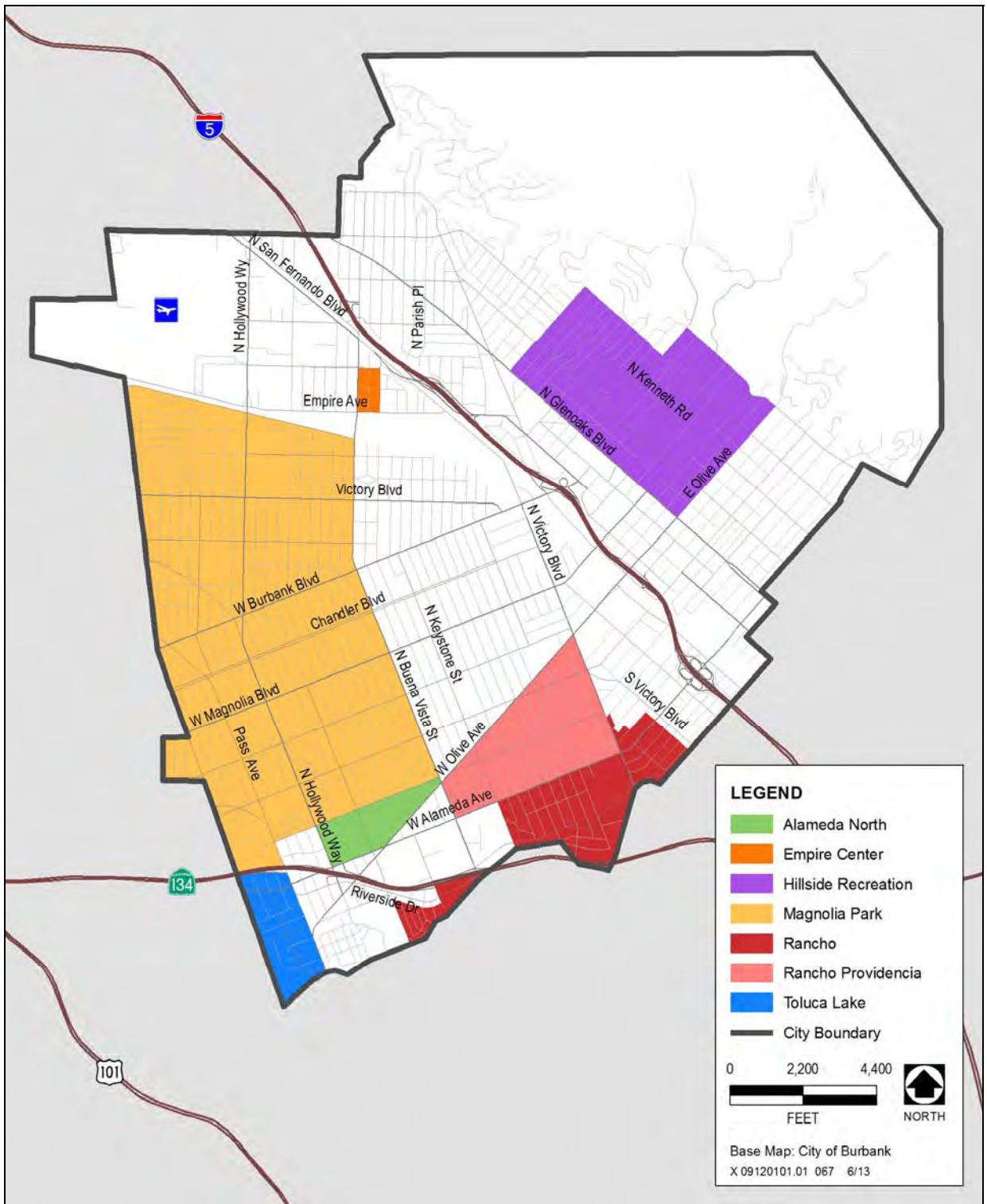
The city's parking supply is made up of a combination of on-street curb parking, off-street public parking lots and structures, private off-street parking, and shared public/private structures. New development is generally required to supply parking to satisfy its highest expected demand, but many existing businesses without on-site parking rely on available on-street parking or public parking facilities. To ensure that Burbank's parking supply continues to efficiently serve the needs of the community, a variety of parking strategies may be used, including:

- Shared parking;
- Parking signs and directions;
- Increasing parking supply;
- Managing parking demand with validations, paid parking, and enforcement;
- Adjusting off-street parking requirements, use of in-lieu fees, and parking reduction programs; and
- Parking benefit districts.

Transportation Demand Management

Transportation Demand Management (TDM) seeks to reduce congestion by encouraging transit use, bicycling, carpooling, or walking instead of driving alone. Burbank has two TDM programs: a citywide program for new development and two area-specific programs. Both area-specific programs have been successful meeting their annual trip reduction goals. To meet future trip-reduction targets, Burbank will:

- Expand citywide TDM measures for new development,
- Consider new or different incentives to promote alternative transportation,
- Expand geographic boundaries of TDM areas (i.e., Golden State, Empire Corridor), and
- Continue partnerships with a Transportation Management Organization (TMO) to assist businesses in reaching trip-reduction targets.



Source: City of Burbank 2010

Exhibit M-5. Neighborhood Protection Programs



Burbank in 2035: Drawing by Josh Trevizo of Bret Harte Elementary School



5 Noise Element

INTRODUCTION

Putting Noise in its Place

The urban environment contains a variety of noise sources that affect the way people live and work. Some types of noise are only short-term irritants, like the pounding of a jackhammer or the whine of a leaf blower. City noise regulations, including the Noise Control Ordinance, can control this type of noise. However, certain noise sources, such as freeways, roads, aircraft, and trains, are permanent fixtures in the community, adversely affecting its quality of life.



Burbank is a bustling urban community with activities that can result in changes to the noise environment.

As Burbank and surrounding communities continue to grow, transportation and stationary-source noise levels will increase. Burbank is a community that protects residents and businesses from excessive noise. The City will continue to reduce the negative effects of noise throughout the community, while recognizing that certain noisy uses are essential to Burbank's economic prosperity. The City seeks ways to safeguard the community from excessive noise as the ambient noise level in the community rises. The Noise Element describes the means to reduce the negative effects of noise in Burbank.



Purpose and Statutory Requirements

The California Government Code and other state guidelines specify both the required contents of a Noise Element and the methods used in its preparation. The Office of Noise Control Guidelines requires that certain major noise sources and areas containing noise-sensitive land uses be identified and quantified by preparing generalized noise exposure contours for current and projected levels of activity within the planning area.

State law requires that the Noise Element consider the following major noise sources:

- Highways and freeways;
- Primary arterials and major local streets;
- Railroad operations;
- Aircraft and airport operations;
- Local industrial facilities; and,
- Other stationary sources.

Relationship to Other Elements

Noise policies and programs affect implementation of the Land Use Element as it relates to both noise sources and noise-sensitive uses. The noise contours and land use compatibility standards contained in the Noise Element should be used when evaluating planning and development decisions directed by the Land Use Element.

The Noise Element also relates to the Mobility Element, because Burbank's primary noise sources are freeways, arterial roadways, railways, and aircraft. Policies in the Noise Element mitigate excessive noise along transportation routes. Similarly, Noise Element policies relate to the Housing Element by directing new housing development to appropriate sites away from sources of excessive noise and requiring that design features be incorporated to ensure acceptable indoor noise levels.

NOISE GOALS AND POLICIES

Certain areas of Burbank are subject to high noise levels from one or more of the following sources: freeways and arterial roadways, construction activities, machinery, industrial activities, railroads, and aircraft. Noise Element goals and policies minimize the effects of noise in the community, particularly in residential areas and near such noise-sensitive land uses as hospitals, convalescent and day care facilities, schools, and libraries. The Noise Element also describes best practices to protect residents and businesses from severe noise levels.

GOAL 1 NOISE COMPATIBLE LAND USES

Burbank's diverse land use pattern is compatible with current and future noise levels.

Policy 1.1 *Ensure the noise compatibility of land uses when making land use planning decisions.*

Policy 1.2 *Provide spatial buffers in new development projects to separate excessive noise-generating uses from noise-sensitive uses.*

Policy 1.3 *Incorporate design and construction features into residential and mixed-use projects that shield residents from excessive noise.*

Policy 1.4 *Maintain acceptable noise levels at existing noise-sensitive land uses.*



Policy 1.5 *Reduce noise from activity centers located near residential areas, in cases where noise standards are exceeded.*

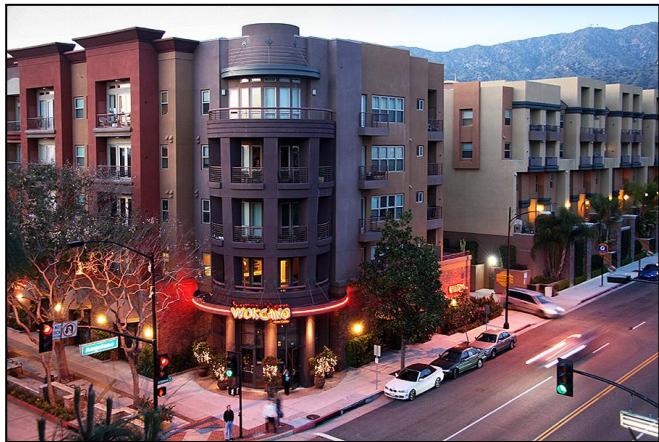
Policy 1.6 *Consult with movie studios and residences that experience noise from filming activities to maintain a livable environment.*

GOAL 2 NOISE IN MIXED-USE DEVELOPMENT

Noise from commercial activity is reduced in residential portions of mixed-use projects.

Policy 2.1 *Require the design and construction of buildings to minimize commercial noise within indoor areas of residential components of mixed-use projects.*

Policy 2.2 *Locate the residential portion of new mixed-use projects away from noise-generating sources such as mechanical equipment, gathering places, loading bays, parking lots, driveways, and trash enclosures.*



Mixed-use development contributes to a thriving community, but can place sensitive receptors adjacent to noisy businesses.

GOAL 3 VEHICULAR TRAFFIC NOISE

Burbank's vehicular transportation network reduces noise levels affecting sensitive land uses.

Policy 3.1 *Support noise-compatible land uses along existing and future roadways, highways, and freeways.*

Policy 3.2 *Encourage coordinated site planning and traffic management that minimize traffic noise affecting noise-sensitive land uses.*

Policy 3.3 *Advocate the use of alternative transportation modes such as walking, bicycling, mass transit, and non-motorized vehicles to minimize traffic noise.*

Policy 3.4 *Install, maintain, and renovate freeway and highway right-of-way buffers and sound walls through continued work with Caltrans and Los Angeles County Metropolitan Transportation Authority (MTA).*

Policy 3.5 *Monitor noise levels in residential neighborhoods and reduce traffic noise exposure through implementation of the neighborhood protection plans.*

Policy 3.6 *Prohibit heavy trucks from driving through residential neighborhoods.*

Policy 3.7 *Where feasible, employ noise-cancelling technologies such as rubberized asphalt, fronting homes to the roadway, or sound walls to reduce the effects of roadway noise on sensitive receptors.*

Policy 3.8 *Within the Airport Influence Area, seek to inform residential property owners of airport-generated noise and any land use restrictions associated with high noise exposure.*



GOAL 4 TRAIN NOISE

Burbank's train service network reduces noise levels affecting residential areas and noise-sensitive land uses.

- Policy 4.1** *Support noise-compatible land uses along rail corridors.*
- Policy 4.2** *Require noise-reducing design features as part of transit-oriented, mixed-use development located near rail corridors.*
- Policy 4.3** *Promote the use of design features, such as directional warning horns or strobe lights, at railroad crossings that reduce noise from train warnings.*

GOAL 5 AIRCRAFT NOISE

Burbank achieves compatibility between airport-generated noise and adjacent land uses and reduces aircraft noise effects on residential areas and noise-sensitive land uses.

- Policy 5.1** *Prohibit incompatible land uses within the airport noise impact area.*
- Policy 5.2** *Work with regional, state, and federal agencies, including officials at Bob Hope Airport, to implement noise reduction measures and to monitor and reduce noise associated with aircraft.*
- Policy 5.3** *Coordinate with the Federal Aviation Administration and Caltrans Division of Aeronautics regarding the siting and operation of heliports and helistops to minimize excessive helicopter noise.*
- Policy 5.4** *Within the Airport Influence Area, seek to inform residential property owners of airport-generated noise and any land use restrictions associated with high noise exposure.*

GOAL 6 INDUSTRIAL NOISE

Noise generated by industrial activities is reduced in residential areas and at noise-sensitive land uses.

- Policy 6.1** *Minimize excessive noise from industrial land uses through incorporation of site and building design features.*
- Policy 6.2** *Require industrial land uses to locate vehicular traffic and operations away from adjacent residential areas.*

GOAL 7 CONSTRUCTION, MAINTENANCE, AND NUISANCE NOISE

Construction, maintenance, and nuisance noise is reduced in residential areas and at noise-sensitive land uses.

- Policy 7.1** *Avoid scheduling city maintenance and construction projects during evening, nighttime, and early morning hours.*
- Policy 7.2** *Require project applicants and contractors to minimize noise in construction activities and maintenance operations.*
- Policy 7.3** *Limit the allowable hours of construction activities and maintenance operations located adjacent to noise-sensitive land uses.*
- Policy 7.4** *Limit the allowable hours of operation for and deliveries to commercial, mixed-use, and industrial uses located adjacent to residential areas.*



NOISE PLAN

Noise is most often defined as unwanted sound. Excessive noise is considered a disturbance, especially to residential neighborhoods and other noise-sensitive uses. Noise sources in Burbank fall into two categories: transportation-related and stationary. Examples of transportation-related sources include vehicles, airplanes, and rail cars. Examples of stationary sources include recreational activities at parks (e.g., playgrounds, sports fields), operations in commercial districts (e.g., delivery trucks, air conditioning units), mechanical or industrial processes, and landscaping equipment.

The most prevalent noise source in Burbank is traffic on freeways and arterials—specifically, the Golden State Freeway (I-5), which bisects the city from north to south, and the Ventura Freeway (SR 134), which passes through the southern end of the city. Many arterial roadways (e.g., Glenoaks Boulevard, Olive Avenue, Burbank Boulevard, Hollywood Way) traverse almost all areas of the community.

Other noise sources include passenger and freight rail lines, industrial facilities, and loading docks and mechanical equipment at retail centers. Periodic noise sources include train traffic (i.e., Amtrak, Metrolink, freight trains); aircraft operations into and out of Bob Hope Airport; and trucks and machinery within industrial areas (located primarily along the I-5 corridor). The southwest portion of the city located along the SR 134 corridor consists of movie studios, medical facilities, and office buildings.

Unique to Burbank is “point source” noise originating from movie studios, which are a major land use in the southern portion of the city. Movie studio noise consists of single, periodic events that last for a specific time period, rather than continuously.

Measuring Noise

Although sound can be measured easily, the perception of noise levels is subjective and the physical response to sound complicates the analysis of its effects on people. People judge the relative magnitude of sound sensation in subjective terms such as noisiness or loudness. Sound pressure magnitude is measured and quantified using a logarithmic ratio of pressures, the scale of which gives the level of sound in decibels (dB). Table N-1 presents the subjective effect of changes in sound pressure levels.

Table N-1
Changes in Sound Pressure Levels (decibels)

Decibel Change	Change in Apparent Loudness
+/- 3 dB	Threshold of human perceptibility
+/- 5 dB	Clearly noticeable change in noise level
+/-10 dB	Twice/half as loud
+/-20 dB	Louder/much quieter

Source: Engineering Noise Control, Bies and Hansen (1988).



To account for the pitch of sounds and an average human ear's response to such sounds, a unit of measure called an A-weighted sound pressure level (dBA) is used. To provide some perspective on the relative loudness of various types of noise, Table N-2 lists common sources of noise and their approximate noise levels.

Table N-2
Typical Noise Levels of Common Outdoor and Indoor Activities

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 1,000 feet	110	Rock Band
Diesel Truck at 50 feet, at 50 mph	100	
	90	
Noisy Urban Area, Daytime	80	Food Blender at 3 feet
Gas Lawn Mower at 3 feet	70	Garbage Disposal at 3 feet
Commercial Area		Vacuum Cleaner at 10 feet
Heavy Traffic at 300 feet	60	Normal speech at 3 feet
		Large Business Office
Quiet Urban Daytime	50	Dishwasher in Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Nighttime	30	
		Library
Quiet Rural Nighttime	20	Bedroom at Night, Concert Hall (background)
		Broadcast/Recording Studio
Lowest Threshold of Human Hearing	10	
	0	Lowest Threshold of Human Hearing

Source: Table N-2136.2 of California Department of Transportation's Technical Noise Supplement to the Traffic Noise Analysis Protocol (October 1998).

The intensity of noise fluctuates over time, and several different descriptors of time-averaged noise levels are used. The selection of a proper noise descriptor for a specific source depends on the spatial and temporal distribution, duration, and fluctuation of both the noise source and the environment.

Many metrics have been developed to account for the way humans perceive sound, including the following:

- **L_{eq} (Equivalent Noise Level):** L_{eq} represents an average of the sound energy occurring over a specified period of time. Effectively, the varying sound level over a specified period of time contains the same acoustical energy as a steady-state sound level in that same period.
- **L_{dn} (Day-Night Noise Level):** The 24-hour L_{eq} with a 10-dB "penalty" applied during nighttime noise-sensitive hours, 10 p.m. through 7 a.m. The L_{dn} attempts to account for the fact that noise



during this specific period of time is a potential source of disturbance with respect to normal sleeping hours.

- **CNEL (Community Noise Equivalent Level):** Similar to the L_{dn} described above, but with an additional 5-dB “penalty” for the noise-sensitive hours between 7 p.m. to 10 p.m., which are typically reserved for relaxation, conversation, reading, and watching television. If the same 24-hour noise data are used, the CNEL is typically 0.5 dB higher than the L_{dn} .
- **L_{max} (Maximum Noise Level):** The highest noise level occurring during a specific period of time.



Concerts and community events can result in loud, but temporary, noise conditions.

Assigning the proper noise descriptor when evaluating a noise source is essential to determining a potential environmental impact on the community. Stationary-source noise (e.g., leaf blowers; heating, ventilation, and air conditioning; and loading docks) are generally analyzed using an hourly standard (L_{eq}). Transportation noise sources (e.g., vehicular traffic, aircraft overflights, and train passbys) occur as variable, individual events throughout the day. Hourly descriptors are not effective at describing transportation noise because it occurs at all hours. Instead, a 24-hour descriptor (L_{dn} or CNEL) is used to analyze transportation noise sources because the evening and nighttime penalties are applied to reflect increased sensitivity to noise during the evening and nighttime hours.

Noise Standards and Land Use Compatibility

Burbank has developed land use compatibility standards, based on recommended parameters from the California Governor’s Office of Planning and Research, that rate compatibility using the terms normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable. Using these land use compatibility guidelines, the City has established interior and exterior noise standards.

The City’s land use compatibility standards are presented in Table N-3. These standards, which use the CNEL/ L_{dn} noise descriptor, provide for normally acceptable conditions based on state recommendations. They are intended to apply to land uses exposed to noise levels generated by transportation sources (e.g., traffic, railroad operations, aircraft). Noise exposure limits for land use compatibility are generally established as 60 dBA CNEL/ L_{dn} for exterior spaces in most sensitive land use designations (e.g., single-family residential, nursing homes, hospitals). Higher exterior noise levels (65 dBA CNEL/ L_{dn}) are permitted for multiple-family housing and housing in mixed-use contexts than for single-family homes. This is because multiple-family complexes are generally located in transitional areas between single-family neighborhoods and commercial districts, or near major arterials served by transit, and a more integrated mix of residential and commercial activity (accompanied by higher noise levels) is often desired in such locations. These standards also establish maximum interior noise levels for new residential development, requiring that sufficient insulation be provided to reduce interior ambient noise levels to 45 dBA CNEL/ L_{dn} .

The City’s land use compatibility standards are based on the existing or intended future use of the property. The standards are purposefully general, and not every specific land use is identified. Application of the noise standards will vary on a case-by-case basis according to location, development type, and associated noise sources. When stationary noise is the primary noise source, and to ensure that noise producers do not adversely affect noise-sensitive land uses, the City applies a second set of

Table N-3
Maximum Allowable Noise Exposure—Transportation Sources

Land Use Category	Exterior Normally Acceptable ¹ (dBA CNEL/L _{dn})	Exterior Possibly Acceptable ² (dBA CNEL/L _{dn})	Exterior Normally Unacceptable ³ (dBA CNEL/L _{dn})	Interior Acceptable ⁴ (dBA CNEL/L _{dn} except where noted)
Residential, single-family	Up to 60	61-70	71 and higher	45
Residential, multi-family	Up to 65	66-70	71 and higher	45
Residential, multi-family mixed-use	Up to 65	66-70	71 and higher	45
Transient lodging	Up to 65	66-70	71 and higher	45
Hospitals; nursing homes	Up to 60	61-70	71 and higher	45
Theaters; auditoriums; music halls	Up to 60	61-70	71 and higher	35 dBA L _{eq} ⁵
Churches; meeting halls	Up to 60	61-70	71 and higher	40 dBA L _{eq}
Playgrounds; neighborhood parks	Up to 70	71-75	75 and higher	--
Schools; libraries; museums ⁶	--	--	--	45 dBA L _{eq}
Offices ⁷	--	--	--	45 dBA L _{eq}
Retail/commercial ⁷	--	--	--	--
Industrial	--	--	--	--

Notes:

- ¹ Normally acceptable means that land uses may be established in areas with the stated ambient noise level, absent any unique noise circumstances.
- ² Possibly acceptable means that land uses should be established in areas with the stated ambient noise level only when exterior areas are omitted from the project or noise levels in exterior areas can be mitigated to the normally acceptable level.
- ³ Normally unacceptable means that land uses should generally not be established in areas with the stated ambient noise level. If the benefits of the project in addressing other Burbank2035 goals and policies outweigh concerns about noise, the use should be established only where exterior areas are omitted from the project or where exterior areas are located and shielded from noise sources to mitigate noise to the maximum extent feasible.
- ⁴ Interior acceptable means that the building must be constructed so that interior noise levels do not exceed the stated maximum, regardless of the exterior noise level. Stated maximums are as determined for a typical worst-case hour during periods of use.
- ⁵ dBA L_{eq} is as determine for a typical worst-case hour during periods of use.
- ⁶ Within the Airport Influence Area, these uses are not acceptable above 65 dBA CNEL if subject to the City's discretionary review procedures.
- ⁷ Within the Airport Influence Area, these uses may be acceptable up to 75 dBA CNEL following review for additional noise attenuation; in excess of 75 dBA CNEL these uses are not acceptable.

standards. These hourly daytime and nighttime performance standards (expressed in L_{eq}) for stationary noise sources are designed to protect noise-sensitive land uses adjacent to stationary sources from excessive noise. Table N-4 summarizes stationary-source noise standards for various land use types, which represent acceptable noise levels at exterior spaces of the sensitive receptor.

In addition to the maximum allowable noise level standards outlined in Tables N-3 and N-4, for analysis of noise impacts and determining appropriate mitigation under the California Environmental Quality Act (CEQA), an increase in ambient noise levels is assumed to be a significant noise impact if a project causes ambient noise levels to exceed the following:



- Where the existing ambient noise level is less than 60 dBA CNEL/L_{dn}, a project-related permanent increase in ambient noise levels of 5 dBA CNEL/L_{dn} or greater.
- Where the existing ambient noise level is greater than 60 dBA CNEL/L_{dn}, a project-related permanent increase in ambient noise levels of 3 dBA CNEL/L_{dn} or greater.

Table N-4
Maximum Allowable Noise Exposure—Stationary Noise Sources

Noise Source	Noise Level Descriptor	Exterior Spaces ² —Daytime (7 a.m. to 10 p.m.)	Exterior Spaces ² —Nighttime (10 p.m. to 7 a.m.)
Typical	Hourly dBA L _{eq}	55 ¹	45 ¹
Tonal, impulsive, repetitive, or consisting primarily of speech or music	Hourly dBA L _{eq}	50 ¹	40 ¹
Any	dBA L _{max}	75	65

Notes:

¹ The City may impose noise level standards that are more or less restrictive than those specified above based upon determination of existing low or high ambient noise levels.

² Where the location of exterior spaces (i.e., outdoor activity areas) is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use. Where it is not practical to mitigate exterior noise levels at patio or balconies of apartment complexes, a common area such as a pool or recreation area may be designated as the exterior space.

Noise Contours and Impact Areas

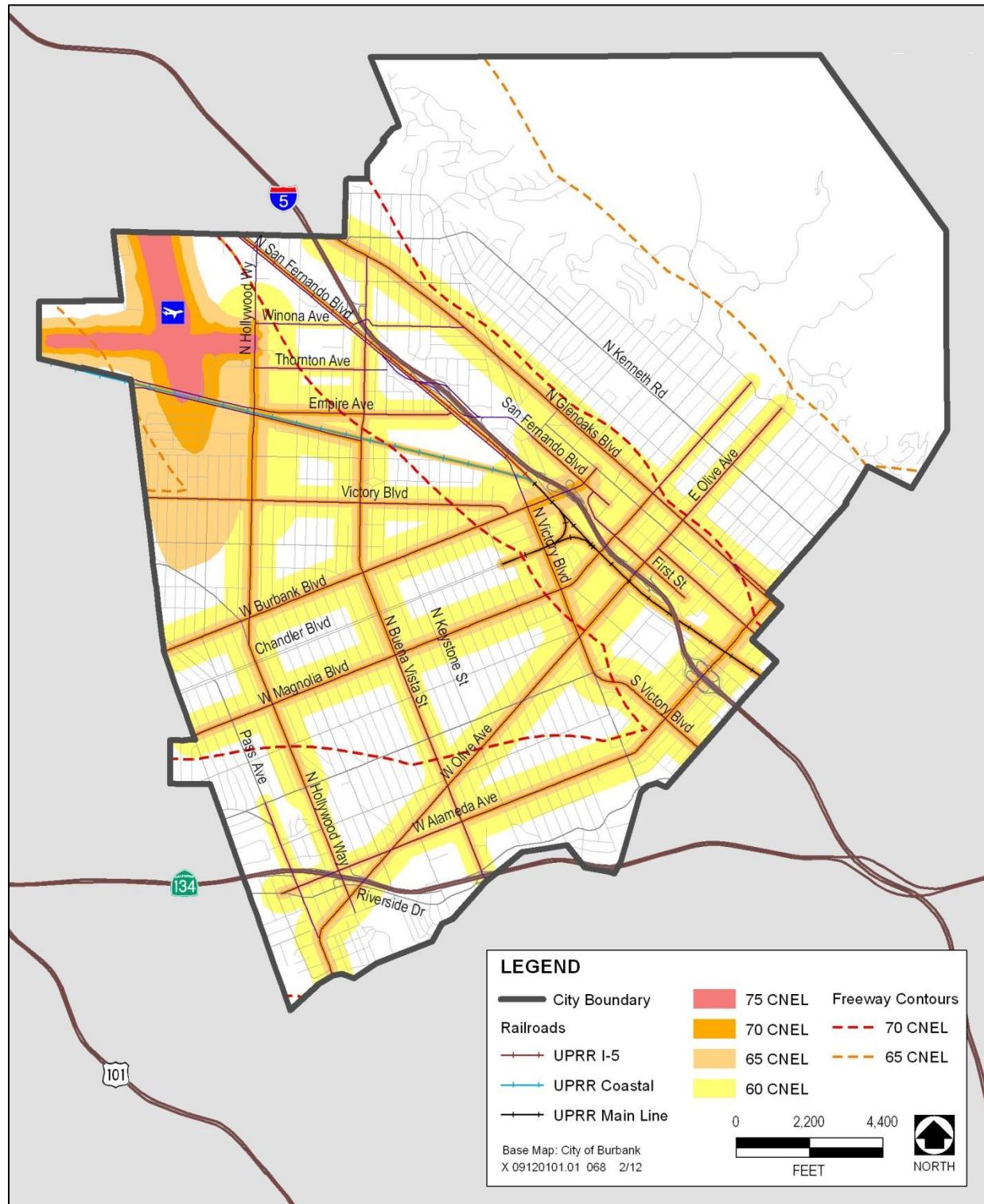
The community noise environment can be described using contours derived from monitoring major sources of noise. Noise contours define areas of equal noise exposure. Noise contours have been estimated using information about both current and projected future land uses and traffic volumes. The contours assist in setting land use policy and establishing development standards.

A study of baseline noise sources and levels was completed in April 2010. Noise level measurements were collected during a typical weekday at 26 locations throughout Burbank. Criteria for site selection included geographical distribution, land uses suspected of noisy activities, proximity to transportation facilities, and noise-sensitive land uses. The primary purpose of the noise monitoring was to establish a noise profile that could be used to estimate current and future noise levels.

Measurements represent motor vehicle noise emanating from freeways, the local roadway network, and industrial land uses. Typical noise sources measured during the short-term survey included vehicular traffic, aircraft, trains, emergency sirens, industrial uses, mechanical equipment, children playing, motorcycles, car alarms, and car audio systems. Of these sources, traffic noise was determined to be the predominant noise source in Burbank.

Exhibit N-1 identifies modeled noise contours for baseline year 2010. Major arterials and the freeway network represent the major sources of noise throughout the city. However, railroad and aircraft operations represent the major noise source in certain parts of Burbank. Several areas are exposed to arterial traffic noise in excess of 65 dBA L_{dn}.

Burbank will accommodate additional future growth accompanied by an increase in citywide traffic volumes. Traffic volume increases represent the major anticipated measurable new noise sources in the community over the long term. Potential future ambient noise levels can be estimated by modeling. Exhibit N-2 displays anticipated changes in 2035 noise levels along major roads based upon future traffic levels.

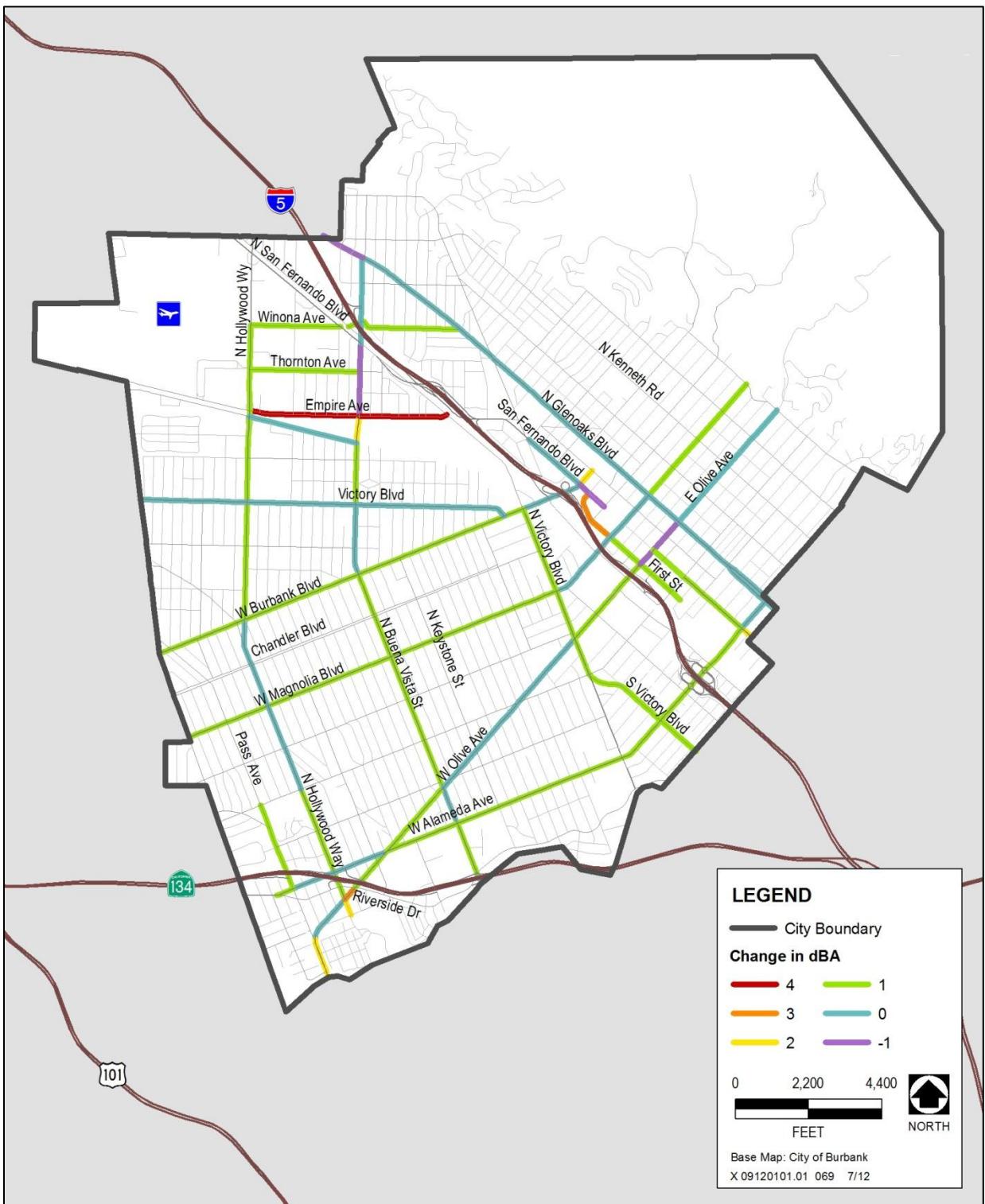


Source: Data compiled by AECOM in 2010

Exhibit N-1. Traffic Noise Contours



Noise



Source: Data compiled by AECOM in 2010

Exhibit N-2. Change in Traffic Future Noise Levels



Exhibit N-2 indicates that noise levels may be expected to rise in areas where roadways will experience the greatest increases in traffic volumes over time. Specifically, these areas include Olive Avenue between Hollywood Way and Riverside Drive (3 dBA CNEL/L_{dn} increase), Empire Avenue between Victory Boulevard and Hollywood Way (4 dBA CNEL/L_{dn} increase), and First Street between Magnolia Boulevard and San Fernando Boulevard (3 dBA CNEL/L_{dn} increase).

Exhibit N-3 identifies the Bob Hope Airport planning boundary/Airport Influence Area, which is consistent with the airport's 65 CNEL contour. Areas within the boundary are subject to additional planning considerations.

Identification of Noise Problem Areas

Potential noise problem areas are those areas in which ambient noise levels exceed established noise standards and areas in which sensitive land uses are exposed to ambient noise levels in excess of standards identified in Tables N-3 and N-4. Most of these problem areas are located along freeways and arterial and secondary roadways where noise barriers have not been installed.

Beneath the landing pattern for aircraft approaching Bob Hope Airport, some residents find the aircraft noise disturbing. Aircraft noise is considered an intermittent, recurring noise problem. Noise from helicopters operated by private parties, the police, and emergency medical services, and for news and traffic monitoring also contributes to Burbank's general noise environment. Helicopters approaching the Providence Saint Joseph Medical Center and movie studios located in the southwestern portion of the city are of particular concern.

Noise Control Techniques

City Noise Control Ordinance

The Noise Control Ordinance authorizes the City authority to regulate noise at its source, protect noise-sensitive land uses, and establish exterior and interior noise standards for residential properties. The City will continue to apply provisions of the Noise Control Ordinance and will modify the ordinance as needed to respond to policy direction in this Noise Element, specifically the interior and exterior noise standards specified in Tables N-3 and N-4 and the policies addressing noise in mixed-use land use districts.

State Noise Standards

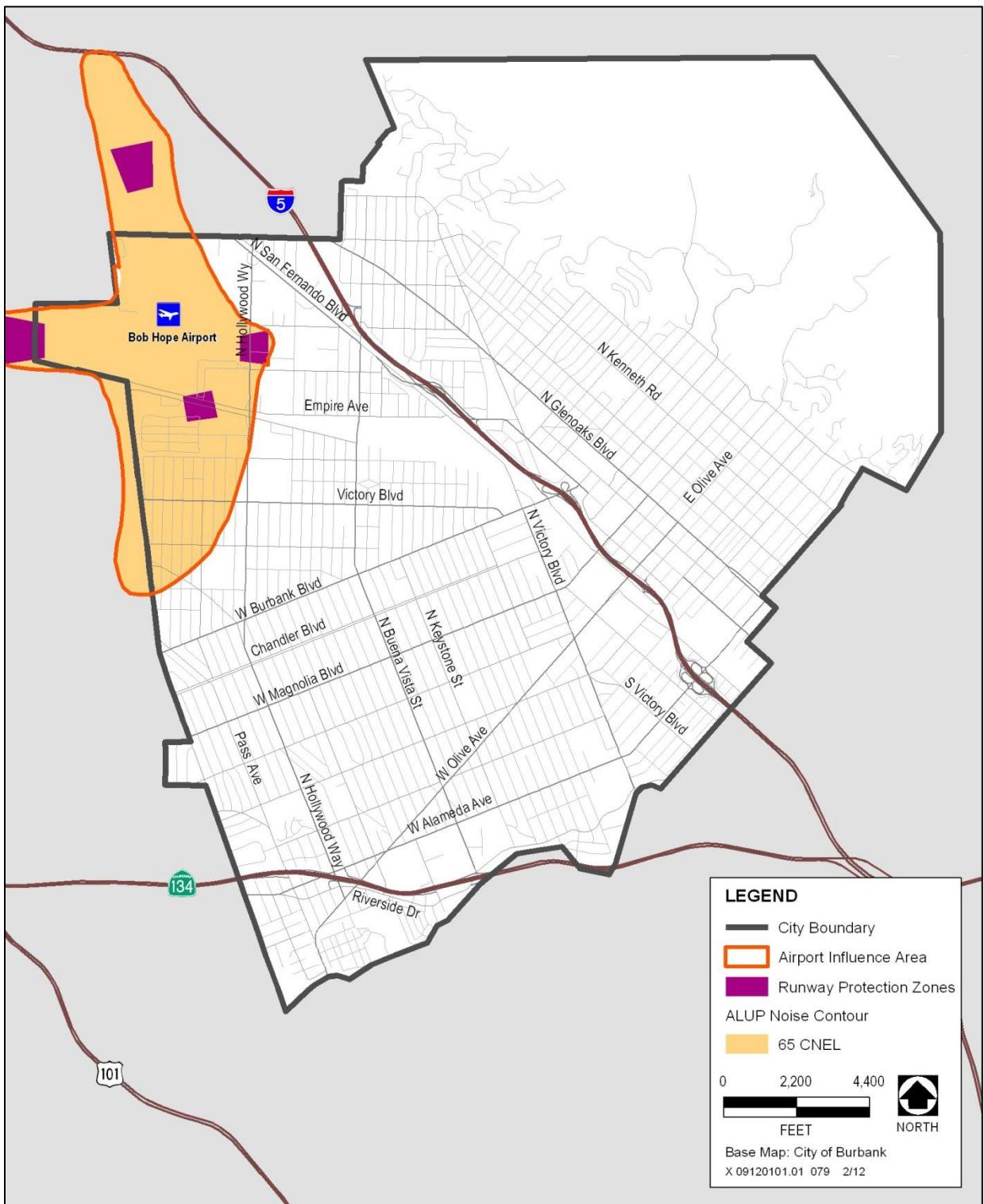
Title 24 of the California Code of Regulations, also known as the California Building Standards Code, establishes building standards applicable to all occupancies throughout the state. The code provides acoustical regulations for both exterior-to-interior sound insulation and sound and impact isolation between adjacent spaces of various occupied units. The Title 24 regulations state that interior noise levels generated by exterior noise sources shall not exceed 45 dB L_{dn}, with windows closed, in any habitable room for general residential uses.

Road Traffic Noise

The dominant noise source in Burbank, traffic noise originates from major roads such as Olive Avenue, Hollywood Way, Glenoaks Boulevard, Burbank Boulevard, and Magnolia Boulevard, and from freeway traffic on I-5 and SR 134. The most efficient and effective means of controlling noise is to reduce noise at the source. However, the City has no direct control over noise produced by trucks, cars, and trains because federal and state noise regulations preempt local laws. Because the City cannot control transportation noise at the source, noise programs and standards use noise reduction methods that interrupt the path of the noise or shield the receiver to reduce transportation noise along freeways,



Noise



Source: City of Burbank 2010, Los Angeles County Land Use Commission 2003, Adapted by AECOM 2010

Exhibit N-3. Airport Influence Area



arterial roadways, and rail corridors. Such reduction methods may include building orientation, spatial buffers, landscaping, and noise barriers. Such noise reduction methods should be emphasized during site planning and design.

Using noise barriers, such as sound walls, should be considered to achieve the noise standards, but only after all other practical design-related noise reduction measures have been integrated into a project. As new technologies emerge, they should be used in place of sound walls unless no other feasible options are available. Sound walls may not be desirable in some locations, such as at intersections in commercial areas where visibility and access are equally important. For some projects, like those implemented by the California State Department of Transportation (Caltrans) or the Metropolitan Transportation Authority (MTA), using sound walls may be the only feasible option or may be beyond the City's control. Effective acoustical-design features in new construction can further reduce interior noise.

Truck Routes

Truck traffic generates noise that can disturb people in residential and other noise-sensitive land uses. Heavy trucks will not be permitted to drive through residential neighborhoods. Truck routes in Burbank are located mostly on the higher capacity roadways that traverse the community. Truck routes are identified for such purposes as noise reduction, safety, roadway maintenance, and traffic operations.

Stationary-Source Noise

Noise levels from stationary sources are to be addressed primarily at the source. In a mixed-use development, acoustical design should be applied to reduce the exposure of residents to noise from both commercial portions of the development and external noise sources. When addressing stationary noise at the source is infeasible, the aforementioned noise reduction methods will be employed to reduce noise exposure to the levels presented in Table N-5.

The most common and feasible method to control exterior-to-interior noise levels is to improve the building structure and use wall/façade treatments that reduce noise levels. Buildings constructed consistent with the Uniform Building Code typically provide approximately 15 dBA of exterior-to-interior noise level reduction (NLR) with windows open, and 25 dBA of NLR with windows closed. Therefore, special consideration must be given to reducing interior noise levels to the required 45 dBA CNEL/L_{dn} at noise-sensitive land uses exposed to noise levels in excess of 60 dBA. The NLR of a wall element or building façade can be calculated by first assuming a generalized A-weighted noise frequency spectrum for roadway traffic noise. Then, the composite transmission loss of the various wall materials and the wall's structural design is considered to determine the resulting noise level in the receiving room. After correcting for room absorption, the overall noise level in the room is calculated.

The ability to perform these calculations requires detailed floor plans and façade construction details. A qualified acoustical consultant should calculate the required NLR and resultant interior noise levels. Table N-5 provides an example of varying levels of building façade improvements that may be required to comply with the interior noise level standard of 45 dBA CNEL/L_{dn} for land uses exposed to three different noise levels: 60 dBA CNEL/L_{dn}, 65 dBA CNEL/L_{dn}, and 70 dBA CNEL/L_{dn}.



Table N-5
Sample Measures for Controlling Interior Noise

Noise Exposure Level	Exterior to Interior Noise Level Reduction Required to Achieve 45 dBA CNEL/L _{dn}	Noise Control Measures and Façade Upgrades
>60 dBA CNEL/L _{dn}	15 dBA	Normal construction practices consistent with the Uniform Building Code are typically sufficient.
60 dBA to 65 dBA CNEL/L _{dn}	20 dBA	Normal construction practices consistent with the Uniform Building Code are sufficient with the addition of the following specifications: <ul style="list-style-type: none"> ■ Air conditioning or mechanical ventilation systems are installed so that windows and doors may remain closed. ■ Windows and sliding glass doors are mounted in low-air infiltration rated frames. ■ Exterior doors are solid core with perimeter weather stripping and threshold seals.
65 dBA to 70 dBA CNEL/L _{dn}	25 dBA	Normal construction practices consistent with the Uniform Building Code are sufficient with the addition of the following specifications: <ul style="list-style-type: none"> ■ Air conditioning or mechanical ventilation systems are installed so that windows and doors may remain closed. ■ Windows and sliding glass doors are mounted in low air infiltration rated frames. ■ Exterior doors are solid core with perimeter weather stripping and threshold seals. ■ Glass in both windows and exterior doors should have a Sound Transmission Classification rating of at least 30. ■ Roof or attic vents facing the noise source of concern should be boxed or provided with baffling.

Notes:

The information listed in this table is sample guidance for interior noise control recommendations and is not intended for application to individual development projects, renovations, or retrofits. Noise-sensitive land uses located in areas with noise level exposures exceeding 65 dBA CNEL/L_{dn} should have perform acoustical analysis on a case-by-case basis.

Sound Walls along Arterials and Secondary Roadways

The City will encourage Caltrans and MTA to abide by Section 215.5 of the California Streets and Highway Code, which establishes a priority system for constructing sound walls along freeways, to minimize exposure of residential or other noise-sensitive land uses to excessive freeway noise. If other design features or technologies cannot reduce noise at sensitive land uses, sound walls may be required. In such cases, all new residential development proposed adjacent to arterials and secondary roadways will be required to buffer land uses by providing sound walls (or a combination of berms and walls). The sound walls must be designed so that noise exposure in the development's common open spaces meets the noise and land use compatibility standards shown in Table N-3. If sound walls are used, the analysis should evaluate multiple reflections between parallel noise barriers (e.g., large structures, noise barriers on each side of the highway) that could reduce the acoustical performance of individual barriers or result in unintended effects on other parts of the community.

Land Use Policy and Design of Residential Projects

To mitigate non-transportation-related noise, the City will require adjustments to site plans, higher insulation performance, spatial buffers, and other mitigation measures to absorb and block sound as needed. Design features incorporated into residential projects can be used to shield residents from

excessive noise. For example, bedrooms, balconies, and open space areas can be located away from streets and focused toward the interior of a project. The City will develop guidelines to assist developers in designing structures that respond to noise concerns.

Rail Traffic Noise

Federal Railroad Administration regulations allow cities to delineate zones where trains are not allowed to blow warning horns. In areas outside of formally established quiet zones, trains approaching all railroad crossings that intersect public streets must blow a warning horn at the intersection to warn motorists and pedestrians. At this time, there are no quiet zones located in Burbank.

Air Traffic Noise

To lessen the effects of air traffic noise associated with Bob Hope Airport, the City will participate in regional efforts to require airlines to use quieter aircraft. Also, the City will continue to register noise complaints with the airport's Noise Abatement Office to ensure that airport officials are made aware of noise problems.

A limited number of heliports and helistops are located throughout Burbank. The most active heliports and helistops are located at the Providence Saint Joseph Medical Center and entertainment studios in the southwest portion of the city. Helicopter operations at these facilities are regulated by the Federal Aviation Administration, the Caltrans Division of Aeronautics, and the Los Angeles County Airport Land Use Commission. The City will work with these parties to ensure compliance with all federal and state laws pertaining to helicopter operations.

Movie and Television Studios

The City recognizes that operations at movie and television studios (e.g., Warner Bros., Disney, NBC) have the potential to generate noise during exterior filming activities. The City also considers the economic and employment benefits associated with such operations to be essential in maintaining a desired balance between quality of life and economic prosperity.

Noise sources associated with operations of movie and television studios include explosions, vehicle operations, loudspeakers, and mechanical equipment. Burbank's studios are located in the southwest portion of the city and share boundaries with adjacent residential areas, which are considered sensitive receptors. As an example, the eastern boundary of the Warner Bros. studio lot abuts residences to the east. However, these areas also experience high ambient noise levels from traffic along SR 134, West Olive Avenue, and West Alameda Avenue. The City will continue to consult with movie studios and residents affected by noise from filming activity to maintain a livable environment.

Construction Noise

Construction is a necessary part of community development. Construction noise typically occurs intermittently; the amount of noise depends on the nature or phase of construction (e.g.,



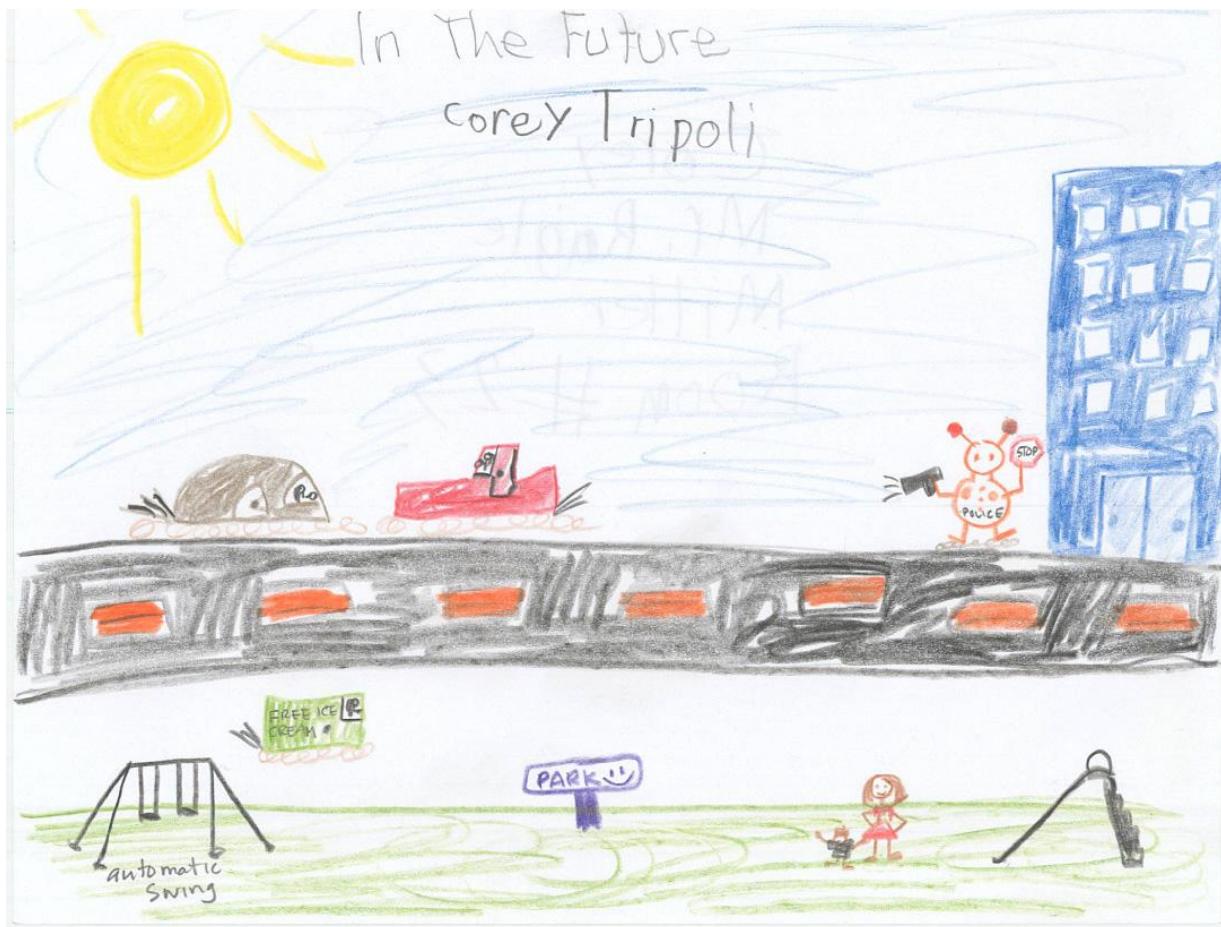
Bob Hope Airport is a major hub for the greater Los Angeles area and contributes to the thriving community.



Noise

demolition/land clearing, grading and excavation, erecting structures). Activities such as site preparation, hauling of materials by trucks, pouring of concrete, and use of power tools can temporarily generate noise. Construction equipment, such as earthmovers, material handlers, and portable generators, also creates noise that reaches high levels for brief periods.

In the City of Burbank Municipal Code, construction noise that occurs between the hours of 7 a.m. and 7 p.m. Monday through Friday and 8 a.m. to 5 p.m. on Saturday is exempt from applicable noise standards. With this regulatory exemption, the City acknowledges that construction noise is an acceptable public nuisance when conducted during the least noise-sensitive hours of the day. The City also acknowledges that construction noise could cause a substantial temporary increase in the ambient noise environment at nearby noise-sensitive receptors if construction occurs during the more noise-sensitive hours (i.e., evening, nighttime, early morning), or if construction equipment is not properly equipped with noise control devices.



Burbank in 2035: Drawing by Corey Tripoli of Miller Elementary School



CHAPTER

6 Open Space and Conservation Element

INTRODUCTION

Greenprint for a Healthy Community

Parks are important. This statement is as true today as it was 100 years ago. Burbank has always recognized the importance of setting aside spaces within the community that support the natural environment, provide a home to habitat, provide active and passive recreation opportunities, and add to the beauty of the community. Today, their significance is greater still. Parks and open spaces help keep our community cooler; they're a "health club" that requires no membership fee, and they are an economic development tool that helps attract and retain viable businesses, industries, and employees seeking a high quality of life.



Parks and recreation facilities are vital resources for Burbank.

Looking forward, there are challenges to be addressed. High land costs make it difficult to introduce parks and open space into areas that have previously been built out. The increased diversity of the community requires the provision of a variety of programs and services to meet the needs of all people. Ongoing maintenance of parks, open space, and recreation facilities and the services to be provided by the City have to be balanced with an economic climate that demands fiscal conservation. Even with these challenges, the City is moving forward not only to provide areas that improve the livability of Burbank, but also to improve the community's health and its sustainability for future generations.

Purpose and Statutory Requirements

This Open Space and Conservation Element meets state requirements for open space and conservation elements as stated in Sections 65302(d) and 65301(e) of the California Government Code. It describes the conservation, development, and use of natural resources and addresses Burbank's parks and recreation opportunities. This element, in combination with the Air Quality and Climate Change



Element, also contains many of the key policies related to community sustainability. The City intends to prepare a Sustainability Element in the future to set the City's sustainability goals, policies, and implementation strategies. This Open Space and Conservation Element addresses preservation of renewable and non-renewable natural resources; managed production of resources, such as energy and groundwater supply; outdoor recreation; and trail-oriented recreation use.

Relationship to Other Elements

The Open Space and Conservation Element overlaps with provisions of the Air Quality and Climate Change, Land Use, and Safety Elements. However, this element differs by being oriented almost exclusively toward natural resources. The conservation component contains goals and policies that further the protection and maintenance of natural resources in Burbank. These resources include water, soils, wildlife, minerals, and other natural resources that should be considered to prevent wasteful exploitation, degradation, and destruction.

OPEN SPACE AND CONSERVATION GOALS AND POLICIES

Burbank's natural environment and abundant open spaces are unique assets to the community that have become an essential component of quality of life for residents, businesses, and visitors. The goals, policies, and implementation programs of the Open Space and Conservation Element are intended to protect these resources and provide recreation opportunities to further enhance community health.

GOAL 1 RESOURCE MANAGEMENT

The public is involved in preserving open space, conserving resources, and improving the natural environment.

Policy 1.1 *Encourage citizen interest and participation in open space management and development.*

Policy 1.2 *Involve community groups in the identification, acquisition, and management of natural resource areas, recreation facilities, historical and cultural sites, and aesthetic and beautification programs.*

Policy 1.3 *Coordinate the City's open space program with regional parks, open space, and conservation plans.*

Policy 1.4 *Facilitate a continuing program of environmental resource presentations, surveys, and workshops to educate and inform the public.*

GOAL 2 PARKS, OPEN SPACE, AND RECREATION FACILITIES

Parks, open space and recreation facilities contribute to the high quality of life enjoyed by Burbank residents and the economic value of the community.

Policy 2.1 *Identify areas of the city that are currently underserved and focus park expansion and open space acquisition in these areas.*

Policy 2.2 *Provide a community or neighborhood park within 1/2 mile of all Burbank residences.*

Policy 2.3 *Provide park and recreation facilities at a minimum level of 3 acres per 1,000 persons, with the goal of 5 acres per 1,000 persons.*



Policy 2.4 *Seek opportunities to develop additional parks and open space in areas where needed, including pocket parks, dog parks, athletic fields, amphitheaters, gardens, and shared facilities.*

GOAL 3 PARKS AND RECREATION FACILITIES MAINTENANCE

Parks and recreation facilities are improved and maintained to ensure they meet the needs of the community.

Policy 3.1 *Improve and rehabilitate existing parks and recreation facilities.*

Policy 3.2 *Improve existing athletic fields with lights, equipment, and seating.*

Policy 3.3 *Develop a clear and unified system of identification and directional signs for all park and recreation facilities.*

Policy 3.4 *Provide low-maintenance, vandal-resistant parks, recreation facilities, and equipment.*

Policy 3.5 *Provide adequate lighting in parking areas to ensure user safety.*

Policy 3.6 *Improve and maintain access to accommodate persons with disabilities at all parks.*

Policy 3.7 *Ensure that the public transit system connects parks and recreation facilities to the rest of the community.*

GOAL 4 RECREATION PROGRAMS

Burbank provides a variety of recreation opportunities that meet the needs of all members of the community.

Policy 4.1 *Provide a variety of arts, cultural, historical, fitness, and environmental education programs at parks and recreation facilities.*

Policy 4.2 *Enhance and expand existing recreation programs in response to community demographics and needs.*



Policy 4.3 *Continue the joint use of facilities owned by the Burbank Unified School District.*

Policy 4.4 *Continue the use of "drop-in" centers in existing and future recreation facilities.*

Policy 4.5 *Ensure that buildings, equipment, fields, and other recreation amenities are in full use and capable of accommodating changing program demands.*

GOAL 5 CREATION OF A COMPREHENSIVE TRAILS NETWORK

Parks, trails, and open spaces are connected within the city and to regional open spaces.

Policy 5.1 *Develop a comprehensive trails network linking hiking, biking, and equestrian trails to parks and open spaces both within and outside the city.*

Policy 5.2 *Develop a multi-functional path and trail system within the natural constraints presented by open space areas.*



Policy 5.3 Encourage trail use and maintenance by recreation, educational, and community organizations.

Policy 5.4 Require that new development projects provide public access to adjacent open space areas.

GOAL 6 OPEN SPACE RESOURCES

Burbank's open space areas and mountain ranges are protected spaces supporting important habitat, recreation, and resource conservation.

Policy 6.1 Recognize and maintain cultural, historical, archeological, and paleontological structures and sites essential for community life and identity.

Policy 6.2 Protect the ecological integrity of open spaces and maintain and restore natural habitats and native plant communities.

Policy 6.3 Prohibit incompatible recreation activities that may damage open spaces or expose people to hazards.

Policy 6.4 Promote the acquisition, conservation, and preservation of land in the Verdugo Mountains.

GOAL 7 VISUAL AND AESTHETIC RESOURCES

Prominent ridgelines and slopes are protected as visual resources.

Policy 7.1 Identify visually prominent ridgelines and establish regulations to promote their preservation.

Policy 7.2 Minimize the visual intrusion of development in the hillside area.

Policy 7.3 Recognize visual resources as a key element in open space acquisition programs.

Policy 7.4 Balance both public good and private property rights when considering the restoration of viewsheds.

GOAL 8 BIOLOGICAL RESOURCES

Burbank's high-quality natural biological communities are sustained.

Policy 8.1 Prohibit development that jeopardizes or diminishes the integrity of sensitive or protected plant and animal communities.

Policy 8.2 Improve ecological and biological conditions in urban and natural environments when reviewing proposals for site development, as well as when making public improvements.

Policy 8.3 Support public acquisition of parcels key to the integrity of ecosystems.

Policy 8.4 Naturalize disturbed areas and prevent the invasion of exotic plants.

Policy 8.5 Encourage landscaping that incorporates native plant species.

GOAL 9 WATER RESOURCES

Adequate sources of high-quality water provide for various uses within Burbank.

Policy 9.1 Meet the goal of a 20% reduction in municipal water use by 2020.



- Policy 9.2** *Provide public information regarding the importance of water conservation and avoiding wasteful water habits.*
- Policy 9.3** *Offer incentives for water conservation and explore other water conservation programs.*
- Policy 9.4** *Pursue infrastructure improvements that would expand communitywide use of recycled water.*
- Policy 9.5** *Require on-site drainage improvements using native vegetation to capture and clean stormwater runoff.*

GOAL 10 ENERGY RESOURCES

Burbank conserves energy, uses alternative energy sources, and promotes sustainable energy practices that reduce pollution and fossil fuel consumption.

- Policy 10.1** *Incorporate energy conservation strategies in City projects.*
- Policy 10.2** *Promote energy-efficient design features to reduce fuel consumption for heating and cooling.*
- Policy 10.3** *Continue to acquire alternative fuel vehicles like hybrid, natural gas, electric, or hydrogen-powered vehicles when adding to the City's vehicle fleet.*
- Policy 10.4** *Encourage residents and businesses to reduce vehicle use or to purchase alternative fuel vehicles.*
- Policy 10.5** *Promote technologies that reduce use of non-renewable energy resources.*
- Policy 10.6** *Support private sources of sustainable, environmentally friendly energy supplies.*
- Policy 10.7** *Encourage the use of solar energy systems in homes and commercial businesses as a form of renewable energy.*

OPEN SPACE AND CONSERVATION PLAN

The Open Space and Conservation Plan describes the City's approach to conserving and enhancing open spaces, parks, recreation opportunities, and natural resources. The plan is divided into sections specific to open space, parks, recreation, and conservation of natural resources—mainly water, energy, ecological, biological, mineral, and aesthetic and visual resources.

Open Space Resources

Open space lands are set aside for many purposes, including (1) parks for recreation or wildlife habitat preservation, (2) water resources for groundwater recharge and support of plant and animal habitat, (3) environmental hazard zones for the protection of public safety, and (4) prominent geologic features and scenic resources for the visual enhancement of the urban environment.

Burbank contains nearly 2,700 acres of designated open space, including approximately 700 acres of improved parkland. Wildwood Canyon Park and Stough Canyon Park are the two largest parks in the city, at 500 acres and approximately 100 acres, respectively. These regional parks are located in the



Verdugo Mountains and are less developed than other parks in the city, particularly those located in the flat developed portions of Burbank.

The remaining open space is located primarily in the Verdugo Mountains. This acreage connects to approximately 60,000 acres of additional open space managed by the Santa Monica Mountains Conservancy. This connection provides for large contiguous areas of natural habitat for many plant and animal species. These natural open space areas also contain miles of trails and fire roads that can be used for passive recreation purposes, such as hiking, biking, and picnicking.

Parks, Recreation, and Community Services

The Park Services Division of Burbank's Park, Recreation, and Community Services Department maintains public park grounds and landscaped areas, and manages the City's urban forestry program. In total, 26 parks are located within Burbank, ranging in size from pocket parks less than 0.25 acre up to a 500-acre regional park. Along with park facilities, recreation programming is an important part of creating and maintaining a healthy community with a high quality of life. Burbank residents enjoy many recreation opportunities, provided by a City government committed to ensuring a well-rounded, healthy community. Recreation programming includes volunteering opportunities, human services programs, classes, sports, cultural arts, school programs, nature programs, and special events for residents from every walk of life, ranging from children to adults, senior citizens, and even pets. The City is committed to ensuring that residents of all ages, backgrounds, and interests have abundant available recreation opportunities.

Parks Inventory and Acreage Standards

Most communities have parkland acreage standards, which ensure that the area has enough parks to serve the population. In Burbank, based on the existing population of 103,340 in 2010, there are approximately 7.1 acres of parkland for every 1,000 Burbank residents. As shown in Table OSC-1 below, when broken down by park type, that translates to 5.84 acres of regional parks, 0.69 acre of community parks, 0.54 acre of neighborhood parks, and 0.02 acre of pocket parks per 1,000 residents.

Table OSC-1
Current (2009) and Recommended Parkland Ratios

Park Type	Parkland Acreage	Current Ratio (Acres/1,000 Residents)	Recommended Ratio (Acres/1,000 Residents)	Meeting Recommended Ratio?
Regional	603.57	5.84	8	No
Community	70.83	0.69	2	No
Neighborhood	55.43	0.54	1.5	No
Pocket	2.02	0.02	0.04	No
Total	731.85	7.1		

Notes: Service levels recommended by National Recreation and Park Association.

Table OSC-2 lists the names, park-type classifications, acreages, and locations of all 26 City parks. The classification system identifies parks greater than 50 acres as regional parks; parks between 10 acres and 50 acres as community parks; parks between 1 acre and 10 acres as neighborhood parks; and parks 1 acre or smaller as pocket parks. Overall, there are two regional parks, four community parks, 15 neighborhood parks, and five pocket parks.



Table OSC-2
Burbank Parks Inventory

Park Name	Address/Location	Park Type	Acreage
Regional Parks			
Stough Canyon Park	1335 Lockheed View Drive	Regional	103.57
Wildwood Canyon Park	1701 Wildwood Canyon	Regional	500.00
Total Regional Parks			603.57
Community Parks			
Brace Canyon Park	2901 Haven Way	Community	20.05
George Izay Park	1111 West Olive Avenue	Community	15.36
Johnny Carson Park	400 South Bob Hope Drive	Community	17.62
McCambridge Park	1515 North Glenoaks Boulevard	Community	17.80
Total Community Parks			70.83
Neighborhood Parks			
Abraham Lincoln Park	300 North Buena Vista Street	Neighborhood	2.50
Bel Aire Ballfield	1750 Bel Aire Drive	Neighborhood	1.75
Miller Park*	720 East Providencia Avenue	Neighborhood	1.60
Mountain View Park	751 South Griffith Park Drive	Neighborhood	2.48
Larry L. Maxam Memorial Park	3715 Pacific Avenue	Neighborhood	5.29
Palm Ballfield	1125 East Orange Grove Avenue	Neighborhood	1.50
Ralph Foy Park	3211 West Victory Boulevard	Neighborhood	10.00
Robert E. Gross Park	2800 West Empire Avenue	Neighborhood	4.85
Robert E. Lundigan Park	2701 Thornton Avenue	Neighborhood	1.32
Robert R. Ovrom Park	601 South San Fernando Road	Neighborhood	1.40
Valley Park	1625 North Valley Street	Neighborhood	4.44
Verdugo Park	3201 West Verdugo Avenue	Neighborhood	8.00
Vickroy Park	2300 Monterey Place	Neighborhood	1.40
Whitnall Highway Park North	1202 North Whitnall Highway	Neighborhood	4.50
Whitnall Highway Park South	610 North Whitnall Highway	Neighborhood	4.40
Total Neighborhood Parks			55.43
Pocket Parks			
Compass Tree Park	601 South Lake Avenue	Pocket	<0.25
Earthwalk Park	1922 Grismer Street	Pocket	0.53
Maple Street Playground	3820 West Jeffries Avenue	Pocket	0.4
Santa Anita Playlot	250 West Santa Anita Avenue	Pocket	0.34
Five Points Plaza	1075 West Burbank Boulevard	Pocket	0.50
Total Pocket Parks			2.02
Total Developed Parks			731.85
Other Facilities			
DeBell Golf Course	1500 Walnut Avenue	Community/Public Golf Course	113

Note: * Indicates that this is a shared facility with Burbank Unified School District

Although Burbank maintains more than 7 acres of parkland for every 1,000 residents, most of this is in the form of regional parks. Some recreation facilities are located in these parks, but much of this acreage is unimproved. Without including these two parks in the calculation of the parkland acreage ratio, the ratio would be only 1.2 acres per 1,000 Burbank residents, which is considered low by most nationally accepted parkland standards. The table compares these recommendations to Burbank's existing (2010) parkland-to-residents ratio by park classification type. In general, communities with less parkland than these recommended ratios tend to see increased rates of deterioration of park facilities because of overuse.

This Open Space and Conservation Element establishes a citywide parkland level of service goal of 5 acres of improved parkland per 1,000 residents. The element also establishes a requirement applicable to new development of 3 acres of new parkland per 1,000 new residents, which is intended to correct existing parkland deficiencies as new development and redevelopment occur.

In addition, because of the location of the regional parks in the Verdugo Mountains, these parks are less accessible than other parks to most Burbank residents, who live in flatter, more developed portions of the city. The City seeks to ensure that all residents have access to adequate parkland within a reasonable distance from their homes. For this reason, this Open Space and Conservation Element establishes a policy requiring that all residences in Burbank be located within 1/2 mile of a community or neighborhood park. Exhibit OSC-1 depicts areas that are currently served by parks from a distance perspective. Areas shown in white on the exhibit are not within ½ mile of a park, and are considered to be underserved. To implement this new policy, the City will prioritize developing new park facilities in underserved areas, to the extent feasible. However, this is particularly challenging in a built-out city.

Site Selection Standards for New Parks

Because Burbank residents will benefit from additional parkland and recreation programming, Burbank will work actively to acquire, build, and maintain additional parkland and facilities. Because Burbank is largely a built-out city, locating new parks will be difficult. The City will prioritize developing new park facilities in locations where residences are not located within 1/2 mile of a park. The City will seek vacant and underutilized lots and acquire these lots as they become available, and as funding allows.

The City will also prioritize accessibility as a major factor in the selection of future park sites. A park that is inaccessible, lacks usable open space, or is otherwise constrained has limited utility to the residents it is designed to serve. To ensure that such a scenario does not occur, the following standards are established to apply to the acquisition of new parkland:

- The service area should not be divided by natural or human-made barriers such as arterial highways, railroads, freeways, and commercial or industrial areas that would render the site inaccessible or undesirable as a park.

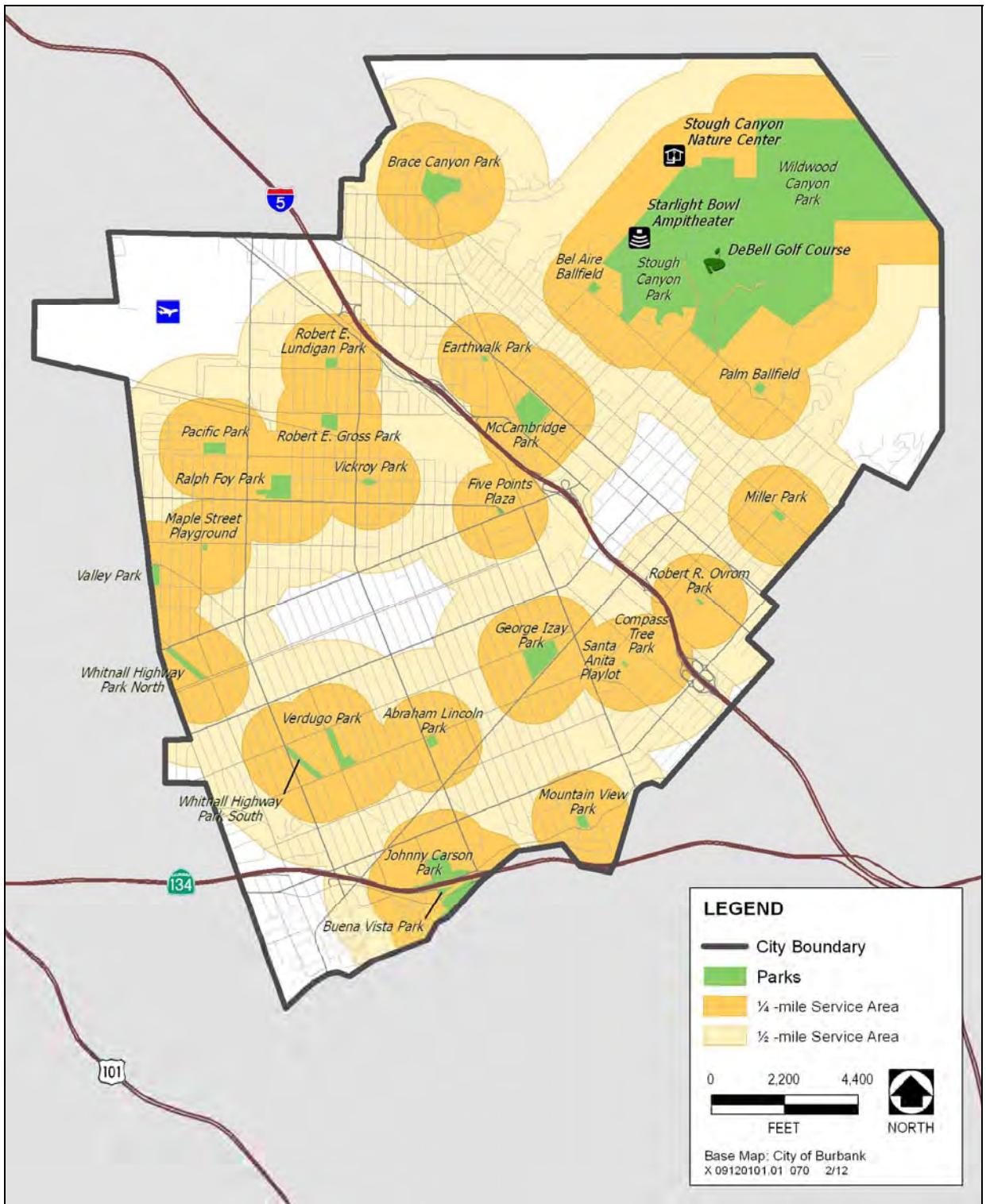


The Starlight Bowl is located in Stough Canyon Park and provides a wonderful venue for many large community events.



Open Space and Conservation

Burbank2035: General Plan



Sources: City of Burbank 2010, data compiled by AECOM in 2011

Exhibit OSC-1. Parkland Distribution



- Neighborhood parks should be located adjacent to elementary schools whenever possible. The primary consideration should be whether the existing school has adequate play space to serve both its educational needs and the needs of the neighborhood for playground space.
- The site for a community park should be of sufficient size to include a recreation building unless adjacent school facilities can be designated to serve public uses when school is not in session.
- Neighborhood parks should have street frontage. If a park is located where adjacent streets are insufficient for parking, the site should have a parking lot. Community park sites should be readily accessible from pedestrian and bicycle routes.
- All neighborhood and community park sites should be accessible by foot or by bicycle.

Conservation

The quality of natural resources—air, water, energy, biological, and mineral resources—must be preserved to maintain and improve public health, the environment, the economy, and quality of life for Burbank residents, businesses, and visitors. These resources, with the exception of air resources, are discussed in further detail below. Although energy resources are described below, additional information about energy, as well as air resources, can be found in the Air Quality and Climate Change Element and the Greenhouse Gas Reduction Plan (GGRP).

Water Resources

Water Supplies



Burbank relies on imported water for about half of its water supply.

Like many Southern California communities, Burbank depends on deliveries of water supplies from other locations. Water is imported to Southern California from three major sources: the Sacramento–San Joaquin Delta via the State Water Project, the Colorado River via the Colorado River Aqueduct, and the Owens Valley/Mono Basin via the Los Angeles Aqueduct. Local agencies have emphasized diversifying their water sources given the level of uncertainty about the water supply from the Sacramento–San Joaquin Delta and Colorado River.

In Burbank, water is supplied by Burbank Water and Power (BWP), which provides potable water, water for fire protection purposes, and recycled water to more than 26,000 service connections within the city. BWP receives most of its potable water from the Metropolitan Water District of Southern California (Metropolitan). Metropolitan wholesales imported water to a consortium of 26 cities, including Burbank; to water districts; and to a county authority.

BWP's water supplies are supplemented locally by groundwater wells that draw from the San Fernando Groundwater Basin, which accounts for the remaining portion of the city's water supply. BWP is required to purchase additional untreated water supplies from Metropolitan to replenish local groundwater supplies. About 3/4 of the city's water is used by residential customers. The City has relied on imported water for about half of its water supply since the 1950s.

Water Quality

Groundwater and surface water are critical resources that must be preserved for public health, environmental, and economic reasons. Water quality is a regional issue that requires the cooperation of many other jurisdictions and agencies. Pollutants entering the hydrologic system are dispersed outward, with the potential to affect all who use the water within the system.



Water sources are considered most vulnerable to contamination from industrial activities, such as chemical processing, gas stations, and sewer collection systems. The local issue of household chemicals entering water sources is also a challenge to water safety. Pollution of urban runoff and stormwater and threats to Burbank's water supply arise from improper use of household hazardous materials such as solvents, fuels, paints, swimming pool chemicals, and miscellaneous flammable and corrosive substances, and from improper disposal of household hazardous wastes, including used motor oil. Reliable water supplies are essential to public health, safety, and welfare, and the City tests all water supply sources to assure safety and compliance with all drinking water standards.

Groundwater Quality and Supplies

Burbank is located atop the San Fernando Basin, an aquifer with groundwater ranging from 24 to 400 feet below the ground surface. The City is working with multiple federal, state, regional, and local government partners to identify and resolve known contamination issues in the San Fernando Basin. To bring water quality standards to levels appropriate for drinking water in Burbank, this groundwater is blended with water from other Metropolitan sources.

Urban Runoff

Urban stormwater runoff occurs when rainfall that in a nonurban environment would have been absorbed by groundcover or soil is instead collected by storm drains. In urbanized areas, native vegetation and topsoil have been largely replaced by impervious surfaces such as buildings, roads, sidewalks, and parking lots. When it rains, trash, litter, silt, automotive chemicals, fertilizers, animal wastes, and other contaminants are washed into the storm drain system. Because storm drains are designed to carry only stormwater, these drains typically are not equipped with filters or cleaning systems. Consequently, they can carry contaminants found in urban runoff directly into local flood control channels, lakes, and the ocean. Many of the contaminants found in this runoff affect water quality; at elevated concentration levels, they can be toxic to aquatic and marine life.

National Pollutant Discharge Elimination System

Local stormwater pollution control measures are implemented in accordance with the 1972 Federal Water Pollution Control Act (Clean Water Act) and the National Pollutant Discharge Elimination System (NPDES). The Clean Water Act prohibits any person from discharging pollutants through a "point source" into a "water of the United States" unless he or she has an NPDES permit.

The Clean Water Act authorizes states to operate their own NPDES programs, as long as such programs meet minimum federal requirements. The State Water Resources Control Board (SWRCB) and nine regional water quality control boards (RWQCBs) administer the NPDES program in California. Burbank is located within the jurisdiction of the Los Angeles RWQCB. The permits administered by the Los Angeles RWQCB govern discharges to waters of the United States and include provisions that mandate notification, sampling and analysis, and reporting of dewatering and testing-related discharges. The NPDES permits all involve similar processes that include submitting notices of intent to discharge to the Los Angeles RWQCB and implementing best management practices (BMPs) to minimize those discharges.

The City will continue to require all new development and modifications to existing development to use BMPs to reduce stormwater runoff and increase on-site retention. BMPs are effective methods of preventing and controlling the amount of pollutants entering the storm drain system, where pollutants eventually enter the surface water system.



Low-Impact Development

Low impact development (LID) describes various natural stormwater BMPs such as vegetated swales, biofilters, and constructed wetlands. Typically, the first flush after a storm event flows over polluted land and carries the pollution to the City's drainage system. LID measures ensure that the first flush gets cleaned by a natural process of vegetation filters, or at least delays the runoff using retention and infiltration methods before it runs into the City's drainage systems.

The City is in the process of developing a Stormwater Master Plan. In this plan, the City promotes an LID approach to balance the needs of land development and stormwater management. This is especially important in areas in close proximity to sensitive habitats, which may potentially be polluted by runoff from developed areas.

Energy Resources

Energy is generated over large areas by many different sources, so tracking the specific source of energy used in any one place can be difficult. Energy that is not generated at a facility by an energy provider can be purchased from other producers and transmitted to the energy user through energy transmission networks. Energy sources used in Burbank include hydroelectric, transformation, geothermal, solar, wind, coal, natural gas, and nuclear. With the exception of the mini transformation power plant at the Burbank Landfill, all of BWP's power plants use natural gas, while remote facilities use a range of coal, nuclear, hydroelectric, and wind-based resources.

BWP generates about half of the city's electricity supply at its own facilities, and purchases the remaining half either from long-term firm resources or on the open spot market (a market for instantly purchasing surplus energy from producers). BWP owns and operates two power plants, the Olive Power Plant and the Lake One Power Plant, and holds a 31% share of the Magnolia Power Plant, a Southern California Public Power Authority project. All three facilities are located in Burbank. BWP also partially owns other energy sources and has firm contracts for energy from other sources. Southern California Gas Company provides natural gas to Burbank businesses and residents and to BWP for use in its power plants.

Green Building

Green building concepts can be incorporated into site and building design to reduce energy use within the city as a whole, to improve aesthetics and comfort, and to provide a more cost-effective means of living. Six concepts of green building can help conserve energy and preserve the environment:

- Sustainable sites
- Water efficiency
- Energy and atmosphere
- Materials and resources
- Indoor environmental quality
- Innovation and design process

Burbank2035 includes implementation of a GGRP, which incorporates measures designed to reduce the emission of greenhouse gases to aid in reducing Burbank's contribution to global climate change effects. The GGRP includes measures that will require the City to implement many of these green building practices, which will conserve natural resources and energy.



Ecological, Biological, and Mineral Resources

To ensure the preservation and conservation of plant and wildlife resources within and surrounding Burbank, land must be protected from development to provide areas for native plants and wildlife to thrive. The following sections describe the City's approaches to conserving these resources.

Ecological and Biological Resources

Although much of Burbank is urbanized and has low habitat value for wildlife, more than 2,700 acres of open space are located within the city limits, most in the Verdugo Mountains. These areas provide valuable habitat for plants and wildlife. The Verdugo Mountains are characterized by steep terrain, sharp ridgelines, and deep V-shaped canyons that contain drainages and native vegetation. With the exception of a few hillside residential neighborhoods, vegetative cover on the open slopes is dominated by shrub species characteristic of chaparral communities. Scattered trees and grasses occur in more open areas. The deep canyons contain relatively dense woodlands characterized by native oaks, with grassland, shrub, and herbaceous species occurring in openings and on the surrounding slopes.

The habitat provided by these communities supports plant life, insects, birds, rodents, and larger mammals such as deer, coyote, fox, and mountain lion. These communities also help control erosion, filter toxins out of the air, provide natural water filtration and groundwater recharge for local drinking water supplies, and affect local microclimates. They represent unusual or relatively undisturbed examples of the original plant and animal species indigenous to the region that, in many cases, are not found outside Southern California. Several federally and state protected plant and wildlife species are either known to occur or have the potential to occur in the city.

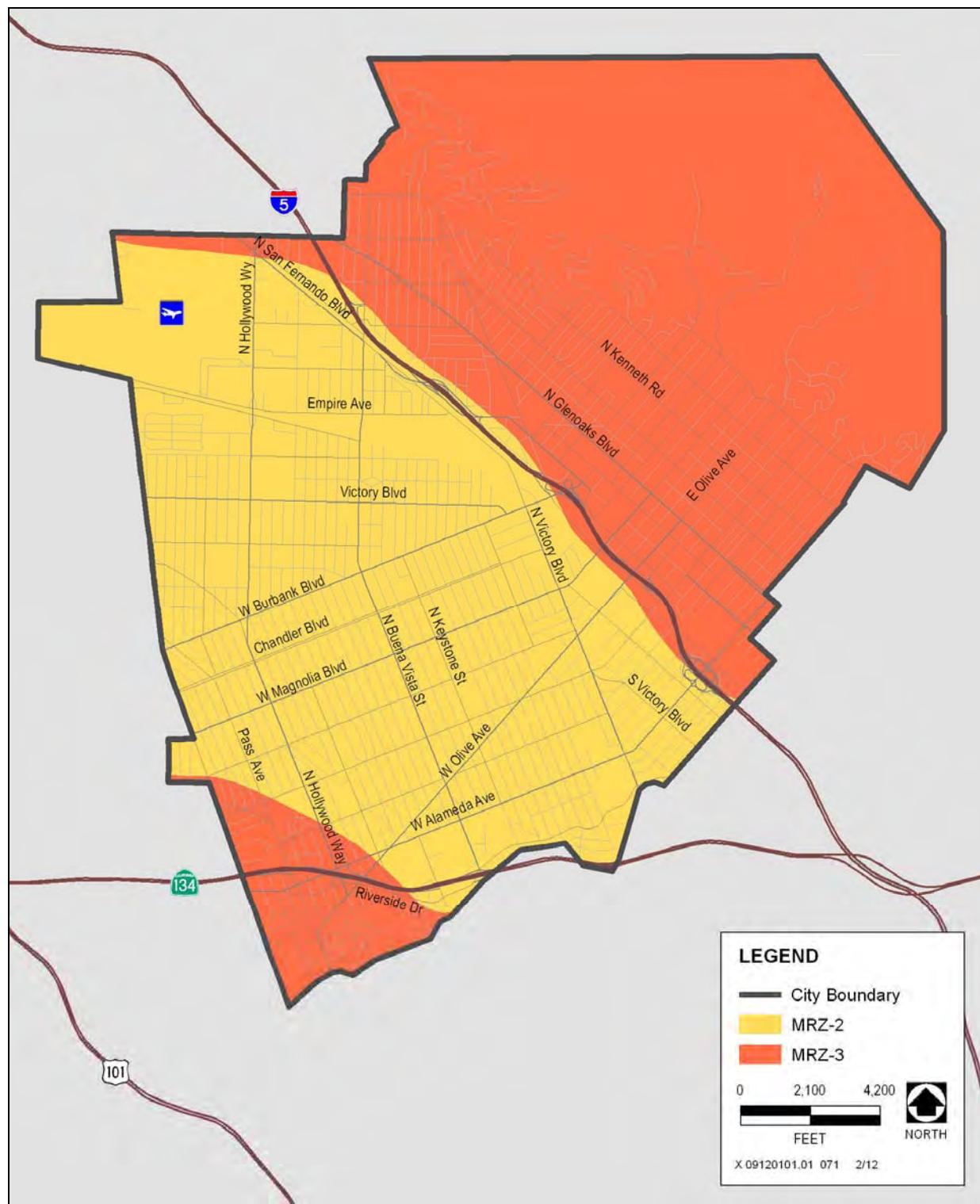
The City recognizes that these natural resources are important and that their proximity to urbanized areas contributes to Burbank's uniqueness and the quality of life of its residents. The City is therefore committed to protecting and preserving plant and wildlife resources, wherever possible. The City will also encourage the use of native landscape materials in new and renovated project sites to help prevent the spread of invasive species into these natural communities.

Mineral Resources

Burbank is located atop a large area classified by the State Mining and Geology Board as MRZ-2, a mineral classification that indicates that mineral resources may be present. As shown in Exhibit OSC-2, the MRZ-2 area extends from Bob Hope Airport in the north toward the southeastern border of the city. On either side of the MRZ-2 area are areas classified as MRZ-3, which indicates that the significance of mineral resources could not be evaluated from available data. Because this entire area is urbanized, further classification of the MRZ-2 area cannot be done to determine whether there truly are significant mineral resources in the area. In Burbank, land uses such as Bob Hope Airport; municipal infrastructure; residential, commercial, and industrial uses; and a transportation network (roadways and railroad lines) are located atop this MRZ-2 area. Past land use changes to accommodate planned urbanization now preclude mining activities in Burbank. Future mining activities could not occur without destroying large areas of the city. Although there is a possibility that significant mineral resources could be located within the MRZ-2 area, mining would not be feasible. Therefore, Burbank is not considered to be a potential future source for mineral resources.



The City of Burbank is committed to protecting and preserving plant and wildlife resources.



Sources: City of Burbank 2010, CASIL 1990

Exhibit OSC-2. Mineral Resource Zones



Visual and Aesthetic Resources

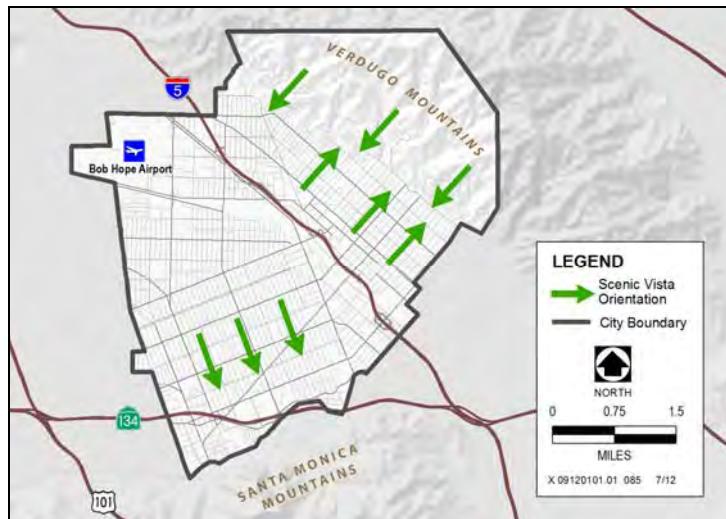
Given Burbank's location adjacent to the Verdugo Mountains and the eastern Santa Monica Mountains, along with some notable examples of unique architecture and community character, the city has several important scenic vistas and scenic resources.

Scenic vistas are generally defined as viewpoints that provide expansive views of a highly valued landscape for the benefit of the general public. Scenic vistas within Burbank include views of the Verdugo Mountains to the northeast and views of the eastern Santa Monica Mountains to the south. Downslope views from hillside development in the Verdugo Mountains toward the city and the Santa Monica Mountains beyond are also considered to be a valued resource.

In more urbanized areas, the character of neighborhoods, architecture, vegetation, and landscaping all provide visual character. Scenic resources in Burbank include public parks and open space, such as Wildwood Canyon Park, Stough Park, Johnny Carson Park, and Brace Canyon Park. The architecture of historic structures, such as Burbank City Hall and the Portal of the Folded Wings Shrine to Aviation in Valhalla Memorial Park, are also scenic resources that represent aspects of the city's history. Burbank's residential, commercial, and industrial neighborhoods contain numerous examples of historic architectural styles, including Craftsman, Colonial, Mediterranean, Prairie, Googie, Art Deco, and Mission Revival. Historic commercial signs throughout the city also contribute as scenic resources, such as the Bob's Big Boy and Safari Inn signs.



Portal of the Folded Wings Shrine to Aviation



Scenic Vistas



Burbank in 2035: Drawing by Jonathan Topete of Stevenson Elementary School



7

Safety Element

INTRODUCTION

Protecting What Matters

Burbank is a safe community with high-quality emergency services and a high level of emergency preparedness. The Safety Element offers tools to address threats like natural and human-caused hazards, crime, and homeland security. Future planning decisions must be considered in the context of natural hazards such as earthquakes and floods, and provision of police, fire, and emergency medical services.



The City develops and supports programs that take a bite out of crime.

Purpose and Statutory Requirements

The Safety Element satisfies the requirements of state planning law and is a mandated component of Burbank2035. Section 65302(g) of the California Government Code sets forth the following list of hazards that the element must cover, if these hazards pertain to conditions in the city: seismically induced conditions including ground shaking, surface rupture, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction, and other geologic hazards; flooding; wildland and urban fires; and evacuation routes. State law allows communities to address additional safety issues. The following additional issues are addressed in this Safety Element: police protection, fire protection, emergency response and preparedness, airport safety, and hazardous materials.

Relationship to Other Elements

The Safety Element identifies areas prone to natural hazards, which must be considered in the designation of land uses in the Land Use Element. For example, proposed land uses must comply with the land use compatibility standards contained in this element for various types of hazards. Traffic-calming goals and policies in the Mobility Element may have implications for emergency response, and recommendations for evacuation and emergency access routes in the Safety Element affect the Mobility Element. The Open Space and Conservation Element is also linked to the Safety Element,



because open space zones and allowable uses are often related to hazard-prone locations. For example, areas prone to landsliding hazards are often set aside as open space because their steep slopes limit other uses.

Relationship to All-Hazard Mitigation Plan

California Assembly Bill 2140 (2006) allowed cities and counties to adopt a local hazard mitigation plan (HMP), specified in the federal Disaster Mitigation Act of 2000, as a part of their safety elements. The bill limits funds from the California Disaster Assistance Act for jurisdictions that have not adopted a Hazard Mitigation Plan as part of their Safety Element. Specifically Section 8685.9 of the California Government Code states, “the state share shall not exceed 75% of total state eligible costs unless the local agency is located within a city, county, or city and county that has adopted a local hazard mitigation plan in accordance with the federal Disaster Mitigation Act of 2000 ... as part of the safety element of its general plan.” If a jurisdiction has adopted a HMP as part of its Safety Element then the legislature may provide a state share of costs in excess of 75%.

Burbank’s All-Hazard Mitigation Plan was first adopted by the City Council in 2005 in compliance with federal regulations. The purpose of the All-Hazard Mitigation Plan is to integrate hazard mitigation strategies into the City’s daily activities and programs. The All-Hazard Mitigation Plan assesses risk from earthquakes, transportation accidents, transportation loss, wild land/urban interface fires, terrorism and weapons of mass destruction, utility loss or disruption, water and wastewater disruption, hazardous materials incidents, aviation disasters, information technology loss or disruption, severe weather, explosions, economic disruption, floods, drought, dam failure, sinkholes, volcanic activity, and special events.

The All-Hazard Mitigation Plan as amended by the Burbank City Council from time to time is hereby incorporated into the Burbank2035 Safety Element by reference as though it were fully set forth herein. In the event of any conflict between the provisions of the All-Hazard Mitigation Plan and the provisions of Burbank2035, the provisions of the All-Hazard Mitigation Plan shall control. A copy of the All-Hazard Mitigation Plan is on file in the Community Development Department for use and examination by the public.

SAFETY GOALS AND POLICIES

The goals and policies contained in this Safety Element provide Burbank with a framework for keeping residents, businesses, and visitors safe from natural and human hazards. They also provide increased safety for the City’s emergency response personnel. Where the policies below refer to location-based hazards, those hazards are as illustrated in the Safety Plan.

GOAL 1 EMERGENCY RESPONSE AND PREPARATION

Burbank is prepared to respond to emergency situations.

Policy 1.1 Regularly update all disaster preparedness and emergency response plans.

Policy 1.2 Coordinate disaster preparedness and emergency response with appropriate agencies, neighboring cities, and the Burbank-Glendale-Pasadena Airport Authority.

Policy 1.3 Sponsor and support public education programs for emergency preparedness and disaster response.



Policy 1.4 Promote the development of community or neighborhood disaster relief groups and workplace self-help groups to improve the effectiveness of local emergency response teams.

Policy 1.5 Establish designated emergency response and evacuation routes throughout the city.

GOAL 2 POLICE PROTECTION

Burbank provides high-quality police protection services to residents and visitors.

Policy 2.1 Maintain an average police response time of less than 4 minutes to emergency calls for service.

Policy 2.2 Ensure adequate staffing, facilities, equipment, technology, and funding for the Burbank Police Department to meet existing and projected service demands and response times.

Policy 2.3 Provide and use up-to-date technology to improve crime prevention.

Policy 2.4 Develop and support crime prevention programs throughout the city, including the Crime Prevention Through Environmental Design (CPTED) and Neighborhood Watch programs.

Policy 2.5 Provide public education for neighborhood safety programs to encourage active participation by Burbank residents and businesses.

GOAL 3 CRIME PREVENTION

Burbank is protected from the threat of civil disturbances and terrorism and is prepared to achieve and maintain a safe and secure environment to reduce the number of lives lost, injuries, and amount of property damage.

Policy 3.1 Adapt to the changing safety needs of the community.

Policy 3.2 Reduce opportunities for criminal activity through physical design standards such as CPTED and youth programs, recreation opportunities, educational programs, and counseling services.

GOAL 4 FIRE PROTECTION

Burbank provides high-quality fire protection services to residents and visitors. Threats to public safety are reduced and property is protected from wildland and urban fire hazards.

Policy 4.1 Maintain a maximum response time of 5 minutes for fire suppression services. Require new development to ensure that fire response times and service standards are maintained.

Policy 4.2 Provide adequate staffing, equipment, technology, and funding for the Burbank Fire Department to meet existing and projected service demands and response times.

Policy 4.3 Implement fire prevention and suppression programs in areas of high fire hazard risk, including both urban and wildland areas.

Policy 4.4 Maintain adequate fire breaks in areas within and adjacent to areas of high wildfire risk.

Policy 4.5 Coordinate firefighting efforts with local, state, and federal agencies.



Policy 4.6 *Reduce fire hazards associated with older buildings, multi-story structures, and industrial facilities.*

Policy 4.7 *Maintain adequate fire suppression capability in areas of intensifying urban development, as well as areas where urban uses and open spaces mix.*

GOAL 5 SEISMIC SAFETY

Injuries and loss of life are prevented, critical facilities function, and property loss and damage is minimized during seismic events.

Policy 5.1 *Require geotechnical reports for development within a fault area that may be subject to risks associated with surface rupture.*

Policy 5.2 *Require geotechnical reports for new development projects in areas with the potential for liquefaction or landslide.*

Policy 5.3 *Enforce seismic design provisions of the current California Building Standards Code related to geologic, seismic, and slope hazards.*

Policy 5.4 *Encourage and facilitate retrofits of seismically high-risk buildings to reduce risks from seismic ground shaking.*

Policy 5.5 *Facilitate the retrofitting of bridges and highway structures in the city to reduce risks associated with seismic ground shaking.*

GOAL 6 FLOOD SAFETY

Potential risks—such as injury, loss of life and property, and economic and social disruption—caused by flood and inundation are minimized.

Policy 6.1 *Inform applicants of flood risks and development requirements within the 100-year, 200-year, or 500-year floodplains or in other high-risk inundation areas. Recommend hazard mitigation where possible.*

Policy 6.2 *Continue to participate in the National Flood Insurance Program to ensure that flood insurance will be available to individuals in the community. Publicize the availability of flood insurance to Burbank residents and business owners.*

Policy 6.3 *Continue to maintain and upgrade the City-operated flood control system to ensure the system is capable of protecting existing and planned development.*

Policy 6.4 *Consult with Los Angeles County and other agencies to maintain and improve capacity of local and regional flood control systems.*

Policy 6.5 *Enforce regulations prohibiting the draining of rainwater into the sewer system.*

Policy 6.6 *Prepare and update a stormwater master plan to ensure proper maintenance and improvements to storm drainage facilities.*

Policy 6.7 *Employ strategies and design features to reduce the area of impervious surface in new development projects.*

GOAL 7 AIRPORT HAZARDS

Threats to public safety, lives, and property resulting from an airport-related incident are reduced.



- Policy 7.1** *Maintain consistency with the Los Angeles County Airport Land Use Plan as it pertains to Bob Hope Airport.*
- Policy 7.2** *Ensure that land uses, densities, and building heights within Airport Land Use Compatibility Zones are compatible with safe operation of Bob Hope Airport.*
- Policy 7.3** *Review and update City procedures for responding to airport and aircraft-related emergencies.*
- Policy 7.4** *Coordinate disaster response with the Bob Hope Airport Fire Department.*

GOAL 8 HAZARDOUS MATERIALS

Hazardous materials threats to public health and safety are reduced.

- Policy 8.1** *Review proposed projects involving the use or storage of hazardous materials.*
- Policy 8.2** *Encourage businesses and organizations that store and use hazardous materials to improve planning and management procedures.*
- Policy 8.3** *Distribute information and use incentives and disincentives to reduce or eliminate the use of hazardous materials where feasible.*
- Policy 8.4** *Maintain a hazardous materials response capability that will adequately handle Burbank's hazardous materials safety needs.*
- Policy 8.5** *Consult with appropriate agencies regarding hazardous materials regulations.*
- Policy 8.6** *Provide the residents of Burbank with information on the proper storage and disposal of hazardous materials and e-waste and encourage the use of City disposal facilities.*
- Policy 8.7** *Include information on soil contamination and storage of hazardous materials in the City's Geographic Information System.*
- Policy 8.8** *Advocate the continued review and mitigation of the effects of operation of natural gas and petroleum pipelines, and other pipelines used to transport hazardous substances.*

SAFETY PLAN

As in all communities, human activities and natural conditions in Burbank affect residents' quality of life. It is essential to provide an environment where businesses and residents can not only prosper and feel safe, but also be prepared for emergency situations. The City can minimize hazards and protect public health and private property through a combination of appropriate land use planning, development review, and emergency preparedness planning.

Emergency Services and Safety

Achieving ideal response levels from law enforcement and emergency service providers requires coordination between the City and the community. The Burbank Police and Fire Departments work with the community to identify the levels of service desired and continually assess services, facilities, equipment, and personnel to determine their ability to meet current and future demands. The Police and Fire Departments will continue to use public outreach and education to increase community awareness regarding hazards, emergency response, and homeland security in Burbank. In addition, the



City will support programs that address crime and fire prevention activities. The Burbank Police and Fire Departments will continue proactive training and planning programs, and will use state-of-the-art technology to improve response and increase public safety.

Police Services

The Burbank Police Department responds to emergency situations and patrols neighborhoods and commercial areas of the city to promote a safe environment. The staff maintains official criminal records, investigates crime, and, in an emergency, assesses the situation and quickly dispatches appropriate emergency responders. The Police Department operates five facilities: Police Headquarters located at 200 North Third Street, the animal shelter at 1150 North Victory Place, a police pistol range at 2244 Wildwood Canyon, the City Jail, and a heliport in Sun Valley.

The Police Department uses 11 patrol beats to provide services to all portions of the city and respond to calls outside of Burbank, if needed. The average response time for emergency calls in 2009 was 3 minutes, 12 seconds, and the average response time for non-emergency calls was 16 minutes.

The Burbank Police Department maintains mutual aid agreements with the police departments for the Cities of Los Angeles, San Fernando, Glendale, and Pasadena, and shares resources and receives assistance from those departments, if needed. In addition, as part of the State Emergency Aid System, the Police Department will provide a specified number of officers and equipment to other jurisdictions in the event of an incident. The department can also request aid from the Los Angeles County Sheriff's Department or the California Emergency Management Agency.

Crime Prevention through Environmental Design

Burbank values environmental design as a tool to help prevent crime. The concepts of crime prevention through environmental design (CPTED) offer non-invasive and permanent measures to prevent crime in the city. CPTED includes the following five concepts: territoriality, natural surveillance, activity support, access control, and maintenance.

Territoriality: Demarcating the boundary of a property or an area through walls and fences can discourage intrusion. People tend to protect territory that they feel is their own and to respect the territory of others. Low decorative fences, artistic pavement treatments, well-designed signs, good property maintenance, and high-quality landscaping express pride in ownership and identify personal space.

Natural Surveillance: Arranging populated functions or rooms in homes and businesses to face the street allows easy surveillance by residents and employees. Crime is discouraged by designing and orienting buildings and public spaces, and placing physical features, activity centers, and people, in ways that maximize the ability of others to see what is going on. Conversely, barriers such as bushes, sheds, or shadows make observing activities difficult. Windows or doors oriented to streets and public areas, in conjunction with landscaping and lighting that promote natural surveillance from inside a home or building and from the outside by neighbors, are effective means of passive crime prevention.

Access Control: Circulation and access to sites and buildings can be controlled by designating paths and placing bollards or fences to limit access.

Activity Support: Supporting activities on the street attracts people and encourages natural surveillance. Encouraging legitimate activity in public spaces helps discourage crime. Improvements such as a basketball court in a public park and community activities such as a clean-up day, block party, or civic or cultural event bring people out, get them involved, and help discourage vagrancy and



potential illegal acts. Providing a mix of land uses, types of residential development, and public or quasi-public spaces encourages diverse households and patterns of activity. The resulting round-the-clock activity and increase in eyes on the street raises the level of security.

Maintenance: Maintaining sidewalks, street trees, lighting, and private property discourages negative behavior such as littering and vandalism.

CPTED concepts enable developers and designers to incorporate crime prevention measures into building design. Territoriality can be achieved by demarcating boundaries with various surface treatments and careful design to make intrusion and suspicious activities easy to identify. Building orientations that face the street, window placements and size, and provision of lighting allow neighbors to survey their neighborhood and discourage intrusion. Pathways and obstructions such as walls and gates allow property owners and the City to control access.

Crime prevention relies on programs implemented by government agencies. To reduce crime, the City will emphasize the need for well-lighted community areas and extra surveillance in areas susceptible to high crime rates, such as parking lots. Complementary uses within mixed-use areas will be encouraged to reduce crime. Activity support is strengthened by intentionally placing programs and activities in areas that improve the perception of safety and discourage potential offenders.

The success of CPTED depends on maintenance of all these programs. Maintaining streets, lighting, and landscaping facilitate natural surveillance and access control. Maintaining private and public properties requires participation from property owners and City departments. Continuing and monitoring CPTED programs will help to promote safety in Burbank neighborhoods.

Fire Services

The Burbank Fire Department consists of six divisions: Fire Prevention, Suppression, Emergency Medical Services, Disaster Preparedness, Equipment Maintenance, and Training and Safety. These divisions function in a manner that allows the Fire Department to effectively serve the community in emergency and nonemergency situations.

The Burbank Fire Department operates six fire stations, as listed below and a Fire Training Center:

- Station 11—311 East Orange Grove Avenue
- Station 12—644 North Hollywood Way
- Station 13—2713 West Thornton Avenue
- Station 14—2305 West Burbank Boulevard
- Station 15—1420 West Verdugo Avenue
- Station 16—1600 North Bel Aire Drive
- Fire Training Center—1845 North Ontario Street

The Fire Training Center is used both for training purposes and as an Emergency Operations Center in times of emergency.



Burbank's Fire Department operates from six fire stations distributed throughout the city.

The Fire Department has jurisdiction over all fires and life-threatening incidents in the city. Even when private companies have their own trained firefighting personnel and equipment who respond first to a fire emergency, the Fire Department takes over control of the scene. The only exception to this is on interstate and state highways, where the California Highway Patrol has ultimate responsibility.



The Burbank Fire Department is a member of the Verdugo Fire Communications Center, a regional communications center that fields calls for service for the Cities of Burbank, Glendale, Pasadena, Alhambra, Arcadia, Monrovia, Montebello, Monterey Park, San Gabriel, San Marino, Sierra Madre, and South Pasadena. The communications center was established by the Cities of Burbank, Glendale, and Pasadena under a “no borders” agreement in which the closest fire station to a reported incident responds to the call, regardless of jurisdiction. The remaining nine jurisdictions subsequently joined the Communications Center.

Because no community has resources sufficient to cope with all emergencies that could occur, a statewide system of mutual aid provides assistance. Mutual aid requests are processed through the California Emergency Management Agency. Under this system, each jurisdiction relies on its own and/or the neighboring jurisdiction's resources to deal with a disaster before calling for outside assistance.

The Burbank Fire Department also operates a multi-faceted public education program, aimed at students, businesses, senior citizens, scouts and other clubs, and the city's residents at large. These programs are an important part of the Fire Department's efforts to prevent fire and other disasters in the community. Among the Fire Department's public education efforts are public school demonstrations, safety talks, annual events (e.g., Disaster Preparedness Fair, Fire Prevention Week, Fire Service Day), and informational inserts in utility bills.

Fire Hazards

Fire is a safety concern both within the urban area of Burbank and in hillside areas. Urban fire risks are reduced by enforcing code provisions and maintaining a high-quality fire department. Wildland fires are most problematic along the developed residential fringes of the hillsides. Dry vegetation, seasonal swings in precipitation, and wind conditions combine to increase the potential for wildfires.

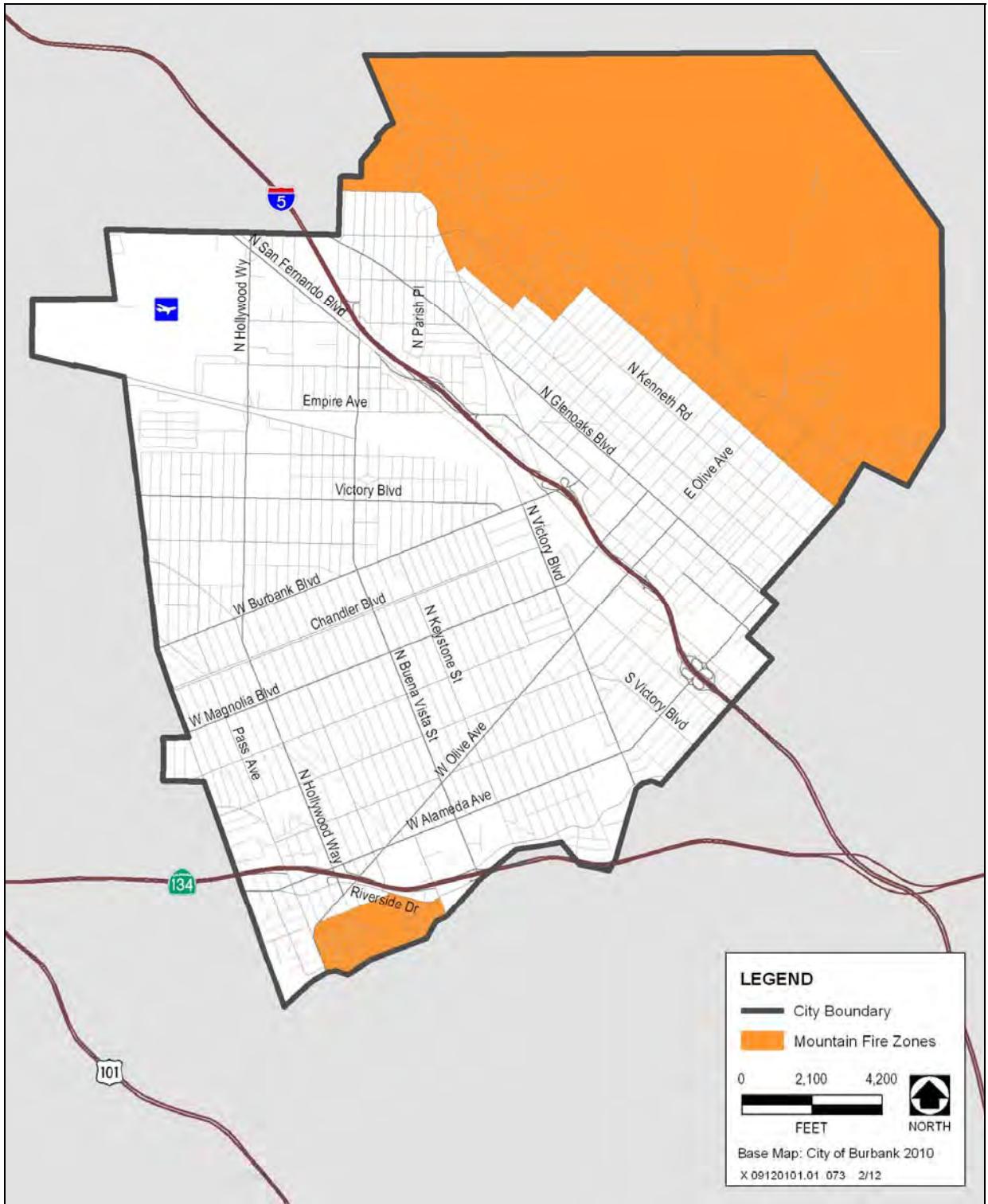
Wildland Fires

Like any urban environment, Burbank is subject to fire hazards. In particular, Burbank's location adjacent to the Verdugo Mountains and the Hollywood Hills makes the city susceptible to loss from fire in the urban-wildland interface, where urban uses begin to mix with undeveloped land in its natural state. The hills are already at risk of wildfire because of their vegetation and climate; where the city's urban uses extend into the hills, this risk combines with additional sources of fire and special difficulties in firefighting in these areas (which have steep slopes and fewer access points).

Two Mountain Fire Zones, as illustrated in Exhibit S-1, are designated by the Burbank Fire Department. One zone is located along the foothills of the Verdugo Mountains in northeast Burbank, and the other is located in southwestern portion of the city adjacent to the Warner Bros. Studios. The Fire Department's mission during a wildland fire is to protect life, property, and the environment. All available personnel and equipment are used to protect structures and provide perimeter control within the urban-wildland interface.



The headquarters building for both the Burbank Police and Fire Departments is located at the intersection of North Third Street and Orange Grove Avenue.



Source: City of Burbank 2010, CASIL 1990

Exhibit S-1. Fire Zones



Urban Fires

While wildland fires pose a serious threat in areas located within and adjacent to the Verdugo Mountains, the rest of the city is susceptible to the threat of urban fires. Structure fires and grass fires present a safety hazard for Burbank's residents, visitors, and properties. Burbank contains some land uses that may be more susceptible than others to property damage and/or loss of life (e.g., the Media Studios, high-rise buildings, and Bob Hope Airport).

Most fire protection services are provided by the Burbank Fire Department, which also provides emergency medical services, fire prevention services, and disaster preparedness services throughout the city. Bob Hope Airport has its own fire department, which responds to fire incidents at the airport. Warner Bros. Studios also has its own fire department to respond to incidents that may occur on studio property.

Disaster and Emergency Preparedness

Being prepared and knowing what courses of action to take in case of emergencies reduces the chance of injury and damage. Educating staff members and the public about hazards prepares them mentally and physically, leading to quick and appropriate responses. The City will initiate and support the practice of emergency evacuation measures at home, at work, and in schools to reduce the effects of emergencies on everyday life.

All-Hazard Mitigation Plan and Multi-Hazard Functional Plan

Burbank's All-Hazard Mitigation Plan identifies and characterizes hazards facing the city, ranging from earthquakes to floods to information technology disruptions. The plan identifies strategies and mitigation actions to reduce the risks posed by these hazards. The City also has a Multi-Hazard Functional Plan, which addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies.

Emergency Operations

When a major emergency or disaster occurs, the City's Emergency Operations Center is activated to coordinate response by staff members and representatives from various City departments who are assigned emergency management responsibilities. The Disaster Preparedness Division of the Burbank Fire Department coordinates most disaster response in the city. The Police Department assists in many phases of disaster response, especially traffic control and controlling civil disturbances.

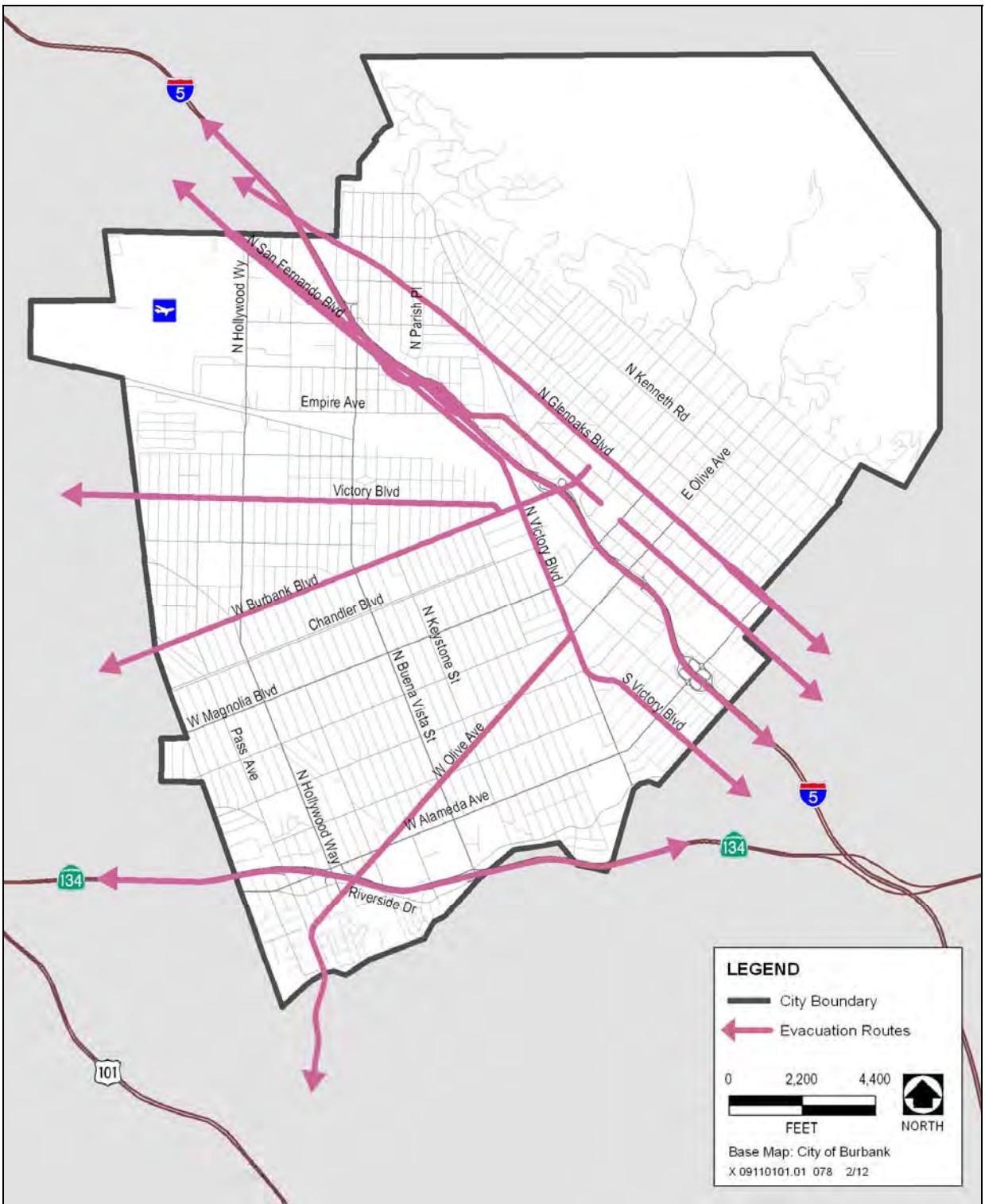
Emergency Access and Evacuation

Emergency vehicles primarily use main streets during an emergency. In the event of an evacuation, the primary routes used, if available, are Glenoaks Boulevard, San Fernando Boulevard, Burbank Boulevard, and Victory Boulevard (Exhibit S-2).

The City promotes the use and maintenance of back-up power generators in critical facilities such as group care homes, day care centers, hospitals, and other health care facilities, and in emergency and high-risk facilities such as Bob Hope Airport, schools, and other sites that are likely to be used as shelters. As of 2011, the City is equipped to provide facilities for evacuees at the Tuttle Adult Center, Robert Ovrom Community Center, and Olive Recreation Center. The Joslyn Adult Center may also be used as an evacuation center for senior citizens. However, none of these facilities currently have the amenities needed to use these facilities as overnight stay locations. The McCambridge Recreation Center and Verdugo Recreation Center can accommodate overnight stays in the event of an emergency. Additional facilities may be added in the future based on need.



Safety



Source: City of Burbank 2010

Exhibit S-2. Evacuation Routes



Geologic and Seismic Hazards

As in other communities in the Los Angeles region, seismic hazards are the most substantial environmental hazards affecting land uses in Burbank. Earthquakes and their related effects (seismic shaking, surface rupture, liquefaction, landslides, and subsidence) have the greatest potential to affect a large portion of the city's population. Sound planning practices and continued improvements to buildings and structures will minimize risks from seismic hazards.

Earthquakes

An earthquake is a manifestation of the constant movement and shifting of the earth's surface. Movement occurs along fractures or faults, which represent the contact point between two or more geologic units. Earth movement, known as seismic activity, causes pressure to build up along a fault, and the release of pressure results in the ground-shaking effects that are known as an earthquake. Earthquakes can cause damage through surface fault rupture, ground shaking, liquefaction, and landslides. These topics are described in more detail below.

Surface Fault Rupture

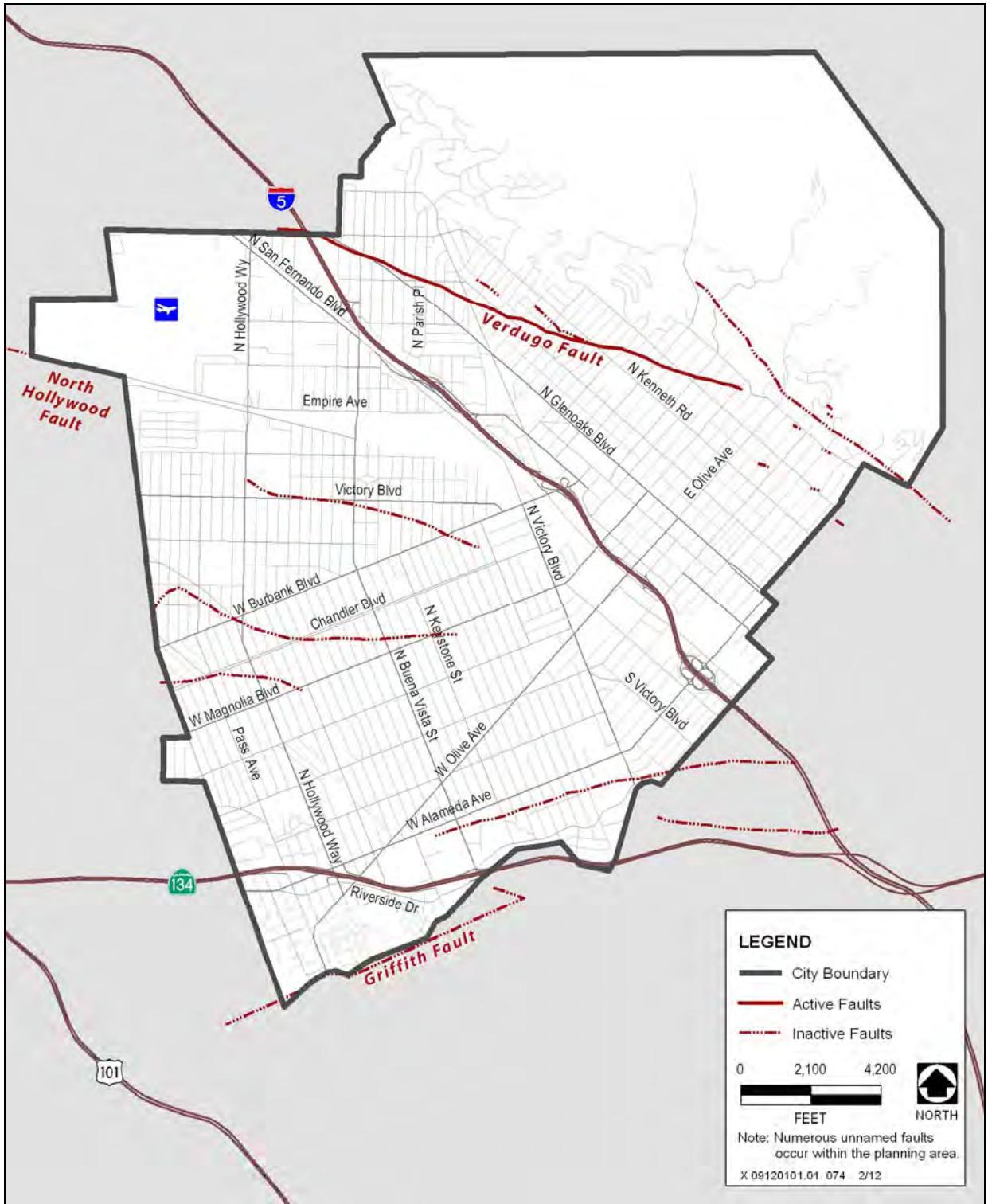
Surface fault rupture is an actual cracking or breaking of the ground along a fault during an earthquake. Structures built over an active fault can be torn apart if the ground ruptures. The potential for surface fault rupture exists along the traces of active faults and is generally limited to a linear zone a few yards wide. Burbank contains one active fault, the Verdugo Fault, located just south of the Verdugo Mountains. Other active faults exist in the region, but they are not located within Burbank, so those faults do not pose the risk of surface fault rupture in the city. Exhibit S-3 illustrates faults in the city and nearby vicinity.

The Alquist-Priolo Earthquake Fault Zoning Act requires the State of California to map areas with high risk for surface fault rupture. This law prohibits locating structures designed for human occupancy on top of the surface traces of active faults, thereby reducing the loss of life and property from an earthquake. No Alquist-Priolo Earthquake Fault Zone has been designated in Burbank.

Ground Shaking

Ground shaking is motion that occurs as a result of energy released during an earthquake. Ground shaking could damage or destroy buildings, bridges, and pipelines, depending on the magnitude of the earthquake, the location of the epicenter, and the character and duration of the ground motion. The characteristics of the underlying soil and rock and, where structures exist, the building materials used and the workmanship of the structures are important details to consider when determining the potential effect of seismic ground shaking.

In addition to the Verdugo Fault, several other active faults have the potential to cause ground shaking that would affect Burbank. These faults are the San Fernando Fault (northwest of Burbank), Sierra Madre Fault (at the base of the San Gabriel Mountains east of Burbank), Hollywood Fault (south of Burbank), Newport-Inglewood Fault (12.5 miles southwest of Burbank), and the Raymond Fault (6 miles southeast of Burbank). The San Andreas Fault, a large fault that runs nearly the entire length of California, is located approximately 27 miles to the northwest. Although these faults would not cause a surface rupture in Burbank, a seismic event on any of these faults could cause ground shaking that could damage structures and facilities in the city.



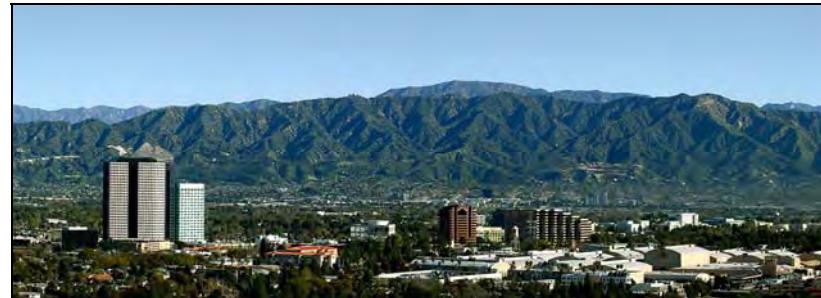
Source: City of Burbank 2010, CASIL 1990

Exhibit S-3. Fault Locations



Liquefaction

Liquefaction is a destructive side effect of seismic shaking. Liquefaction happens when shaking increases pore water pressure and causes the soil to lose its strength and behave as a liquid. The excess pore pressures are often pushed upward through fissures and soil cracks, which causes water-soil slurry to bubble onto the ground



Steep slopes, such as those in the Verdugo Mountains in the northern part of Burbank, are subject to landslide hazards.

surface. Liquefaction occurs primarily in saturated and loose, fine- to-medium-grained soils, in areas where the groundwater table lies within 50 feet of the surface.

As illustrated in Exhibit S-4, much of Burbank is located atop soils susceptible to liquefaction, particularly in areas west of the Golden State Freeway (I-5). In general, soils in these areas are recently deposited sediments that may include potentially liquefiable layers. Except in some areas along the Ventura Freeway (SR 134) in the southwestern portion of the city, most groundwater underlying Burbank is deeper than 100 feet below the ground surface. Groundwater levels have been dropping because of pumping in water wells. As long as groundwater continues to be extracted in the upper Los Angeles River area and annual rainfall remains at normal levels, groundwater levels in Burbank can be expected to remain deeper than 50 feet, resulting in a low risk of liquefaction for most of the city.

Landslides and Mudslides

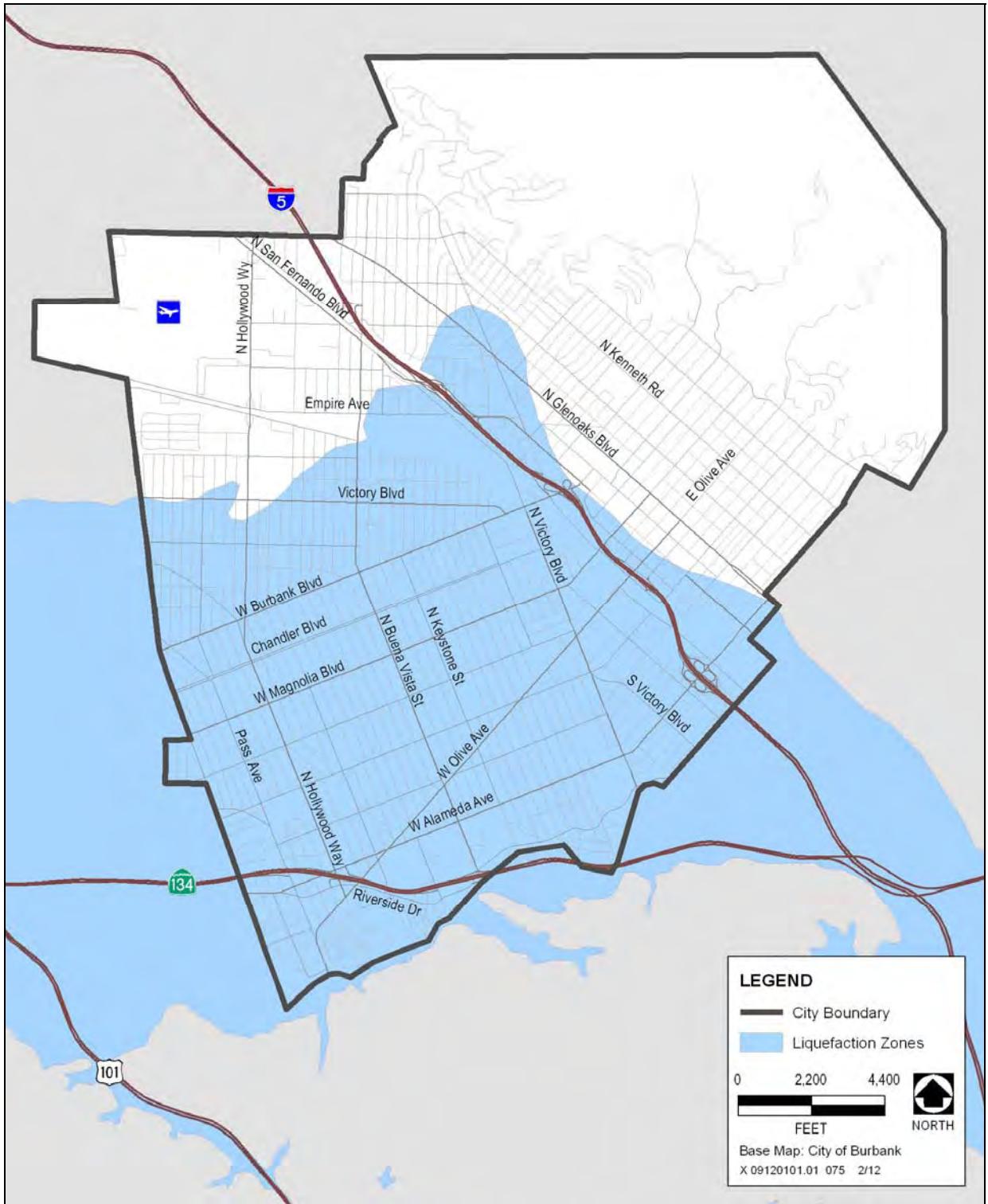
Landslide hazards are related to both slope and to seismic activity. Mudslide hazards are related to storm events, especially following long dry periods or fires that have reduced hillside vegetation. The City will work to mitigate mudslide and landslide hazards for both existing and new development.

A landslide is the downhill movement of masses of earth material under the force of gravity. Factors contributing to landslide potential are steep slopes, unstable terrain, and proximity to earthquake faults. The process of landsliding typically involves the surface soil and an upper portion of the underlying bedrock. Movement may be very rapid, or so slow that a change of position is noticed only over a period of weeks or years. The size of a landslide can range from several square feet to several square miles. Mudflows consist of rivers of rock, earth, and other debris saturated with water. Flows develop when water rapidly accumulates in the ground during heavy rainfall, changing the earth into a flowing river of mud or slurry. These mudflows can strike with little or no warning at avalanche speeds. Mudslide potential exists in the hillside portions of Burbank during heavy rains, especially in areas recently affected by fire.

In Burbank, hazards from landslides and mudslides are limited to properties at the base of undeveloped or unimproved slopes in the Verdugo Mountains, north of Sunset Canyon Drive. Exhibit S-5 illustrates locations that are subject to landslide hazards.

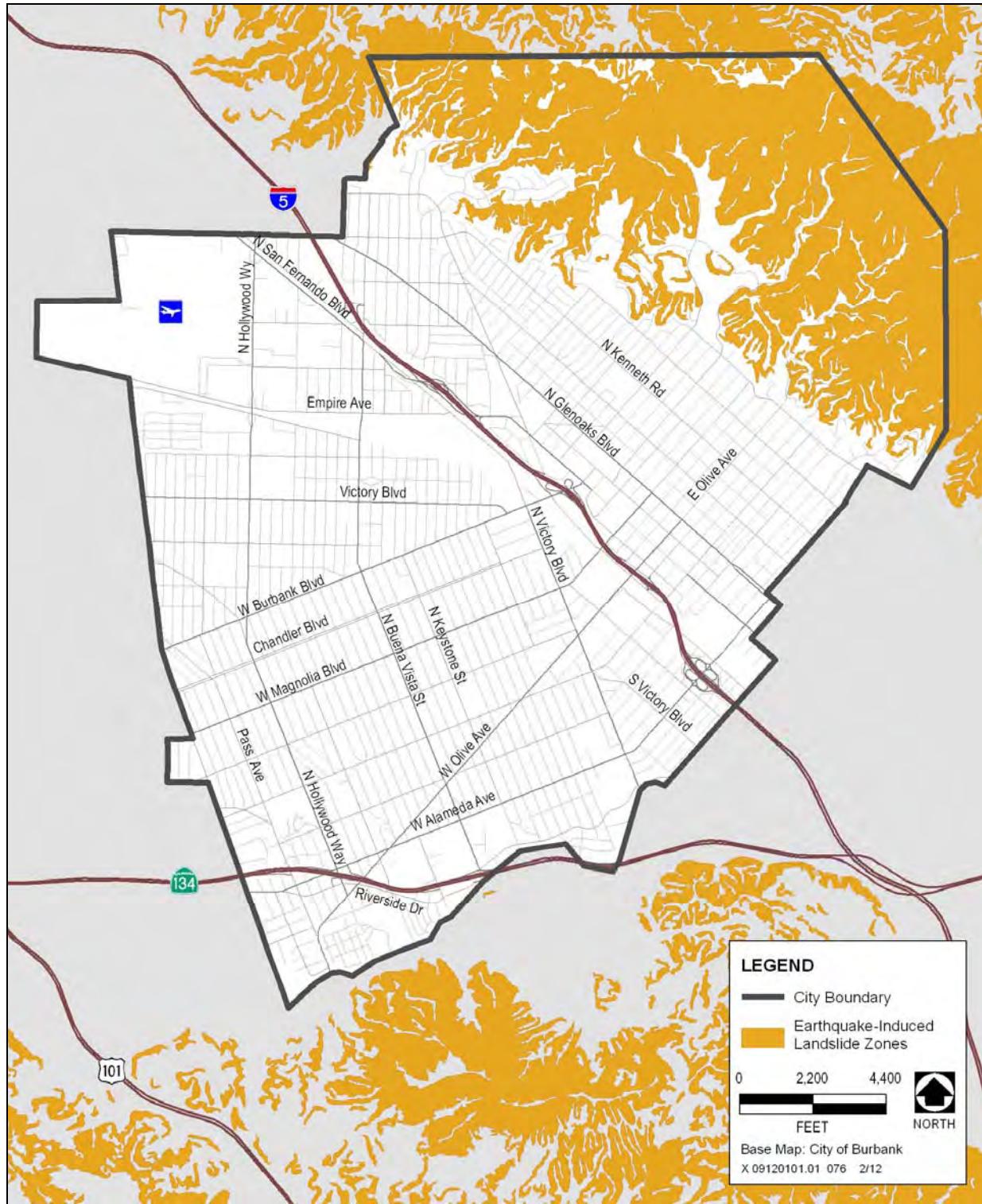
Flood Hazards

Flooding may occur in Burbank when streams and channels overflow as a result of excessive precipitation, storm runoff, or inadequate, undersized, or unmaintained storm drainage infrastructure. Flood zones, including areas with flood hazards from potential overflow from drainage channels, are shown in Exhibit S-6.



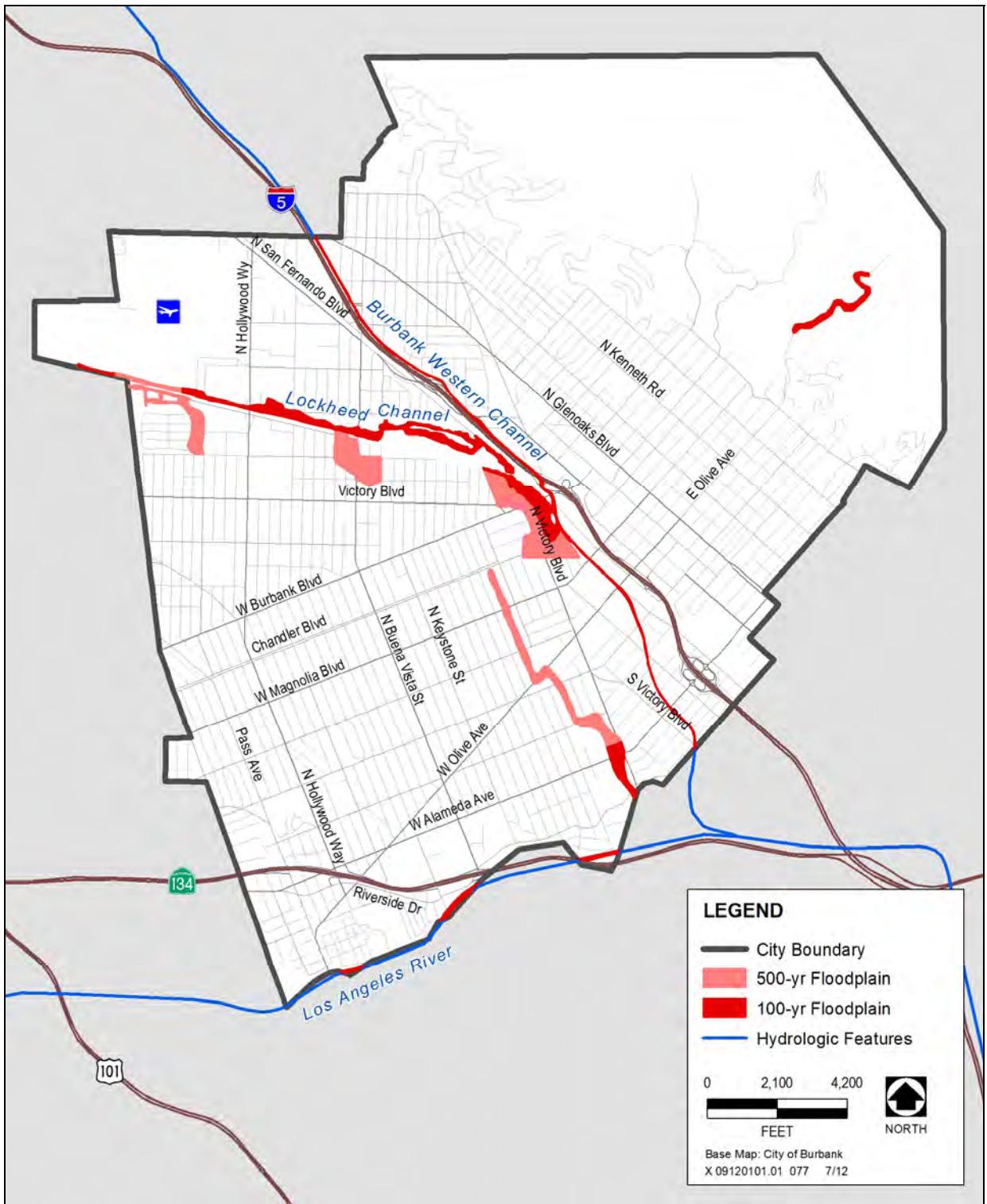
Source: City of Burbank 2010, CASIL 1990

Exhibit S-4. Liquefaction Zones



Source: City of Burbank 2010, CASIL 1990

Exhibit S-5. Earthquake-Induced Landslide Zones



Source: AECOM 2010, FEMA 1996

Exhibit S-6. FEMA Flood Zone Areas



Flood hazards related to storm events generally are described in terms of the "100-year flood," which is the largest flood event that may be expected to occur within 100 years. This flood is considered a severe flood, but one that can be reasonably predicted and thus reasonably mitigated. The "500-year flood" is the largest flood event that may be expected to occur within 500 years. Other areas of Burbank may be affected by smaller storm events, such as the 10-year storm event.

Burbank's stormwater is managed by the storm drainage system, including surface stormwater channels. The City is studying the storm drainage system to determine the condition of the entire system and the need for new and/or updated facilities. The City's storm drain master plan describes necessary improvements to the stormwater drainage system to accommodate growth anticipated as a result of Burbank2035.

Dam Inundation Hazards

Dam inundation describes flooding that could result from the structural failure of a dam, generally caused by seismic activity. Seismic activity may also cause inundation by a seismically induced wave, called a seiche, that overtops the dam without also causing dam failure. Landslides flowing into a reservoir could also cause dam failure or overtopping.

Three reservoirs upstream from Burbank, Reservoirs #1, #4, and #5, are classified as dams by the California Department of Water Resources. Though small, these reservoirs impound more than 50 acre-feet of water. However, these reservoirs are not large enough to result in considerable risk of inundation in Burbank that would result from failure of any of the facilities.

Airport Operations

Bob Hope Airport is located in the northwestern corner of the city. The airport serves commercial airlines and the needs of military aviation and general aviation. The Burbank-Glendale-Pasadena Airport Authority runs the airport and maintains a contract with Airport Group International, Inc., to provide daily operations and maintenance. In 2009, approximately 4.6 million passengers used Bob Hope Airport, for an average of about 12,600 passengers per day.

Although hazardous incidents associated with air transportation are extremely rare, aircraft accidents have the potential to be severe. The City works in consultation with the Burbank-Glendale-Pasadena Airport Authority to minimize hazards associated with air transportation and plan for a coordinated response to any potential incident.

Air Crash Hazards

An "aircraft emergency" is any crash, accident, fire, or other disaster involving aircraft or any potential mishap for which standby equipment has been alerted by the Burbank Air Traffic Control Tower. An airport disaster has the potential to affect almost any part of Burbank because virtually all populated areas of the city are within the perimeter of building height limitations imposed by Part 77 of the Federal Aviation Regulations. Numerous secondary hazards could result from an airport-related disaster, such as fires, hazardous materials incidents, traffic disruption, and loss of utilities.



Bob Hope Airport, run by the Burbank-Glendale-Pasadena Airport Authority, served approximately 4.6 million passengers in 2009.



Bob Hope Airport has a Federal Aviation Administration-approved Airport Emergency Plan. This plan establishes actions that responsible agencies should take to respond promptly to emergencies, minimizing the possibility and extent of personal injury and property damage around the airport. The Airport Fire Department is the first responder to all airport emergencies, but the Burbank Fire Department has ultimate responsibility for all incidents in the city.

The Los Angeles County Airport Land Use Commission has adopted an Airport Influence Area for Bob Hope Airport. This describes the area in which noise, overflight, safety, or airspace protection factors may affect land uses or necessitate restrictions on those uses, as determined by the Airport Land Use Commission. The Airport Influence Area (shown in Exhibit N-3) is generally defined by the 65-dBA CNEL noise contour (described in the Noise Element). In accordance with state regulations (Section 11010 of the Business and Professions Code and Sections 1102.6, 1103.4, and 1353 of the Civil Code), the seller of a property in the Airport Influence Area must provide the purchaser with a Real Estate Transfer Disclosure Statement that includes a "Notice of Airport in Vicinity," indicating that the property is located in an Airport Influence Area.

The Los Angeles County Airport Land Use Plan identifies two safety zones within the planning boundaries of the airport: the Approach Surface and the Runway Protection Zone. The Approach Surface governs the height of objects on or near the airport. This surface is an imaginary inclined plane that extends from the end of the runway surface to an outward distance that is dependent on runway use. The width and slope of the Approach Surface also depend on runway use. Generally, objects are not allowed to extend above this imaginary plane. If one does, it must be marked or removed.

The Runway Protection Zone is the ground-level area that provides for unobstructed passage of landing aircraft through the airspace above. This zone begins at the end of the runway surface, and its size is dependent on the designated use of the runway. This area should be kept free of all obstructions; no structure should be permitted or people allowed to congregate in this zone.

Hazardous Materials and Human-Caused Hazards

Manufacturing, transporting, and storing hazardous materials in an urban environment can pose threats to the safety of workers, and to the safety of businesses and residences located near these materials. The City recognizes the importance of identifying and regulating the use, production, and transportation of hazardous materials and making planning decisions to minimize exposure to hazards. Hazardous materials—cleaning products, paints, solvents, and fuels—are commonly used and found in small quantities throughout Burbank.

Transport of Hazardous Materials

Hazardous materials are transported through Burbank on roadways (highways and city streets), by rail, by pipeline, and in the air. Types of hazardous cargo regularly transported into, out of, and through the city consist of flammable liquids, corrosive materials, compressed and/or poisonous gases, explosives, flammable solids, and irritating materials.

Accidents on major roadways could result in releases of hazardous materials. The U.S. Department of Transportation regulates the transport of hazardous materials on city streets, I-5, and SR 134. When acutely toxic hazardous materials are transported, the California Highway Patrol must be notified. If city streets are used, the Burbank Police Department must be notified. The City does not designate specific haul routes for hazardous materials, because the handlers and users of hazardous materials are dispersed throughout the city.



The Southern Pacific Railroad operates several miles of rail lines in the city that may be used to transport hazardous materials. The Burbank Fire Department tracks real-time incident data for hazardous materials transport and passenger railroad travel. The Fire Department also maintains an inventory of the loads of hazardous materials shipped through the city.

A hazardous materials incident involving aircraft traveling to or from Bob Hope Airport is less likely than an incident involving another mode of transport. The Airport Fire Department would be the first to respond to an incident occurring at the airport, and the Burbank Fire Department would assume command after arriving at the site. If an incident were to occur outside of the airport property, the Airport Fire Department could assist the Burbank Fire Department or other agencies as necessary.

Former Landfills

Areas formerly used as landfills contain wastes that can release toxins into the air or contaminate groundwater. The City operates one active landfill, Burbank Landfill, located in the Verdugo Mountains. The Burbank Recycling Center, located approximately five minutes from Downtown, is a private/public partnership that houses a materials recovery facility, buyback drop-off center, used-oil center, compost corner, and learning center. This facility collects and diverts wastes that contribute to landfill capacity.

In addition, two former landfill sites are located in the city. The former Stough Park Landfill is located in Stough Park near the Starlight Bowl and DeBell Golf Course. This facility was closed and solid waste was then transported to Burbank Landfill, located nearby. This site is monitored and inspected regularly by the Los Angeles County Environmental Health Department. Other former landfill sites include the former Sunset Canyon Dump, located at the edge of the Verdugo Mountains near the entrance to Stough Park. This site has been developed with residential uses, but is still monitored by the Los Angeles County Environmental Health Department to ensure that the former landfill uses do not result in potential public safety issues.

Pipelines

Underground pipelines that transport and deliver natural gas, liquid petroleum, and other products can be found throughout Burbank. Most homes and businesses require small pipelines to deliver these products. Larger transmission pipelines are less common in urbanized areas, but they pose the greatest threat in the event of upset.

Several large pipelines are located in the city. If any of these pipelines crack or are broken, major hazardous materials incidents may result. These underground pipelines, typically located 42 inches below the ground surface, include gas fuel supply lines and crude-oil shipping lines. The Pacific Pipeline System, Inc., has a 20-inch crude-oil pipeline that runs parallel to the Southern Pacific Railroad's right-of-way. The Four Corners Pipeline Company has a 14-inch petroleum pipeline that runs from north to south following Glenoaks Boulevard to Tulare Avenue, traveling south on Sixth Street to Glendale. A 30-inch Southern California Gas Company natural gas pipeline runs south on Glenoaks Boulevard to Glendale. Other smaller pipelines that also contain natural gas follow Hollywood Way, Verdugo Avenue, and Burbank Boulevard. The Burbank Fire Department maintains a list of the major pipelines in the city.

Underground Storage Tanks

Underground storage tanks (USTs) are used to store a variety of materials, including hazardous chemicals. Some of the most common UST contents are gasoline, diesel, other petroleum fuels, and solvents.



The Health Hazardous Materials Division of the Los Angeles County Fire Department is the Certified Uniform Program Agency for Burbank. The Burbank Fire Department serves as a Participating Agency that implements some requirements of the Certified Uniform Program Agency, including disclosure of hazardous materials and UST regulation requirements. The overall purpose of the UST program is to protect public health and safety and the environment from releases of petroleum and other hazardous substances from tanks. The program includes requirements for tank installation, construction, testing, leak detection, spill containment, and overfill protection. Cleanup of leaking tanks often requires a soil and groundwater investigation and remediation under the direction of a regulatory agency.



Burbank in 2035: Drawing by Camila Salas of Miller Elementary School

CHAPTER

8 Plan Realization

The Plan Realization Element will guide City elected officials, commission and committee members, staff, and the public in the overall effort to put into practice adopted Burbank2035 goals and policies. The purpose of the implementation programs provided in this element is to ensure that the overall direction set forth in Burbank2035 is translated from general ideas to actions.

Each implementation program is a procedure, program, or technique that requires City action, either alone or in collaboration with non-City organizations or with federal and state agencies. Some of the implementation programs are processes or procedures the City currently administers on a day-to-day basis (such as review of development projects). Other implementation programs require new programs or projects. Completion of each of the identified programs is subject to funding availability.

Implementation programs for each of the Burbank2035 elements are intended for use as the basis for preparing the *Annual Report to the City Council* on the status of the City's progress in implementing Burbank2035, as described in Section 65400 of the Government Code. Because many of the individual actions and programs also act as mitigation for environmental impacts resulting from planned development in accordance with Burbank2035, the Annual Report can also provide a means of monitoring application of mitigation measures specified in the Burbank2035 Environmental Impact Report (EIR), as required by Public Resources Code Section 21081.6. To ensure continued consistency and usefulness, the programs should be updated concurrent with the City's annual budget process and whenever Burbank2035 is amended or updated.

AIR QUALITY AND CLIMATE CHANGE PROGRAMS

Program AQCC-1: Greenhouse Gas Reduction Plan

Prepare and adopt a Greenhouse Gas Reduction Plan (GGRP) addressing communitywide and municipal sources of greenhouse gas (GHG) emissions identified in the emissions inventory and projections for 2010, 2020, and 2035. The GGRP shall describe binding, enforceable measures and actions designed to reduce communitywide GHG emissions. Upon adoption, future projects consistent with Burbank2035 may tier from the cumulative GHG analysis provided within the GGRP, pursuant to Section 15183.5(b) of the State CEQA Guidelines. The GGRP shall include all of the recommended plan elements identified in this section including:

- quantification of existing and projected GHG emissions for the city through 2035;

- identification of a 2020 mandatory target (15% below current emissions) for GHG emissions that is consistent with AB 32 and will achieve emissions levels below existing conditions, as well as a goal for emissions levels in 2035 (30% below current emissions);
- identification and analysis of GHG emissions associated with implementation of Burbank2035 based on calculation of the emissions resulting from types of projects that could develop within each land use designation, as assigned geographically, based on the Land Use Element;
- substantial evidence, provided in the form of a substantiated analysis using best practices, that demonstrates that implementing specific measures (including performance standards) on a project-by-project basis will collectively achieve the adopted emission target;
- a monitoring program to track progress toward achieving the GHG emission target (amendment of the plan is required if the GHG emissions target is not achieved); and
- environmental analysis of the GGRP within the Burbank2035 Program EIR.

Agency/Department: Community Development Department

Related to Air Quality and Climate Change Element: Goal 3, Goal 4

Funding Source: General fund

Time Frame: Concurrently with Burbank2035

Program AQCC-2: Updates to Communitywide Greenhouse Gas Inventory

Work with Los Angeles County, the Southern California Association of Governments (SCAG), the South Coast Air Quality Management District (SCAQMD), and the California Air Resources Board (ARB) to update the communitywide GHG emissions inventory every 3–5 years.

Agency/Department: Community Development Department

Related to Air Quality and Climate Change Element: Goal 3

Funding Source: General fund

Time Frame: Every 3–5 years, beginning in 2016

Program AQCC-3: Carbon Offset Fee Program

Support carbon offset programs, according to established protocols, and encourage local application of regional GHG offset fees. Research the feasibility of implementing and enforcing such programs in Burbank. If Burbank implements a GHG mitigation program tied to its GHG policies, local GHG fees collected for projects that do not achieve GHG reduction objectives should mitigate impacts using verified GHG offset programs.

Agency/Department: Community Development Department

Related to Air Quality and Climate Change Element: Goal 1, Goal 3

Funding Source: General fund, fee revenue

Time Frame: Ongoing

Program AQCC-4: Health Risk Assessments for Stationary and Mobile Sources

Require project proponents to prepare health risk assessments in accordance with SCAQMD-recommended procedures as part of environmental review when projects could have associated air emissions that have been designated by the State of California as a toxic air contaminant or, similarly, by the federal government as a hazardous air pollutant.

Also require health risk assessments for projects that would place sensitive land uses near Bob Hope Airport, the UPRR rail line, or major freeways or arterials. (Major freeways, for these purposes, are I-5 and SR 134.) The City will apply the ARB *Air Quality and Land Use Handbook* for recommendations on siting distances for sensitive or noxious uses.

Site-specific analysis may include dispersion modeling and/or a health risk assessment, consistent with applicable guidance from SCAQMD. If required to reduce potentially significant impacts, the City shall require the applicant to identify and incorporate feasible mitigation measures. Such measures could include, but are not limited to: including tiered plantings of trees to reduce particulate matter concentrations; installing air filtration systems to reduce ambient particulate matter concentrations, providing HVAC resource information, avoiding siting sensitive receptors in buildings with perchlorethylene drycleaners, and locating air intakes and windows to reduce particulate matter exposure.

Agency/Department: Community Development Department

Related to Air Quality and Climate Change Element: Goal 1, Goal 2

Funding Source: Development fees

Time Frame: Ongoing

Program AQCC-5: Environmental Review

Incorporate the following into Burbank's environmental review process for new projects:

- In the absence of guidance from SCAQMD, provide health risk assessment guidance for use in the CEQA process, including screening tables and buffer zone requirements for various sensitive land uses and activity rates.
- As part of the environmental review process, use the SCAQMD California Environmental Quality Act (CEQA) Guidelines and thresholds to evaluate the significance of GHG emissions resulting from projects or plans.
- Establish appropriate project application and mitigation requirements necessary for project or plan approval.

Agency/Department: Community Development Department

Related to Air Quality and Climate Change Element: Goal 1, Goal 2

Funding Source: Development fees

Time Frame: Ongoing

Program AQCC-6: Air Quality Mitigation Plans

Establish a process to require project applicants to prepare an Air Quality Management Plan for proposed projects with the potential to result in substantial air quality impacts exceeding SCAQMD's operational thresholds for reactive organic gases and NO_x. These plans shall outline how a project will incorporate design or operational features that reduce emissions by 15% from the level that would be produced by an unmitigated project.

Agency/Department: Community Development Department

Related to Air Quality and Climate Change Element: Goal 1

Funding Source: Development fees

Time Frame: Ongoing

Program AQCC-7: Reforestation Program

Develop a comprehensive re-forestation program to expand the City's tree canopy. Seek out grant funding opportunities and partner with non-profit organizations in order to maximize efforts.

Agency/Department: Parks, Recreation, and Community Services Department; Community Development Department; Public Works Department

Related to Air Quality and Climate Change Element: Goal 2

Funding Source: General fund; Burbank Water and Power incentive funding; grant funding

Time Frame: 2014

Program AQCC-8: Smoke Reduction from Retail Food Operations

Cooperate with SCAQMD on requiring measures to prevent smoke emissions (i.e., grease shields, top-fired broilers) for retail food grilling, smoking, barbequing, and cooking with wood-fired stoves (indoor and outdoor). Cooperate with SCAQMD on requiring such operations to implement control measures such as filtering and scrubbing, before discharging cooking fumes to the atmosphere.

Agency/Department: Community Development Department

Related to Air Quality and Climate Change Element: Goal 2

Funding Source: Targeted emissions fees

Time Frame: Ongoing

Program AQCC-9: Preference for City Contractors and Vendors Using Reduced-Emission Equipment and Business Practices

Give preference to qualified contractors and vendors using reduced-emission equipment and sustainable business practices for City construction projects and contracts for services, as well as businesses that practice sustainable operations.

Agency/Department: Financial Services Department

Related to Air Quality and Climate Change Element: Goal 1

Funding Source: General fund

Time Frame: Ongoing

LAND USE PROGRAMS

Program LU-1: Zoning Ordinance

The Zoning Ordinance, Title 10 of the Burbank Municipal Code (BMC), is the primary means of implementing the Land Use Element, as well as the other elements of Burbank2035. The Zoning Ordinance includes the Zone Map that divides the city into various zones, and the text that specifies the different land uses and types of development that are permitted within each zone. As the primary implementing tool, it is important that the Zoning Ordinance reflect and support the goals and policies of Burbank2035.

The following Zoning Ordinance amendments are required to implement Burbank2035:

- Implement FARs for each land use designation by establishing limitations on development intensity for each applicable zone.
- Amend the Zone Map as needed to be consistent with land use designations specified in this Land Use Element.
- Establish criteria for exceptional projects that advance the goals and policies of Burbank2035 and develop a process to allow exceptional projects to exceed density/intensity limits established in the Land Use Element.
- Establish development and design standards for single-family residential development to ensure that neighborhood character is maintained. Review these standards periodically to determine whether further changes would be appropriate.

- Maintain special hillside development standards and discretionary review of hillside projects to ensure that the projects are compatible with the hillside environment and that scenic views are considered.
- Establish standards and design criteria that minimize the visual intrusion/impact of development in the hillside area.
- Maintain development standards for multi-family residential development, including requiring orientation to a public street. Continue to require open space in residential projects to supplement public open space. Review these standards periodically to determine whether changes would be appropriate.
- Maximize the amount of pervious surfaces in new and infill developments.
- Establish design standards applicable to pedestrian-oriented commercial corridors. Among possible guidelines, consider the following:
 - Locate patio dining or similar pedestrian-oriented activities in setback areas to encourage additional interaction between the street and businesses.
 - Locate parking areas to the rear of buildings or underground, with access taken from a side street or alley.
 - Do not locate parking areas, driveways, or other vehicle access areas between the sidewalk and the building, and promote redesign in existing areas with such features.
 - Minimize the interaction of pedestrians and automobiles by minimizing curb cuts along primary frontages.
- Consider creating a public facilities zone to allow for the efficient and orderly development of public facilities as an alternative to using traditional zoning methods. Develop criteria for balancing the community need for a proposed facility with the impacts on the surrounding neighborhood that would result. Also develop criteria for a zone change from a public facility to a non-public use to ensure that a public facility is no longer needed for public purposes before conversion to private use.
- Establish development standards that address national pollutant discharge elimination system (NPDES) requirements.
- Incorporate development standards that promote walkability into the Zoning Ordinance such as window and door size and placement, pedestrian accessibility, ground-floor uses and building orientation, setbacks and amenities within setback areas, and location of parking lots and vehicle access points.
- Revise bicycle parking requirements to facilitate citywide bicycle travel. New standards will include provisions for short-term and long-term bicycle parking and requirements to ensure bicycle parking is located conveniently for cyclists.
- Require bicycle and pedestrian amenities (e.g., bike lockers, showers, transit stop amenities, bicycle and pedestrian connections) for new development.
- Require a shadow analysis for new structures proposed over 70 feet in height that would be adjacent to a shadow-sensitive public use such as, but not limited to, a park, pedestrian-oriented outdoor space, or restaurant with outdoor seating area.
- Establish standards to ensure new development over 70 feet in height does not shade shadow-sensitive uses for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between early April and late October). Standards could include building spacing, building orientation, or step-backs.

Agency/Department: Community Development Department

Related to Land Use Element: Goal 1, Goal 2, Goal 3, Goal 4

Related to Mobility Element: Goal 3, Goal 5

Funding Source: General fund

Time Frame: Amendments completed by 2016

Program LU-2: Subdivision Regulations

The City's subdivision regulations (BMC Title 11) work together with the Zoning Ordinance to regulate development in Burbank. The subdivision regulations are based on the California Subdivision Map Act and address how land can be subdivided into tracts and lots and how new lots and streets are to be designed. The following amendments to the subdivision regulations are required:

- Revise lot design standards to limit the creation of flag lots and require that every lot have a direct interface with a public street. Revise the lot and street design standards to prohibit gated communities, private streets, private driveways, and other limited access situations, except where special findings can be made.
- Revise street design standards to require a grid street pattern for all development. Review the findings required for the vacation or closing of a public street or alley and revise as necessary to ensure that the required findings are consistent with the goals and policies of the Land Use Element and Mobility Element.
- Review lot design standards and revise as necessary to accommodate smaller minimum lot sizes and other unique considerations as needed for attached and detached small-lot single-family development, row houses, live-work units, and other alternative housing types. Ensure that the standards address opportunities for condominium and fee simple ownership.
- Require dedication of parkland at a ratio of 3.0 acres per 1,000 residents or payment of in-lieu fees, pursuant to Quimby Act requirements.

Agency/Department: Community Development Department

Related to Land Use Element: Goal 1, Goal 3, Goal 4

Funding Source: General fund

Time Frame: Amendments completed by 2016

Program LU-3: Specific Plans

A specific plan is a planning tool authorized by California law that implements a general plan by establishing detailed development goals and policies for a specific geographic area. In Burbank, the term "specific plan" has been applied generally to any planning document that focuses on a particular area of the city. The City will complete the following actions related to Specific Plans to implement Burbank2035:

- Review the three existing specific plans through a public process to determine whether the vision, goals, and policies established by the plans remain applicable and appropriate. Revise the plans as necessary to ensure that they reflect current desires for each of the three areas.
- Consider creating new specific plan areas to create a sense of place, foster neighborhood identity, and address issues that are specific to each area.
- Prepare a specific plan for the Golden State Commercial/Industrial Area to provide a framework for future development in the area consistent with Goal 13 in the Land Use Element.

Agency/Department: Community Development Department

Related to Land Use Element: Goal 1, Goal 3

Funding Source: Grant funds, general fund

Time Frame: Ongoing; Golden State Commercial/Industrial Area Specific Plan completed by 2016

Program LU-4: Historic Preservation Plan

To reduce impacts to both known and as-yet-unknown historical resources within Burbank, the City shall:

- Review, revise, and maintain the Historic Preservation Plan to ensure that it is informed by current resource data and its goals and policies are consistent with the Land Use Element.
- Establish a list of Eligible Historic Resources to be maintained by the Community Development Director. Update the list of Eligible Historic Resources every five (5) years to identify as-yet-unknown historical resources (as defined in State CEQA Guidelines Section 15064.5) as potential resources are identified through citywide surveys and on a project-by-project basis.
- Periodically review and revise the Historic Resource Management Ordinance and preservation incentives to account for new resources as they are identified.
- Require evaluation by a qualified architectural historian for projects subject to CEQA involving buildings constructed more than 45 years prior to the project application. If the evaluation determines that historical resources (as defined in State CEQA Guidelines Section 15064.5) would be adversely affected, the City shall require the proposed project to comply with Section 10-1-928 of the Historic Resource Management Ordinance.
- Require assessment by a qualified archeologist for projects subject to CEQA involving ground-disturbing activities on previously undisturbed land to identify the potential to encounter buried historical resources (as defined in State CEQA Guidelines Section 15064.5). If the assessment determines that buried resources may be present, the City shall require preparation and implementation of a treatment plan outlining measures for monitoring, data recovery, and/or handling inadvertent discoveries.

Agency/Department: Community Development Department

Related to Land Use Element: Goal 3

Funding Source: Grant funds, general fund

Time Frame: Ongoing; historic resource list updates every five (5) years

Program LU-5: Public Participation

Public involvement is critical to the planning process. Public involvement in planning includes speaking out about a proposed project in one's neighborhood and providing input on big-picture planning issues that affect how the city will develop in the years to come, including updates to Burbank2035 and the Zoning Ordinance.

- Comprehensively update the General Plan every 5-10 years, or as otherwise required by state law. Consider targeted updates every 2-3 years.
- Provide the City Council with an annual report on implementation of Burbank2035. The annual report may include additional information regarding community demographics, major infrastructure and development projects, or transportation performance metrics.
- Create an organized public outreach program that delivers a consistent message about planning. Continuously create and update informational handouts and Web pages. Use the City's publications, television programs, and other media to publicize information about planning projects and topics.

- Continuously review and update methods of providing planning information to the public and soliciting public input. Provide public information and opportunity for meaningful input on planning matters. Provide planning information in languages other than English when feasible and appropriate.
- Keep up with technological advances and identify opportunities to use new and advanced technologies to provide community information and to encourage and enhance public involvement in the planning process.
- Engage active neighborhood groups, homeowners' associations, and other similar groups in the planning process. Provide public notice to such groups of projects within or near their neighborhoods and include the groups in all steps of the planning process.
- Require applicants of larger projects to conduct community outreach and meetings as part of the planning process and address major concerns prior to public hearings.

Agency/Department: Community Development Department

Related to Land Use Element: Goal 7

Funding Source: General fund, grant funds

Time Frame: Ongoing

Program LU-6: Building and Other Municipal Codes

The California Building Code regulates the manner in which buildings are constructed and ensures that buildings are built to withstand earthquakes, fires, and other hazards. Other sections of the BMC also affect development in the city. The City will complete the following actions related to codes and regulations to implement Burbank2035:

- Review and revise policies and codes related to green building practices. Provide incentives for the construction of green buildings with reduced environmental impacts and resource consumption beyond what is otherwise required.
- Update building and fire codes to incorporate increased energy efficiency and green building and sustainable development strategies.
- Develop a new code providing regulations for public streets and sidewalks. The code should emphasize a complete streets perspective, specifying required sidewalk widths and configurations, requiring adequate space for trees and street furniture, identifying required dedications citywide, and controlling other aspects of street and sidewalk design to ensure that the public right-of-way complements private development and helps define a sense of place.

Agency/Department: Community Development Department

Related to Land Use Element: Goal 2, Goal 4

Funding Source: General fund, grant funds

Time Frame: Ongoing

Program LU-7: Environmental Review and Impact Analysis

All discretionary projects are required to undergo environmental review by CEQA. This includes private development projects, development and infrastructure projects carried out by the City, and the adoption of new planning policies and regulations such as Burbank2035 and the Zoning Ordinance. All projects must be analyzed to determine whether they have the potential to cause significant environmental impacts.

The City will create formal thresholds of significance for environmental impacts and use these thresholds to guide future CEQA documents and decisions. Thresholds should consider both the

environmental impacts of a single project, as well as the cumulative impacts of that project and other current and future projects.

Agency/Department: Community Development Department, Public Works Department, City Attorney

Related to Land Use Element: Goal 1, Goal 2

Funding Source: Development fees, general fund

Time Frame: Ongoing

Program LU-8: Development Impact Fees and Art in Public Places

As new development occurs in the city, greater demands are placed on city facilities and services. Development impact fees offset these impacts by funding improvements related to fire, police, library, and park and recreation services. A separate transportation impact fee funds improvements to the city's street and transportation networks to mitigate the effects of new development.

The City's Art in Public Places program requires project applicants to either provide art as part of their projects or pay in-lieu fees to the Art in Public Places fund, which funds public art projects. The City will complete the following actions related to development impact fees and art in public places:

- Review and update the transportation impact fee program to implement Land Use Element and Mobility Element goals and policies and to ensure that identified long-term projects to improve transportation are adequately funded.
- Review and revise the community facilities fee program to ensure that fees are adequately addressing impacts on City services caused by new development.
- Review the art value and in-lieu fee requirements of the Art in Public Places program to ensure that they remain adequate.
- Consider creating a public benefits program where project applicants for large projects must provide public benefits through methods such as incorporating design features or programs into the project, constructing or providing funding for off-site improvements or facilities, and providing one-time or ongoing funding for community programs and activities.



Agency/Department: Park, Recreation, and Community Services Department, Community Development Department

Related to Land Use Element: Goal 2, Goal 4

Funding Source: Development fees, general fund

Time Frame: Ongoing

Program LU-9: Code Enforcement

The Zoning Ordinance, building codes, and other laws can only implement Burbank2035 to the extent they are enforced. Code enforcement activities work alongside many of the other implementation measures discussed here. Below are specific actions directly related to code enforcement:

- Enforce zoning, building, and other codes to ensure property maintenance, quality, and safety.
- Use proactive code enforcement strategies in targeted neighborhoods and consider using them citywide to achieve increased levels of code compliance and property maintenance.

- Continue proactive enforcement of conditions of approval placed upon development projects.
- Work with local organizations to provide information to property owners and tenants of residential and non-residential properties regarding property maintenance.
- Provide grants, low interest loans, and other economic assistance to enable improvement of poorly maintained and deteriorated buildings.

Agency/Department: Community Development Department

Related to Land Use Element: Goal 1, Goal 3

Funding Source: General fund

Time Frame: Ongoing

Program LU-10: Inter-Agency Consultation

The City of Burbank must consult with other public agencies and non-profit organizations to fully realize the goals and implement the policies of Burbank2035. The City will complete the following actions related to inter-agency consultation:

- Identify opportunities for public/private partnerships to provide affordable housing and/or address public and social needs.
- Continue to consult with the Burbank-Glendale-Pasadena Airport Authority, California High Speed Rail Authority (CHSRA), Los Angeles County Metropolitan Transportation Authority (MTA), Southern California Regional Rail Authority (SCRRA), SCAG, and other agencies to ensure that the City's interests are represented.
- Refer major land use actions as defined by the Los Angeles County Airport Land Use Commission (ALUC) Review Procedures Section 1.5.3, occurring within the Airport Influence Area, to ALUC for review and consistency determination.

Agency/Department: Community Development Department

Related to Land Use Element: Goal 6, Goal 7

Funding Source: General fund

Time Frame: Ongoing

MOBILITY PROGRAMS

Program M-1: Infrastructure Blueprint

The Infrastructure Blueprint is a 25-year roadmap of future roadway, transit, bicycle, and pedestrian improvements to address increased congestion. Local funding component for these improvements will be provided largely by a Transportation Impact Fee.

- Compile a comprehensive program of transportation improvements consistent with the Mobility Element.
- Perform a nexus fee study to support a revised Transportation Impact Fee
- Update the Infrastructure Blueprint every five years to ensure that changes to growth projections and traffic patterns.
- Maintain and update a citywide travel demand model consistent with the regional travel demand model. Use the model to determine the necessity for and performance of planned improvements.
- Consult with regional agencies to develop a regional transportation impact fee to fund regional improvements.

Agency/Department: Public Works Department; Community Development Department

Related to Mobility Element: Goal 1

Funding Source: General fund, development fees

Time Frame: Fee study completed by 2016, ongoing implementation

Program M-2: Capital Improvement Program

The Capital Improvement Program (CIP) identifies specific improvements from the Infrastructure Blueprint to be completed in the next five years. This enables the City's budget process to program money to construct the improvements.

- Develop a CIP that identifies and allocates local, regional, state, and federal funds on a project level and schedules necessary improvements.
- Update the CIP on an annual basis as part of the City's yearly budget cycle.
- Aggressively seek regional, state, and federal funds to leverage local Transportation Impact Fee money earmarked for projects listed in the CIP.

Agency/Department: Public Works Department; Community Development Department

Related to Mobility Element: Goal 1

Funding Source: General fund

Time Frame: CIP updates every 5 years, Ongoing

Program M-3: Transportation Management Districts

Transportation Management Districts (TMDs) establish limits to determine whether a project takes more than its fair share of roadway capacity. Projects are subject to different limits based on the TMD in which the project is located. Exceeding this limit may result in additional environmental review to study cumulative traffic impacts.

- Develop a CEQA cumulative threshold of significance based on the TMDs.
- Revise OE-FARs to reflect changing development patterns and traffic conditions over time.

Agency/Department: Community Development Department

Related to Mobility Element: Goal 1, Goal 2

Funding Source: General fund; development fees

Time Frame: CEQA thresholds adopted by 2013; Ongoing

Program M-4: California Environmental Quality Act Project Review Process

The City's project review process ensures that transportation impacts caused by new development are fully considered so that the community may be informed of the potential effects of new development. Establish a review process to identify impacts on the transportation system and mitigations for new development. Ensure that this process meets the requirements of the Los Angeles County Congestion Management Program (CMP).

Develop new traffic impact significance thresholds and measures of mobility that identify the level at which increased traffic is considered to be significant under CEQA. Consider alternative thresholds that recognize the mobility of people rather than only vehicles.

- Review the City's Traffic Study Guidelines for new development to ensure that methods for measuring traffic congestion are consistent with Mobility Element and modify, where needed, to address inconsistencies.

Agency/Department: Community Development Department; Public Works Department

Related to Mobility Element: Goal 2, Goal 3

Funding Source: Development fees; general fund

Time Frame: CEQA thresholds adopted by 2013; ongoing implementation

Program M-5: Dedications Map and Ordinance

The BMC provides for right-of-way dedication as needed to facilitate street improvements identified in the Mobility Element and Infrastructure Blueprint.

- Update BMC Title 7 (Public Ways and Property) and Title 11 (Subdivisions) to reflect revised street dedications required to facilitate street improvements identified in the Mobility Element and Infrastructure Blueprint. Ensure that these revised dedication requirements include accommodations for pedestrian, bicycle, and transit facilities.
- Update the master street dedications map to identify necessary dedications, including dedications necessary at intersections.

Agency/Department: Public Works Department; Community Development Department

Related to Mobility Element: Goal 1, Goal 2, Goal 3

Funding Source: General fund; development fees

Time Frame: 2016

Program M-6: Transit System

Implementation of the transit portion of the Mobility Plan requires close consultation with other local and regional agencies to develop feasibility plans and funding sources for regional projects. Implementation of expanded local public transit service will be driven by future funding sources identified to pay for expanded service.

- Pursue funding opportunities to expand BurbankBus transit service.
- Consult with Los Angeles County Metropolitan Transportation Authority (MTA) regarding relinquishment of certain local transit routes to local agencies, in exchange for sharing the funding saved by converting MTA service to local service. Pursue Burbank's designation as an Eligible Operator in order to eligible for additional regional and federal funding.
- Develop a short-range transit plan for BurbankBus to identify future transit needs and funding opportunities
- Work with MTA to develop the regional transit connections outlined in the Long Range Transportation Plan:
 - investigate the feasibility of implementing regional transit service between the MTA Gold Line in Pasadena and the Red Line/Orange Line in North Hollywood via Glendale and Burbank;
 - consult with MTA regarding future MTA Rapid lines serving Burbank; and
 - support regional connections connecting Burbank throughout the region.
- Consult with Metrolink and Amtrak to improve commuter and intercity rail services between Burbank and major destinations in Southern California.
- Develop transit stop standards and guidelines. Include amenities such as seating, lighting, signage, and convenient access, as requirements of new discretionary development projects or city-initiated streetscape improvement projects.
- Improve transit and intermodal connections at the Bob Hope Airport and the Empire Corridor to encourage public transit ridership to and from major office uses in this developing area.
- Seek opportunities to implement a bus intermodal transfer facility in the Media District.

- Evaluate Intelligent Transportation System solutions to increase the efficiency of transit vehicles on arterial streets.
- Monitor the progress of the proposed high-speed rail corridor and preliminary regional high-speed transit corridor through Burbank and work closely with the California High-Speed Rail Authority (CHSRA) to ensure that negative effects on the city are minimized. In particular, the City will work to ensure that street connections near any proposed station are enhanced to serve anticipated traffic demands and that transit, pedestrian, and bicycle facilities are included in any station design.

Agency/Department: Community Development Department

Related to Mobility Element: Goal 1, Goal 4

Funding Source: General fund; development fees; Propositions A and C; Measure R

Time Frame: Ongoing

Program M-7: Bicycle Master Plan and Pedestrian Master Plan

The Bicycle and Pedestrian Master Plans guide the expansion of Burbank's bicycle and pedestrian infrastructure. The following actions define the steps the City will take to further pedestrian and bicycle travel.

- Prepare a Pedestrian Master Plan, identifying improvements necessary to improve pedestrian access to transit, across freeways, and other barriers to walking. The plan should address streetscape improvements and ensure compliance with Americans with Disabilities Act (ADA) standards.
- Update the Bicycle Master Plan to reflect completed bicycle projects and to identify additional bicycle improvements to ensure eligibility for the Bicycle Transportation Account and other grant funds. Continue to implement Phase I and Phase II bicycle projects identified in the Bicycle Master Plan as funding becomes available or as streets are reconstructed, resurfaced, or redesigned.
- Revise city roadway standards to better accommodate all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Agency/Department: Public Works Department; Community Development Department

Related to Mobility Element: Goal 1, Goal 3, Goal 5, Goal 9

Funding Source: Grant funds; development fees

Time Frame: Pedestrian Master Plan and Complete Streets standards by 2014; ongoing implementation

Program M-8: Neighborhood Protection Plans

Protecting neighborhoods from the effects of increased traffic is a critical component of maintaining community balance in Burbank. The following actions will ensure that Burbank neighborhoods continue to provide a high quality of life for residents.

- Monitor existing and identify new neighborhood protection program areas to ensure that implementation measures are effective at reducing cut-through vehicle traffic.
- Revise the City's Traffic Study Guidelines to ensure potential cut-through traffic caused by new development is considered and mitigated.

Agency/Department: Public Works Department

Related to Mobility Element: Goal 6

Funding Source: Development fees; parking fees; grant funds

Time Frame: Revisions to the Traffic Study Guidelines completed by 2016; ongoing implementation

Program M-9: Parking Management

Revise the City's parking requirements to implement Burbank2035 goals and policies. Expand innovative parking techniques, such as use of shared parking districts, parking in-lieu fees, parking information systems, and parking pricing and/or validation programs.

Agency/Department: Community Development Department

Related to Mobility Element: Goal 7

Funding Source: General fund; parking fees, if implemented

Time Frame: Ongoing

Program M-10: Transportation Demand Management

Burbank uses Transportation Demand Management (TDM) strategies to reduce peak period demand on the street network as an alternative to providing capacity. Programs may be expanded to optimize the use of available transportation resources.

- Expand the City's employer-based TDM ordinance to include the Golden State and Empire Corridor areas, and other employment centers.
- Update the citywide TDM ordinance to better encourage the use of incentives including free transit passes, parking cash out, and free shuttles.
- Revise the City's TDM reporting and participation requirements to facilitate employer participation with TDM programs.
- Use TDM to mitigate traffic impacts resulting from new development. Provide incentives and/or require mitigations to reduce trips; require reporting to ensure trip reduction targets are met.
- Integrate TDM programs and measurements in the City's traffic study review process and travel demand model.

Agency/Department: Community Development Department; Public Works Department; Transportation Management Organizations

Related to Mobility Element: Goal 1, Goal 8

Funding Source: Development fees; grant funds; general fund; Proposition C's local return; SCAQMD subvention funds

Time Frame: Ongoing

Program M-11: Performance Measures

Performance measures provide a transportation "yardstick" to measure the City's success in implementing the Mobility Element. Revise Burbank's performance measures to better reflect efficient movement of people, rather than measuring simple vehicle throughput.

- Revise performance standards for bicycle travel and develop pedestrian standards for the City's sidewalk system.
- Develop performance measures for local and regional transit. These performance measures should include indicators of transit geographic coverage and connectivity, reliability, and cost-effectiveness.
- Develop measures of neighborhood traffic intrusion to help the City measure the effectiveness of its neighborhood protection programs. This performance measure may include monitoring of neighborhood complaints, accidents on local streets, and vehicle speeds and volumes.

- Review the data collection and measuring methodology used to determine TDM reduction to ensure that it accurately measures the level of trips reduced and increases in alternative transportation modes.

Agency/Department: Community Development Department

Related to Mobility Element: Goal 2, Goal 3

Funding Source: General fund

Time Frame: Ongoing

Program M-12: Funding and Regional Interaction

The City recognizes the importance of partnering with other agencies and local jurisdictions on plans, legislative initiatives, capital grant funding opportunities, and studies to improve and enhance coordinated regional and local transportation services.

- Continue to compete for regional funding to implement transportation projects through the MTA Call for Projects competitive grant process
- Continue to consult with MTA to study the feasibility of implementing a regional development impact fee program to help bridge the funding gap between funded transportation improvements and identified transportation needs.

Agency/Department: City Manager's Office; Community Development Department; Public Works Department

Related to Mobility Element: Goal 4, Goal 5

Funding Source: General fund; grant funds

Time Frame: Ongoing

Program M-13: Railroad Connections

Burbank has three existing railroad crossings. These crossings should be monitored and safety improvements should be made where possible.

- Continue to monitor progress of the Buena Vista/San Fernando grade crossing design and construction as part of the Empire Interchange Project.
- Pursue feasibility of a new railroad grade crossing at Clybourn Avenue and Empire Avenue/Vanowen Street to provide a continuous connection between Vanowen Street and Empire Avenue.
- Provide maximum at-grade crossing improvements to the Buena Vista Street crossing.

Agency/Department: Public Works Department

Related to Mobility Element: Goal 9

Funding Source: General fund; grant funds

Time Frame: Ongoing

NOISE PROGRAMS

Program N-1: Noise Control Ordinance

Enforce Burbank's Noise Control Ordinance limits for industrial uses to limit the effect of noise on adjacent land uses. Update the Noise Control Ordinance to incorporate the new noise standards presented in the Noise Element and to ensure effectiveness in controlling noise sources. Revise the Noise Control Ordinance to achieve the following objectives:

- Limit the hours of deliveries to commercial, mixed-use, and industrial uses adjacent to residential and other noise-sensitive land uses.
- Limit the hours of operation for commercial and retail uses to limit noise intrusion into nearby residential and other noise-sensitive land uses.
- Limit commercial and industrial noise levels.
- Limit outdoor industrial activities or operations to control excessive noise at adjacent residential properties.
- Limit the hours of operation of industrial equipment generating high levels of noise.
- Limit the hours of operation for refuse vehicles and parking lot sweepers if their activity results in an excessive noise level that adversely affects adjacent residential uses.
- Require the placement of loading and unloading areas so that commercial buildings shield nearby residential land uses from noise generated by loading dock and delivery activities. If necessary, additional sound barriers shall be constructed on the commercial sites to protect nearby noise sensitive uses.
- Require the placement of all commercial heating, ventilation, and air conditioning (HVAC) machinery within mechanical equipment rooms wherever possible. (Equipment manufacturer's specifications for venting and access to outside air shall be maintained).
- Require the provision of localized noise barriers or rooftop parapets around HVAC machinery, cooling towers, and mechanical equipment so that the line of sight to the noise source from the property line of the noise sensitive receptors is blocked. (The equipment manufacturer's specifications for venting and access to outside air shall be maintained.)
- Include a statement acknowledging that construction noise is an acceptable public nuisance when conducted within the defined exemption period.

Agency/Department: Community Development Department; Police Department

Related to Noise Element: Goal 1, Goal 2, Goal 3, Goal 7

Funding Source: General fund

Time Frame: Ongoing; Noise Control Ordinance revisions complete by 2014

Program N-2: Written Warning of Noise Intrusion

Provide written warning to potential residents about noise intrusion as a condition of project approval, assistance, or facilitation when the City exercises discretionary review, provides financial assistance, or otherwise facilitates residential development in a non-residential area, as provided for by Land Use Element policy.

Agency/Department: Community Development Department

Related to Noise Element: Goal 1, Goal 2

Funding Source: General fund

Time Frame: Ongoing

Program N-3: Noise Standards and Compatibility Criteria

Review development proposals to ensure that noise standards and compatibility criteria set forth in the Noise Element are met. Consult Noise Element guidelines and standards for noise compatible land uses to determine the suitability of proposed projects relative to existing and forecasted noise levels. Enforce the California Noise Insulation Standards to ensure an acceptable interior noise level of 45 A-weighted decibels (dBA) community noise equivalent level (CNEL) or day-night noise level (L_{dn}) in habitable rooms.

Agency/Department: Public Works Department

Related to Noise Element: Goal 1

Funding Source: General fund

Time Frame: Complete by 2013

Program N-4: Noise Impact Analysis Guidelines and Acoustical Studies

Develop noise impact analysis guidelines that describe the City's desired procedure and format for acoustical studies. Require an acoustical study for future discretionary projects in areas where the existing or projected noise level exceeds or would exceed the maximum allowable levels identified in Table N-3 in the Noise Element, or when any of the following conditions applies:

- The project includes a noise-sensitive land use that is located within the existing or future 65-dBA CNEL/ L_{dn} contour for transportation noise sources.
- The project will cause future traffic volumes to increase by 10% or more on any roadway that fronts a sensitive land use.
- The project will expose a noise-sensitive land use to a stationary noise source exceeding the standards outlined in Table N-4 in the Noise Element. Such stationary sources may include mechanical equipment operations and industrial facilities.
- The project includes a noise-sensitive land use in the vicinity of existing or proposed commercial and industrial areas.
- The project is located within 100 feet of a rail line and includes noise-sensitive land uses.
- The project is a mixed-use development that includes a residential component. The focus of this type of acoustical study is to determine likely interior and exterior noise levels and to recommend appropriate design features to reduce noise.

An acoustical analysis shall:

- be the financial responsibility of the applicant seeking project approval;
- be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics;
- measure representative noise levels with sufficient sampling periods and locations to adequately describe local conditions and predominant noise sources;
- estimate existing and projected cumulative noise in terms of CNEL/ L_{dn} or L_{eq} , and compare those noise levels to the adopted standards and policies of the Noise Element;
- recommend appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element (where the noise source in question consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms); and
- estimate noise exposure after the prescribed mitigation measures have been implemented.

Agency/Department: Community Development Department

Related to Noise Element: Goal 1

Funding Source: Development fees

Time Frame: Ongoing

Program N-5: Vehicle Noise Reduction

Implement the following strategies to reduce vehicular traffic noise throughout the city:

- Review and designate local truck routes to reduce truck traffic in noise-sensitive land use areas.
- Use alternative paving materials, such as rubberized asphalt, to reduce traffic noise where determined feasible and cost efficient.

Agency/Department: Public Works Department; Community Development Department

Related to Noise Element: Goal 3, Goal 7

Funding Source: Federal and state grants, development fees

Time Frame: Ongoing

Program N-6: Construction Noise

Require contractors to implement the following measures during construction through contract provisions and/or conditions of approval as appropriate:

- Maintain construction equipment per manufacturers' specifications and fit equipment with the best available noise suppression devices (e.g., mufflers, silencers, wraps).
- Shroud or shield all impact tools and muffle or shield all intakes and exhaust ports on power equipment.
- Comply with the operational hours outlined in the Burbank Noise Control Ordinance or mitigate noise at sensitive land uses to below Noise Control Ordinance standards during all construction operations and related activities associated with a proposed project.
- Prohibit idling of construction equipment for extended periods of time in the vicinity of noise-sensitive receptors.
- Locate fixed and/or stationary equipment (e.g., generators, compressors, rock crushers, cement mixers) as far as possible from noise-sensitive receptors.
- Shroud or shield all impact tools and muffle or shield all intakes and exhaust ports on powered construction equipment.
- Place temporary barriers, where feasible, as close to the noise source or as close to the receptor as possible and break the line of sight between the source and receptor where modeled levels exceed applicable standards. Acoustical barriers shall be constructed of material having a minimum surface weight of 2 pounds per square foot or greater and a demonstrated Sound Transmission Class rating of 25 or greater as defined by American Society for Testing and Materials Test Method E90. Placement, orientation, size, and density of acoustical barriers shall be specified by a qualified acoustical consultant.

Agency/Department: Community Development Department; Public Works Department

Related to Noise Element: Goal 7

Funding Source: Development fees

Time Frame: Ongoing

Program N-7: Regional Roadway Noise Abatement

Consult with Caltrans and MTA on plans, activities, and projects that may affect state roadway facilities or transportation corridors passing through Burbank. Additionally, work with these agencies to achieve the following objectives:

- Plan for noise abatement along freeways and highways.
- Install, maintain, and update freeway and highway right-of-way buffers and sound walls.

Agency/Department: Public Works Department; Community Development Department

Related to Noise Element: Goal 3

Funding Source: General fund, gas tax revenues

Time Frame: Ongoing

Program N-8: Aircraft Noise Abatement

Work to reduce noise associated with aircraft overflights and helicopter operations within Burbank. Actions may include but are not limited to the following:

- Regulate the siting and operation of heliports/helistops through the Conditional Use Permit process.
- Implement flight profiles, tracks, and operating parameters for noise control with heliport/helisop operators (e.g., police, fire, hospital, private).
- Work with the Burbank-Glendale-Pasadena Airport Authority in implementing the Residential Acoustical Treatment Program.

Agency/Department: Community Development Department

Related to Noise Element: Goal 5

Funding Source: General fund

Time Frame: Ongoing

Program N-9: Mixed-Use Noise Notification Requirement

Notify residents in mixed-use projects located adjacent to commercial or retail land uses that they could be affected by noise from adjacent uses.

Agency/Department: Community Development Department

Related to Noise Element: Goal 1, Goal 2

Funding Source: General fund

Time Frame: Ongoing

OPEN SPACE AND CONSERVATION PROGRAMS

Program OSC-1: Public Involvement and Education

Continue to implement the City's docent program to provide outdoor educational experiences for the public. Consult with non-profit organizations to establish docent programs in an effort to provide outdoor educational experiences for the public. Provide public information regarding water conservation measures, including low-water landscaping.

Agency/Department: Park, Recreation and Community Services Department; Community Development Department; Burbank Water and Power

Related to Open Space and Conservation Element: Goal 1, Goal 9

Funding Source: General fund

Time Frame: Ongoing

Program OSC-2: Park, Recreation, and Community Services Master Plan

Development of a Park, Recreation, and Community Services Master Plan would direct long-term acquisition, operation, management, and programming for parks, open space, and recreation facilities. The Master Plan may include:

- Standards and criteria for how parkland will be acquired. Standards should address priorities for which lands and under what circumstances the City should acquire land for parks;
- Parkland standards to provide the following ratios of parkland per 1,000 residents:
 - Regional Parks: 8.0 acres/1,000 residents
 - Community Parks: 2.0 acres/1,000 residents
 - Neighborhood Parks: 1.5 acres/1,000 residents
 - Pocket Parks: 0.04 acre/1,000 residents
- An update to the in-lieu fee structure for the acquisition and management of recreation land in connection with the development review process;
- Guidance for which suitable tax-deeded lands (those which have reverted to the state as a result of tax delinquencies) are suitable for acquisition;
- Information on existing and potential programs for a variety of passive, educational, and active recreation opportunities for all area residents; and
- An overview of facilities and guidance on how to improve the visibility, add signage or appropriate signage, and other guidance related to maintenance and improvements.

Agency/Departments: Park, Recreation, and Community Services Department; Community Development Department

Related to Open Space and Conservation Element: Goal 1, Goal 2

Funding Source: General fund, grant funds

Time Frame: Master plan completed by 2016

Program OSC-3: Park, Recreation, and Community Services Acquisition Funding

Explore funding sources to support acquisition and development of new or expanded parks, open space areas, trails, and bikeways that include County, State, and Federal funds; donations; and grants.

Agency/Department: Park, Recreation, and Community Services Department

Related to Open Space and Conservation Element: Goal 2, Goal 3

Funding Source: General fund, grant funds

Time Frame: Ongoing

Program OSC-4: Joint-Use Agreements for Parks and Open Space

Continue to implement and expand the use of joint-use agreements to increase parks and open space resources available to Burbank residents. Specifically, seek to expand joint-use agreements with school districts. Investigate conversion or joint use of surplus or otherwise underutilized lands, including railroad and public utility rights-of-way, for open space use.

Agency/Department: Park, Recreation, and Community Services Department; Community Development Department

Related to Open Space and Conservation Element: Goal 1, Goal 2, Goal 4

Funding Source: General fund

Time Frame: Ongoing

Program OSC-5: Regional Consultation

Consult with adjacent jurisdictions regarding programs to fulfill regional recreation goals. Meet with adjacent jurisdictions and agencies responsible for parks or recreation space within the immediate area to pursue:

- Regional recreation planning and programs aimed at developing regional park facilities in the Verdugo Mountains;
- Development of park, trail, and bikeway linkages; and
- Development of a Verdugo Hills Trails Master Plan.

Agency/Department: Park, Recreation, and Community Services Department

Related to Open Space and Conservation Element: Goal 1, Goal 5

Funding Source: General fund

Time Frame: Ongoing

Program OSC-6: Open Space Management

Proactively manage open space resources by implementing the following actions:

- Establish a management program for open space that provides appropriate public access for all segments of the population while recognizing preservation goals.
- Develop a program for the ongoing monitoring of natural resources identified by the California Department of Fish and Game Natural Diversity Data Base and sensitive habitats identified in the City.
- Evaluate and monitor the impact of public access on habitat.

Agency/Department: Park, Recreation, and Community Services Department

Related to Open Space and Conservation Element: Goal 2, Goal 5, Goal 8

Funding Source: General fund

Time Frame: Ongoing

Program OSC-7: Development Review

Implement the following actions during development review and the CEQA process to achieve Open Space and Conservation Element goals and policies:

- Require parkland dedication and improvement as part of large residential developments. The required dedication shall be 3 acres for every 1,000 residents expected in the development. Allow an in-lieu fee to be paid if the applicant is not able to dedicate land or the land is considered unsuitable for park or recreation use.
- Encourage applicants to use native plants and low-water landscaping methods.
- Promote the use of native plant species in landscaping areas adjacent to open space.
- Evaluate change to the total mountain area for any proposed development in the Verdugo Mountains.

- Require applicants to comply with NPDES permit requirements and the Stormwater Master Plan and demonstrate that their development will:
 - incorporate structural and nonstructural best management practices to mitigate projected increases in pollutant loads and flows;
 - control the velocity of pollutant loading flows during and after construction;
 - limit areas of impervious surfaces and preserve natural areas;
 - limit directly connected areas of impervious surfaces;
 - use natural treatment systems such as wetlands and bioswales to treat stormwater runoff where technically and economically feasible;
 - provide areas for on-site infiltration and/or temporary retention areas;
 - limit disturbance of natural water bodies, natural drainage systems, and highly erodible areas;
 - use pollution prevention methods, source controls, and treatment with small collection strategies located at or as close as possible to the source; and
 - implement erosion protection during construction.
- Require developers to pay the cost of providing new and/or improved water services to project sites.
- Require project applicants to satisfy the criteria set forth in Sections 10910–10915 of the California Water Code and Section 66473.7 of the Government Code to prepare a water supply assessment or water supply verification demonstrating available water supplies exist to support development.
- Require compliance with state Title 24 building construction standards and Energy Star standards for all development projects.
- If paleontological resources are discovered during earthmoving activities associated with future development projects, the construction crew shall immediately cease work in the vicinity of the find and notify the City. The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan shall include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.

Agency/Department: Community Development Department

Related to Open Space and Conservation Element: Goal 3, Goal 6, Goal 7, Goal 8, Goal 9, Goal 10

Funding Source: Development fees

Time Frame: Ongoing

Program OSC-8: Capital Improvement Program

Continue to use the City's CIP to prioritize, finance, and complete parks and infrastructure improvements, including:

- construction of new parks and improvements to current parklands and park facilities to the standards mentioned in policies above;
- construction of a network of multi-use trails that connects the City's parks and open spaces; and
- maintenance of City-owned and operated recreation facilities.

Agency/Department: Community Development Department; Public Works Department; Park, Recreation, and Community Services Department
Related to Open Space and Conservation Element: Goal 2, Goal 3, Goal 5
Funding Source: General fund
Time Frame: Ongoing

Program OSC-9: Regional Water Consultation

Consult with Metropolitan Water District of Southern California (Metropolitan) and the Los Angeles Regional Water Quality Control Board (RWQCB) to achieve the following water supply, distribution, and conservation objectives:

- Maintain groundwater recharge areas to protect water quality and ensure continued recharge of local groundwater basins.
- Reduce the amount of water used for landscaping and increase use of native and drought tolerant plants.
- Encourage the production, distribution, and use of recycled water for landscaping projects.
- Maintain water quality objectives for urban runoff.
- Comply with all provisions of the NPDES permit, and support regional efforts by the Los Angeles RWQCB to improve and protect surface water quality.

Agency/Department: Burbank Water and Power; Community Development Department
Related to Open Space and Conservation Element: Goal 9
Funding Source: General fund; utility funds
Time Frame: Ongoing

Program OSC-10: Open Space Preservation Organizations and Agencies

Continue to work with adjacent jurisdictions, the Santa Monica Mountains Conservancy, and federal and state agencies to identify, conserve, and protect urban open space, hillside areas, and lands accessible for public use. Pursue grants and other resources to plan for open space preservation and, as appropriate, purchase properties to be included in the open space system. Use conservation easements where feasible as part of the City's open space acquisition program.

Agency/Department: Park, Recreation, and Community Services Department; Community Development Department
Related to Open Space and Conservation Element: Goal 1, Goal 6
Funding Source: General fund, grant funds
Time Frame: Ongoing

Program OSC-11: Burbank Urban Water Management Plan and Recycled Water Master Plan

Continue to update the Burbank Urban Water Management Plan and Recycled Water Master Plan every five years to serve as foundational documents and source of information for Water Supply Assessments and Written Verifications of Water Supply. Include estimates for population, water demand, and water supply with projections in five-year increments to 2035. Use the Recycled Water Master Plan to ensure the use of recycled water wherever allowed and feasible.

Agency/Department: Burbank Water and Power; Community Development Department
Related to Open Space and Conservation Element: Goal 9
Funding Source: General fund, utility funds
Time Frame: Ongoing

Program OSC-12: Sustainability Element and Sustainability Coordinator

Prepare a Burbank2035 Sustainability Element to provide comprehensive direction regarding how best to incorporate sustainability in all City policies and operations.

To ensure quality and efficiency in implementing City sustainability policies, it is important that the City identifies an internal resource person with dedicated job-hours to carry out the GGRP and Sustainability Element. The City will establish a Sustainability Coordinator position to manage inter-departmental efforts and the work of the Sustainable Burbank Commission to prioritize and implement sustainability in all City policies and operations.

Agency/Department: Community Development Department; Public Works Department; City Manager's Office

Related to Open Space and Conservation Element: Goal 1

Funding Source: General fund, grant funds

Time Frame: Complete by 2015

Program OSC-13: Stormwater Master Plan

Prepare a Stormwater Master Plan to evaluate the feasibility of capturing stormwater and recharging groundwater as part of a comprehensive storm water system. Advocate use of low-impact development (LID) strategies in the Stormwater Master Plan.

Agency/Department: Public Works Department; Community Development Department

Related to Open Space and Conservation Element: Goal 9

Funding Source: Grant funds; general fund

Time Frame: Complete by 2014

SAFETY PROGRAMS

Program S-1: Review and Update Safety Plans on a Regular Basis

Regularly review and update the City's safety plans every five years. Plans to be updated include, but are not limited to the:

- All-Hazard Mitigation Plan,
- Multi-Hazard Functional Plan,
- Police Strategic Plan,
- Fire Strategic Plan, and
- Hazardous Materials Area Plan.

Agency/Department: Community Development Department; Police Department; Fire Department

Related to Safety Element: Goal 1

Funding Source: General fund

Time Frame: Every five years

Program S-2: Review Critical Facilities

Review critical facilities proposed for development or expansion to ensure that hazardous conditions are mitigated or hazard reduction features are incorporated to the satisfaction of the responsible agencies. Critical facilities include power and water utilities, roads, hospitals, fire and police stations, emergency operation centers, communication centers, high-risk or high-occupancy facilities, and dependent care facilities with special evacuation considerations.

Agency/Department: Community Development Department; Police Department; Fire Department

Related to Safety Element: Goal 1, Goal 2, Goal 4, Goal 7

Funding Source: General fund

Time Frame: Ongoing

Program S-3: Fire Protection Requirements

Regularly update fire protection requirements, especially in transition areas between developed and undeveloped land. Enforce stringent construction and design standards, and work to preserve open space where wildfire hazards exist.

Agency/Department: Fire Department; Community Development Department

Related to Safety Element: Goal 4

Funding Source: General fund

Time Frame: Ongoing

Program S-4: Evaluate Liquefaction Potential

Evaluate the liquefaction potential of a site when, during the course of a geotechnical investigation, shallow groundwater (50 feet or less) and unconsolidated sandy alluvium soils are found. Fault investigations in the Verdugo Fault zone should be encouraged where feasible. The state geologist should be informed of any findings pertinent to the activity designation of the fault.

Agency/Department: Community Development Department

Related to Safety Element: Goal 5

Funding Source: Development fees

Time Frame: Ongoing

Program S-5: Review Floodplain Mapping

Annually review floodplain mapping provided by the Federal Emergency Management Agency, the California Department of Water Resources, and others. Update Burbank2035 as necessary to incorporate any changes to floodplain or flood hazard areas.

Agency/Department: Community Development Department; Public Works Department

Related to Safety Element: Goal 6

Funding Source: General fund

Time Frame: Annually

Program S-6: Compliance with California Building Standards Code and Burbank Municipal Code

Verify that new development complies with the California Building Standards Code's seismic design standards and the BMC. Verify that structural and architectural features, such as irregular building shapes, soft stories, undefined structural systems, architectural elements, and equipment attachments are designed in accordance with the seismic provisions of the California Building Standards Code.

Agency/Department: Community Development Department

Related to Safety Element: Goal 5

Funding Source: Development fees

Time Frame: Ongoing

Program S-7: Manage Safety Information with GIS Technology

Use the City's Geographic Information System (GIS) to manage safety information, such as the following:

- Existing and future geotechnical and seismic data contained in public, private, and City archives.
- The locations and details of hazardous structures, critical lifelines and critical facilities. Data about these facilities should include the building's age, function, occupancy, and structural risk.
- A listing of disaster response plans and resources available so these can be implemented immediately in case of emergency.
- An overlay of seismic constraints to assist in emergency response planning.

Agency/Department: Community Development Department; Information Technology Department

Related to Safety Element: Goal 1, Goal 8

Funding Source: General fund

Time Frame: Ongoing



Burbank in 2035: Drawing by Ajani Cooper of Stevenson Elementary School



Burbank 2021-2029 Housing Element

**Prepared for: City of Burbank
Community Development Department, Planning Division**

Prepared by: Karen Warner Associates, Inc.

Adopted September 27, 2022



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Burbank 2021-2029 Housing Element

Acknowledgements

City Council

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Konstantine Anthony, Vice-Mayor
Bob Frutos, Council member
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BURBANK 2021-2029 HOUSING ELEMENT

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INTRODUCTION

Housing Our Residents

Housing is a basic human need, and the suitability of one's housing with regard to size, location, cost and special need requirements is a critical component of a person's quality of life. It is the City of Burbank's intent to ensure that all residents can find suitable housing in the community. Furthermore, the City is committed to preserving and enhancing the quality of existing residential neighborhoods in the community. This Housing Element identifies the housing needs in the community and outlines a strategy for meeting these needs through creative programming and funding. The 2021-2029 City of Burbank Housing Element is a policy document that identifies the City's housing goals, objectives and programs throughout the planning period of 2021 to the year 2029 and provides direction for the expenditure of funds and City resources. This Element is an update of the 2014-2021 5th Cycle Housing Element.

Purpose and Statutory Requirements

This Housing Element covers the Southern California Association of Government (SCAG) region's planning period of October 15, 2021 to October 15, 2029. The Element identifies strategies and programs that focus on preserving and improving housing and neighborhoods, providing adequate housing sites, assisting in the provision of affordable housing, removing governmental and other constraints to housing investment, and promoting fair and equal housing opportunities.

Element Organization

The 2021-2029 Burbank Housing Element is comprised of the following major components:

- An **introduction** to review the requirements of the Housing Element, recent State laws, and public participation process
- The City's **housing goals and policies**
- A **housing needs assessment** evaluating Burbank's demographic, household and housing characteristics, and related housing needs
- A review of **available resources** to facilitate the production and maintenance of housing, including land available for new construction, financial and administrative resources available for housing, and opportunities for energy conservation
- An analysis of **potential constraints** on housing production and maintenance, including market, governmental, infrastructure and environmental limitations to meeting the City's identified needs
- The **Housing Plan** for addressing the City's identified housing needs, constraints and resources; including housing programs and quantified objectives

A series of appendices provide additional documentation. Appendix A provides a glossary of terms and abbreviations used in the Element. Appendix B addresses the new housing element requirement to Affirmatively Further Fair Housing (AFFH). Appendix C provides an evaluation of accomplishments under Burbank's 2013-2021 Housing Element. Appendix D presents the parcel-specific Housing Element sites inventory, and Appendix E provides the Adequate Sites Alternative Checklist. And finally, Appendix F provides a summary of public input received from the variety of community participation opportunities provided throughout the Housing Element update process.

Changes in State Housing Law Since Previous Update

In response to California's worsening affordable housing crisis, in each of the last several years the State legislature has enacted a series of bills aimed at increasing production, promoting affordability and creating greater accountability for localities in addressing their housing needs. The following items in Table 1-1 represent substantive changes to State housing law since Burbank's last Housing Element was adopted and certified in 2014.

Table 1-1
New State Housing Laws Relevant to Housing Element Update

Housing Bills	Bill Overview
Expedited Rezoning AB 1398 (2021)	For local jurisdictions that fail to adopt a legally compliant housing element within 120 days of the statutory deadline, shortens the adequate sites rezoning deadline from three years to one year from the start of the planning period. For SCAG jurisdictions, the rezoning deadline for the 6th cycle Housing Element would be October 15, 2022.
Housing Element Sites Analysis and Reporting AB 879 (2017); AB 1397 (2017); SB 6 (2019)	Requires cities to zone more appropriately for their share of regional housing needs and, in certain circumstances, require by-right development on identified sites. The sites analysis must also include additional justification for being chosen, particularly for sites identified to address lower income housing needs. Starting in 2021, an electronic spreadsheet of the sites must be submitted to HCD.
No Net Loss Zoning SB 166 (2017)	Requires cities to identify additional low-income housing sites in their housing element when market-rate housing is developed on a site currently identified for low-income housing in the jurisdiction's sites inventory.
Streamlined Approval for Small-Scale Developments of Duplexes and Lot Splits SB 9 (2021)	Requires ministerial approval of a housing development of up to two units (a duplex) in a single-family zone or the subdivision of a parcel zoned for residential use into two equal parcels (an urban lot split), or both. The bill allows jurisdictions to impose objective zoning and design standards on SB 9 projects. An ordinance adopted under these provisions is not considered a project for purposes of CEQA.
CEQA Exemption for Upzoning for Residential Density SB 10 (2021)	Authorizes jurisdictions to pass an ordinance to zone any parcel for up to 10 units of residential density, at a height specified by the local government in the ordinance, if the parcel is located in a transit-rich area or an urban infill site. An ordinance adopted under these provisions is not considered a project for purposes of CEQA.
Affirmatively Furthering Fair Housing AB 686 (2017)	All Housing Elements due on or after January 1, 2021 must contain an Assessment of Fair Housing (AFH), consistent with the federal Affirmatively Furthering Fair Housing (AFFH) Final Rule of July 16, 2015. This AFFH section must include (1) a summary of fair housing issues in the jurisdiction; (2) a summary of available fair housing data including contributing factors to fair housing issues; (3) analysis of Housing Element sites in relation to AFFH; and, (4) an AFFH program that includes meaningful action.

Table 1-1
New State Housing Laws Relevant to Housing Element Update

Housing Bills	Bill Overview
Accessory Dwelling Units and Junior Accessory Dwelling Units AB 494 (2017), SB 229 (2017), AB 68 (2019), AB 881 (2019), AB 587 (2019), SB 13 (2019), AB 670 (2019), AB 671 (2019), AB 3182 (2020), AB 345 (2021)	The State has continued to enact legislation to further assist and support the development of ADUs, including “by right” approval for studio and one-bedroom units 850 square feet or less, two-bedroom units 1,000 square feet or less, and Junior ADUs less than 500 square feet. Where a primary house and ADU are developed by a non-profit housing provider, such as the Burbank Housing Corporation or Habitat for Humanity, separate conveyance of the two units is permitted so long as they are sold to a low income household, with any subsequent sale also required to be to a low income household.
Density Bonus AB 1763 (2019), AB 2345 (2020), SB 290 (2021)	Permits 100% affordable projects to be built denser and taller through modifications to current Density Bonus Law. AB 2345 creates additional incentives and also requires the annual progress report to document if any density bonuses have been granted.
Housing Crisis Act of 2019 SB 330 (2019), SB 8 (2021)	Expedites approvals for code-compliant housing development. Prevents jurisdictions from decreasing a site’s housing capacity through downzoning if that would preclude meeting RHNA targets. Requires projects that include removal of housing units to replace or exceed that number of units and any removed units occupied by low-income households must be replaced with units affordable to the same income level.
Streamlined Approval for Certain Housing Developments SB 35 (2017)	For jurisdictions that have not meet their RHNA by income level, requires jurisdictions to offer a ministerial approval process for residential developments that meet detailed criteria, including specified levels of affordable housing, payment of prevailing wage and adherence to local objective design and development standards.
Surplus Land for Affordable Housing SB 1486 (2019), AB 1255 (2019)	Expands definition of surplus (City-owned) land and puts additional restrictions on the disposal of surplus land. Jurisdictions must include information about surplus lands in the Housing Element and Annual Progress Reports. A central inventory of surplus lands also must be submitted to HCD.
Emergency and Transitional Housing Act AB 139 (2019)	Amends assessment method to show site capacity, including using the most up-to-date point-in-time count. Additionally, the bill modifies parking requirement for emergency shelters. The Housing Element must include all of this information as well as analysis of the jurisdiction’s special needs populations.
Supportive Housing Streamlined Approval AB 2162 (2018)	Requires supportive housing to be a use by-right in zoning districts that allow residential use, and eliminates parking for supportive housing if located within 0.5 miles of a public transit stop.
Safety Element Changes SB 1035 (2018), SB 99 (2019), SB 747 (2019)	Updates requirements for the General Plan Safety Element including expanded information on environmental hazards facing jurisdictions and analysis of emergency evacuation routes. These updates must occur at the same time as the Housing Element updates.

Relationship to Burbank Housing Strategy

In 2017, the Burbank City Council approved the Burbank Housing Analysis and Strategy Plan, which highlighted patterns of rapid employment growth and the rising cost of housing in the City. The combined factors of employment growth and limited new housing production have contributed to a widening gap between jobs and housing known as a jobs-to-housing imbalance, where the ratio of jobs available in the City far exceeds the available housing for the workforce. Recognizing the need for housing affordable to the Burbank workforce while preserving existing residential neighborhoods in the City, the City Council in 2019 addressed a major component of this multi-faceted affordable housing “puzzle” by setting a goal to facilitate the building of 12,000 residential units through 2035 (in line with the timeframe of the *Burbank2035 General Plan*), primarily within the proposed Downtown Burbank Transit Oriented Development (TOD) Specific Plan and proposed Golden State Specific Plan areas.

The housing strategies and the level of housing growth as described in the Housing Analysis and Strategy Plan, have been integrated within the Housing Element Update. Through its identification of sites for future development and implementing housing programs, the Housing Element will lay the foundation for achievement of the City’s goal of facilitating the development of 12,000 new housing units, as well as address the City’s fair share housing needs as quantified in the Regional Housing Needs Assessment (RHNA).

Relationship to Other General Plan Elements

The *Burbank2035 General Plan* (the “General Plan”) is comprised of the following Elements:

- Air Quality and Climate Change
- Land Use
- Mobility
- Noise
- Open Space and Conservation
- Safety
- Housing
- Plan Realization

This 2021-2029 Housing Element builds upon the other General Plan elements and is consistent with the policies and programs set forth by the General Plan. For example, Housing Element policies promoting transit-oriented housing in a mixed use setting, development of quality affordable and market rate housing are consistent with and build upon the Land Use and Mobility Elements. The City will ensure that future updates of other General Plan elements will include review and, if necessary, modification of the Housing Element, within the parameters of State housing law, in order to maintain consistency within the General Plan.

Public Participation

The City of Burbank has made an effort to involve the public in the update of its Housing Element and has solicited input from the public throughout the Housing Element process. As required by State law, all economic segments of the community were provided an opportunity to review and comment on the Housing Element. As part of the development of the Housing Element, which also requires revisions to the Safety Element and an analysis of environmental justice issues in the General Plan, the City implemented the following public outreach program.

Study Sessions

The City's Housing Element update process was initiated with the Burbank City Council teleconference study session on July 21, 2020 which informed the Council members and the Burbank community of the current and proposed update of the Housing Element. The study session also included: information on the current Housing Element programs and their effectiveness in addressing the housing needs of Burbank; the recent changes in State housing laws; and, an assessment of current requirements to the Safety Element and environmental justice components of the General Plan. A study session was also conducted with the Planning Board on January 25, 2021 to provide information on the Housing Element and other General Plan updates.

Workshops

The Housing Element public participation program also included workshops with stakeholders and the community. On August 27, 2020, the City conducted a virtual stakeholder workshop for housing developers, with a second workshop was conducted for housing service providers and housing advocacy groups. Additionally, two virtual community-wide workshops were conducted for all residents and businesses in the City. The October 3, 2020 workshop included an informational presentation and discussion of housing and environmental justice issues facing the City, in addition to opportunities for public input and questions on the Housing Element update. The February 27, 2021 community workshop focused on the results of the online Housing Element survey and discussion of the RHNA goals, future housing opportunity sites, and potential housing programs. Both community workshops were available for viewing on the Burbank YouTube Channel and local cable channel. Feedback from the workshop's online polling and questions and answers during the workshops are available for viewing in Appendix E.

The following summarizes key comments and questions from the community workshops, followed by how each comment has been considered:

- Housing needs for Burbank's workforce, seniors, persons with disabilities and homeless. (*Addressed in following programs: Opportunity Sites and Rezone Program, Promote Accessory Dwelling Units, Transitional and Supportive Housing, Homeless Housing and Services, Housing for Persons with Disabilities, Housing for Extremely Low Income Households.*)
- Will new accessory dwelling unit (ADU) requirements accommodate disabled residents? (*To encourage ADUs to incorporate accessibility features, the City will establish and promote a program to reduce building permit and planning fees by up to 50%.*)

Public Outreach & COVID-19

Much of the Housing Element update process occurred during the COVID-19 pandemic. Restrictions on public gatherings prevented the City from holding traditional public workshops. Instead, the City utilized online engagement tools, including a community survey, virtual community workshops and stakeholder meetings, and online documents to provide opportunities for the community to share their feedback.

- What are the impacts of proposed housing increase on: water and power demand, traffic and parking; and schools and child care? (*The EIR prepared for the Housing Element update evaluates the impacts to water and power demand, transportation, and schools, and concludes, with two exceptions, that all are less than significant, or can be mitigated to a less than significant level. The impact to transportation, which under the new Vehicle Miles Travelled (VMT) metric, would have significant impacts. Mitigation measures may be implemented as part of each opportunity site's mitigation program aimed at further reducing VMT and vehicular trips to each project site through transportation services. However, mitigation measures are not feasible at the program level for a Housing Element; therefore, the VMT impacts are significant and unavoidable. In addition, the EIR analyzed the potential impacts associated with utilities and service systems and found that impacts associated with wastewater generation would also be significant and unavoidable.*
- Will large companies in Burbank provide employer-assisted housing? (*The City added a new Employer Assisted Housing Program to the Housing Element, as well as an affordable housing impact fee on commercial/industrial development*).
- Where will the new housing be located? (*The Housing Element opportunity sites are located near major employment and transit centers within the proposed Downtown TOD Specific Plan and proposed Golden State Specific Plan, depicted in Exhibit 1-5 in the Element*).

Planning staff also met with the board of Armenian National Committee of America (Burbank Chapter) on May 27, 2021 to answer questions and receive input on the draft Housing Element.

Public Noticing

Notices for the two community workshops were published in the *Burbank Leader*, posted on the City website and project webpage, and on the City's Facebook and Twitter accounts. Direct invitation letters and emails were sent to local housing service providers and stakeholders that participated in the August stakeholder meetings. In addition, over 20,000 flyers were distributed to residents in census tracts with a majority of low and moderate income households. Announcements regarding the workshops were made at City Council, Planning Board, Senior Board, and Landlord Tenant Commission meetings. The Burbank Housing Corporation (BHC) directly notified residents in their properties of the community meetings, representing predominately low and moderate income households. Additionally, to provide access to the non-English speaking population, Armenians and Spanish-language interpreters were available during the presentation and public comment sessions.

City Website

A City website specifically for the Housing Element update was established to provide an overview of the Housing Element process, FAQs, online comments to the City, and to announce future events (i.e., workshops, survey). Videos of public outreach meetings were available for viewing, and documents related to the Housing Element were linked to the website. <https://www.burbankhousingelement.com/>

Housing Element Survey

Another component of the outreach effort was the Housing Element/Environmental Justice online survey (administered through MetroQuest), which was available in three languages (Armenian, English and Spanish) from September 30, 2020 to January 4, 2021. The survey provided for input on the potential areas for future housing within the City; ranking of priority housing programs (stabilizing neighborhoods, planning for production, affordable housing by design, removing constraints, and environmental justice);

and identifying disadvantaged communities. There were a total of 227 respondents to the survey. Results of the survey are provided in Appendix E. A summary of the key survey results included:

- Potential areas for new housing: 1) Downtown Burbank-Metrolink Station area; 2) Downtown Burbank-North San Fernando area; 3) Golden State/Airport District area
- Priority housing programs by topic:
 - Stabilizing Neighborhoods – Local preference for Burbank residents and employees
 - Planning for Production – Affordable housing on surplus public land
 - Affordable Housing by Design – Incentives for ADUs
 - Removing Constraints to Housing – Streamline housing development approval process
 - Environmental Justice – Pollution is the most significant environmental justice concern
- Majority of survey participants agreed with the State's identified disadvantaged communities, which include the area east of Hollywood Burbank Airport, and the area in southeastern Burbank bordering the City of Glendale.

Public Review of Housing Element

The Draft Housing Element and other General Plan elements were available for public review on the City's website starting on April 27, 2021. The City has received five comment letters on the Draft Element (included in Appendix F), and has considered and as deemed appropriate, addressed these comments in the Element.

The following summarizes some of the key comments received and how they are addressed in the Element:

- The Affirmatively Furthering Fair Housing Analysis (AFFH) doesn't provide adequate recommendations on how the City will address contributing factors to fair housing issues, or provide sufficient reforms to promote integrated neighborhoods. (*Further analysis has been conducted with regards to the following: Patterns of Segregation and Integration; Racially or Ethnically Concentrated Areas of Affluence; Access to Opportunity; and Displacement Risk. Additional concrete actions with specific metric and milestones have been added to address identified contributing factors, including implementation of SB 9 that will open up single-family zoned neighborhoods to up to four units on an existing parcel*).
- The Element needs to provide additional evidence as to why non-vacant sites can be expected to redevelop within the planning period, along with why sites allowing for mixed use can be expected to be developed with residential uses. (*Additional supporting evidence has been added to the sites analysis to justify these conclusions, including market studies conducted for the specific plans showing strong support for residential; trend data showing redevelopment of commercial uses to residential; and an adjustment in site capacities to reflect potential non-residential development. Furthermore, the Element includes a commitment to conduct a mid-cycle review to evaluate housing production levels in comparison to the RHNA, and if falling significantly short, to rezone additional sites to increase capacity*).
- The Element's projections of future accessory dwelling units exceed past performance and should be revised downward. (*Based on trend data from 2019 – 2021, the City has issued building permits for an average of 181 ADUs over the most recent three-year period. Program actions set forth in the Housing Element to reduce ADU fees, reduce processing times for smaller ADUs, and create*

pre-approved ADU plans will further bolster ADU production, making the City's projections for 200 ADUs/year for a total of 1,600 ADUs over the eight-year planning period realistic and achievable. Additionally, the Element includes a specific commitment to conduct a mid-cycle review of ADU production and affordability).

- The Housing Element does not propose adequate reforms to address major constraints to redevelopment in Burbank. (*The Housing Element includes meaningful programs to address identified constraints, including: establishing objective development standards and by right review processes; updating multi-family development standards to better enable compact development; establishing incentives for the consolidation of individual parcels into larger development sites; updating the Inclusionary Housing and Density Bonus Ordinances to be aligned with one another; and amending the City Zoning Code to facilitate a variety of housing types for special needs populations*).

In addition to the above comments on the Housing Element per se, the City received numerous comment letters from the Southwest Regional Council of Carpenters and Local 661 Carpenters Union as part of the Environmental Impact Report (EIR) on the project. The Carpenters Union members and their representatives requested that the City adopt policies that provide for family supporting wages, healthcare for workers and the use of a local skilled and trained workforce to include apprenticeship programs for contractors, to benefit the local area economically and mitigate greenhouse gas, air quality and transportation impacts. City staff met with representatives of the Carpenters Union to discuss their request, and added the following language to Housing Element Program 10 (Inclusionary Housing Ordinance) and Program 11 (Density Bonus Ordinance) in response:

- *The City will be preparing a study that includes but is not limited to an economic feasibility analysis to evaluate the potential impacts and benefits of the implementation of a prevailing wage and local hire, apprenticeship policy to have the skilled construction workforce necessary for new housing developments to support production of an ample supply of mixed-income and affordable housing units, and ensure equitable, sustainable, and livable communities.*

The City received the State Department of Housing and Community Development's (HCD) written comments on the draft Housing Element on August 17, 2021, and made substantive revisions to the Element in response to the State's comments. The revised Element was made available to the public through direction notification of individuals previously providing written comments and other stakeholders and posting the Element on the City's website and social media platforms beginning on November 18, 2021, providing the public an opportunity to comment prior to resubmitting the revised Element to HCD on December 3rd.

The City received a second review letter from HCD on the revised draft Element on February 1, 2022. The City made further revisions to the Element to address the remaining issues, and made the revised Element available on its website beginning on March 23rd for a period of ten days prior to resubmitting the Element to HCD. HCD issued a third comment letter on June 3, 2022 identifying one remaining comment pertaining to affirmatively furthering fair housing and offered technical assistance to staff and the consultant to incorporate additional language in the Element to address this issue and bring the Element into compliance with state Housing Element law. The City submitted the revised draft Element to HCD on August 18, 2022, and on September 7, 2022 received a compliance letter from the State. Public hearings on the Element were conducted before the Planning Board and City Council in August and September, and the Element was adopted by City Council on September 27, 2022.

Citywide Housing Goals and Policies

The California Legislature has declared that: "The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every Californian, including farmworkers, is a priority of the highest order." A number of State objectives originate from this major goal and give further direction to cities in how to attain the State Housing Goal. In light of the above-stated Housing Goal, and Burbank's identified housing needs and conditions in this Element, the following goals and policies are presented as part of the City's comprehensive housing program.

GOAL 1 EXISTING HOUSING AND NEIGHBORHOODS

Burbank seeks to enhance the quality of existing housing and neighborhoods.

- Policy 1.1: Enhance the quality of established residential neighborhoods, including those in disadvantaged communities, through responsible development that facilitates the creation of a safe, beautiful, and thriving community.*
- Policy 1.2: Sustain and strengthen Burbank neighborhoods through partnership with the Burbank Housing Corporation, as well as other housing providers, in the acquisition and rehabilitation of deteriorated properties and provision as long-term affordable housing.*
- Policy 1.3: Undertake a comprehensive community preservation program encompassing code enforcement along with outreach and education to property owners on property maintenance issues.*
- Policy 1.4: Encourage residential and mixed use developments that not only build buildings but focus on building neighborhoods by incorporating outdoor features that complement the living spaces, as well as providing a mix of amenities that benefit the surrounding neighborhood.*
- Policy 1.5: Minimize residential displacement, especially in disadvantaged communities, through requirements for just cause evictions, limitations on rent increases, and replacement housing requirements if any existing residential units would be removed.*
- Policy 1.6: Maintain the quality of life within neighborhoods by providing adequate maintenance to streets, sidewalks and alleys, parks, and other community facilities.*

GOAL 2 ADEQUATE HOUSING SITES

Burbank seeks to provide housing sites that accommodate a range of housing types to meet the diverse needs of existing and future residents.

- Policy 2.1: Direct the majority of new residential development into Downtown Burbank, the Media District and the Golden State/Airport Area to support the building of neighborhoods where people can live, work, shop, and benefit from access to public transit services including Metrolink train service, Metro bus and BurbankBus lines, as well as a network of bike trails and pedestrian walks.*
- Policy 2.2: Update land use regulations that facilitate new opportunities for developing a variety of housing types that include, but are not limited to, small lot development, condominiums,*

townhomes, live-work units, micro-units and accessory dwelling units (ADUs), to accommodate the City's diverse housing needs.

- Policy 2.3:* *Encourage the development of residential projects that support a balance of ownership and rental opportunities and provide variety in dwelling unit type and size.*
- Policy 2.4:* *Allow residential units in traditionally non-residential areas including mixed use areas, and allow for adaptive reuse of non-residential buildings for residential and live-work units, including potential ground-floor opportunities.*
- Policy 2.5:* *Continue to facilitate the provision of accessory dwelling units (ADUs) and junior accessory dwelling units (JADUs) in all residential districts as a means of creating new opportunities for appropriately-scaled and affordable units throughout the community.*
- Policy 2.6:* *Pursue public-private partnerships that can create opportunities for affordable and mixed income housing.*
- Policy 2.7:* *Pursuant to AB 1397, allow housing developments with at least 20 percent affordable housing by-right, consistent with objective development standards, on lower-income housing sites that have been counted in previous housing element cycles.*

GOAL 3 AFFORDABLE HOUSING

Burbank will continue to facilitate the development of housing affordable to all economic segments of the community.

- Policy 3.1:* *Encourage production of a variety of housing types to address the needs of lower, moderate, and upper income households, including housing for Burbank's workforce and disadvantaged communities, to maintain an economically diverse and balanced community.*
- Policy 3.2:* *Facilitate the development of community-serving uses, such as childcare and family resource centers, within housing developments.*
- Policy 3.3:* *Provide regulatory incentives and concessions, and/or financial assistance to facilitate the development of affordable housing. Proactively seek out new models and approaches in the provision of affordable housing.*
- Policy 3.4:* *Pursue expanded financial resources to support in the production of housing for Burbank's workforce, disadvantaged communities, and special needs populations.*
- Policy 3.5:* *Facilitate a mix of household income and affordability levels in residential projects to achieve greater integration of affordable housing throughout the City.*
- Policy 3.6:* *Facilitate and encourage the development of affordable housing for large families and people with disabilities by providing specific incentives and concessions within the City's Inclusionary Housing Ordinance for building this housing type.*
- Policy 3.7:* *Explore collaborative partnerships with major employers, health care institutions, educational institutions, and other employers within Burbank to encourage and facilitate the provision of workforce housing.*

- Policy 3.8: Seek out opportunities to partner with affordable housing developers/investors to extend expiring affordability covenants and to preserve older "naturally occurring affordable housing" as long-term affordable housing.*
- Policy 3.9: Encourage use of sustainable and green building design features in new and existing housing, such as working with Burbank Water and Power, and other partners, on energy retrofit programs.*

GOAL 4 CONSTRAINTS TO HOUSING

Burbank will focus on removing governmental constraints to the maintenance, improvement, and development of housing.

- Policy 4.1: Facilitate use of regulatory incentives, concessions and waivers, including through density bonuses and inclusionary housing requirements that result in modified development standards, which offset or reduce the costs and/or reduce the physical impediments to the development of affordable housing.*
- Policy 4.2: Establish objective development standards to create greater certainty for developers on community expectations for the building of new housing that helps to build neighborhoods and streamline the development review and permitting process.*
- Policy 4.3: Update and simplify the City's multi-family development standards to better facilitate housing through responsible development that helps to build neighborhoods.*

GOAL 5 EQUAL HOUSING OPPORTUNITIES

Burbank will promote non-discrimination and fair and equal housing opportunities for all persons.

- Policy 5.1: Take positive steps to ensure all segments of the population are aware of their rights and responsibilities regarding fair and equal housing opportunities.*
- Policy 5.2: Assist in settling disputes between tenants and landlords.*
- Policy 5.3: Implement Burbank's Homelessness Plan and work with local agencies to provide a continuum of care for the homeless that includes interim/emergency housing, permanent affordable housing, and access to services.*
- Policy 5.4: Continue to seek out and provide funding support to local service agencies to provide emergency housing and prevention/diversion services to the homeless and at-risk homeless population.*
- Policy 5.5: Collaborate with faith-based and other grassroots community efforts to provide interim/emergency housing and supportive services to the homeless and those at-risk of homelessness through a comprehensive strategy.*
- Policy 5.6: Support development and maintenance of affordable senior rental and ownership housing and supportive services to facilitate maximum independence and the ability of seniors to remain in their homes and/or in the community.*

Policy 5.7: Continue to address the special housing needs of persons with disabilities (including developmental disabilities) through provision of supportive and accessible housing, mental health, and other health services to facilitate the ability to live independently.

HOUSING NEEDS ASSESSMENT

The Housing Needs Assessment discusses the characteristics of Burbank's population and housing stock to better understand the nature and extent of unmet housing needs. The information illustrates how Burbank has grown and changed, and identifies patterns and trends that serve as the basis for defining the City's housing policies and programs. Projections are also provided to show how the community is expected to change over the next decade.

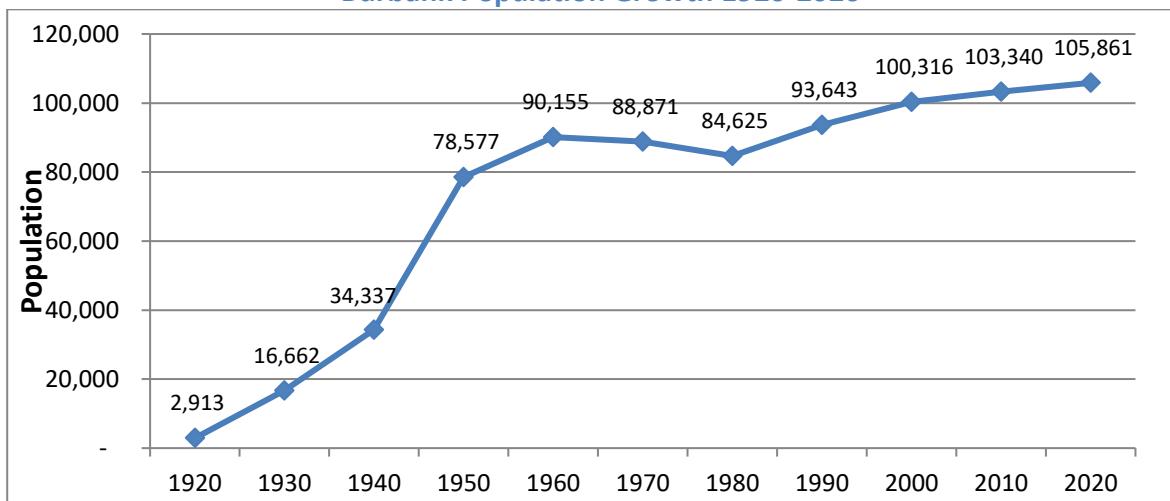
Demographic Profile

Demographic changes such as population growth or changes in age can affect the type and amount of housing that is needed in a community. This section addresses population, age, and race and ethnicity of Burbank residents.

Population Growth and Trends

As part of the post-war population boom that spurred rapid growth and development throughout Southern California, the vast majority of Burbank's population growth occurred prior to 1960. As illustrated in Exhibit 1-1, between 1940 and 1950 the City's population more than doubled from 34,000 to 79,000 residents; this rapid growth resulted from expanding economic opportunities in the media and aerospace industries and associated high levels of post-World War II housing construction. Following this boom period, population growth began to slow and eventually began to decline. In 1960, Burbank's population peaked at 90,000 then declined steadily over the next two decades, falling to 85,000 residents in 1980 as the City approached residential build-out. Over the next two decades, however, Burbank experienced renewed growth and in 2000 reached a population of 100,000 residents. As a result of the recession that began in 2007, the City's population increased by only 3,000 residents to a total of approximately 103,000 residents between 2000 and 2010; and, according to the State Department of Finance (DOF) another 3,000 people were added to the total population during the last decade (2010-2020). In 2020, the City's population was estimated at approximately 106,000 people.

Exhibit 1-1
Burbank Population Growth 1920-2020



Source: U.S. Census 1920-2010, and State DOF 2020 Estimate

Burbank's population growth is influenced by its employment opportunities, high quality public schools, ready access to regional transportation routes and location within metropolitan Los Angeles. As presented in Table 1-2, Burbank's population growth of the last decade (2010-2020) of 2.4 percent was relatively small in comparison to its neighboring cities and the county as a whole. Over the same period, Glendale experienced a population increase of 7.1 percent, Pasadena of 5.6 percent, City of Los Angeles of 5.7 percent, and Los Angeles County as a whole of 3.6 percent. Only the City of La Cañada-Flintridge had a smaller growth than Burbank of 1.1 percent over the last decade.

Table 1-2
Regional Population Growth Trends

Jurisdiction	2000	2010	2020 (Est.)	Percent Change	
				2000-2010	2010-2020
Burbank	100,316	103,340	105,861	3.0%	2.4%
Glendale	194,973	191,719	205,331	-1.7%	7.1%
Pasadena	133,936	137,122	144,842	2.4%	5.6%
La Cañada-Flintridge	20,318	20,246	20,461	-0.4%	1.1%
City of Los Angeles	3,695,364	3,792,621	4,010,684	2.6%	5.7%
Los Angeles County	9,519,338	9,818,605	10,172,951	3.1%	3.6%

Source: U.S. Census 2000 and 2010, DOF 2020 Estimates.

According to the SCAG Connect SoCal, also known as the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy that was adopted in September 2020, the population of Burbank is forecast to increase to 115,400 by 2045, a 9.0 percent increase over existing conditions.

Age Characteristics

Housing need is often affected by the age characteristics of residents in the community. Different age groups have different lifestyles, income levels, and family types that influence housing needs. These housing choices evolve over time, and it is important to examine the changes in the age structure of Burbank residents in order to identify any potential impacts on housing needs.

Table 1-3 displays the age distribution of the City's population in 1990, 2000, 2010, and 2018 and illustrates several trends which have occurred over the past three decades. While the proportion of school-age children (ages 5 to 17) evidenced a noticeable increase from 1990 to 2010, this age group showed a significant decrease during the 2010-2018 period. From 2010 to 2018, the proportion of children declined from 17.9 to 13.0 percent, representing a decrease of 4,874 school-aged children in the community. This is consistent with reports from Burbank Unified School District of declining enrollment over the past several years.

As shown in Table 1-3, the two age groups that experienced the largest decline in Burbank between 1990 and 2018 were college-age adults (ages 18 to 24) and young adults (ages 25 to 44). In 1990, Burbank's college-age population represented 9.8 percent of the total residents, but by 2018, this age group decreased to 8.3 percent of the total population. While young adults comprise the largest share (30.4%) of all residents in 2018, this age group has steadily declined since 1990, when it comprised 36.0 percent of the general population.

Table 1-3
Age Distribution

	1990		2000		2010		2018	
	Persons	Percent	Persons	Percent	Persons	Percent	Persons	Percent
Preschool (0-4 years)	5,805	6.2%	5,759	5.7%	5,134	5.0%	6,030	5.8%
School Age (5-17 years)	12,967	13.8%	16,578	16.5%	18,454	17.9%	13,580	13.0%
College Age (11-24 years)	9,216	9.8%	7,732	7.7%	8,893	8.6%	8,669	8.3%
Young Adults (25-44 years)	33,670	36.0%	35,504	35.4%	32,513	31.5%	31,669	30.4%
Middle Age (45-64 years)	18,329	19.6%	21,884	21.8%	24,552	23.8%	28,710	27.5%
Senior Adults (65 + years)	13,656	14.6%	12,859	12.8%	13,794	13.3%	15,617	15.0%
TOTAL	93,643	100%	100,316	100%	103,340	100%	104,275	100%

Source: U.S. Census 1990, 2000, and 2010. Census ACS 2014-2018.

In recent decades, both the middle age (45-65 years) and senior (65+ years) populations have shown steady proportional increase in overall population. The middle age group's proportion of the total population increased from 19.6 percent in 1990 to 27.5 percent in 2018, while seniors experienced a decline during the 1990-2000 period, but steadily increased from 12.8 percent of the total population in 2000 to 15.0 percent in 2018. From 2000 to 2018, the actual number of seniors increased by 2,758 residents.

Race and Ethnicity

Table 1-4 displays the racial/ethnic composition of Burbank's population in 2000, 2010, and 2018. Increasing diversity often brings changes in terms of different income levels, family types and languages that may affect housing needs and opportunities. While non-Hispanic White residents continue to comprise the majority of the City's population, this proportion has decreased from 59.4 percent in 2000 to 56.7 percent in 2018. The City's share of Hispanic residents also decreased slightly over the past 18 years, declining from 24.9 percent in 2000 to 23.7 in 2018.

In contrast, the non-Hispanic Asian residents, which represent a relatively smaller segment of the population, increased from 9.1 percent in 2000 to 12.3 percent in 2018. The non-Hispanic Black/African American population also increased its proportion of Burbank's total population, from 1.9 percent in 2000 to 2.6 percent in 2018. While the Census does not identify persons of Armenian descent as a separate ethnic category, it is important to note that a significant number of Armenians live in the City. According to the Armenian National Committee of America, an estimated 16,000 Armenian reside in Burbank or 15 percent of the City's total population.

Table 1-4
Racial and Ethnic Composition

Racial/Ethnic Group ¹	2000		2010		2018	
	Population	Percent	Population	Percent	Population	Percent
White	59,590	59.4%	60,265	58.3%	59,122	56.7%
Hispanic	24,953	24.9%	25,310	24.5%	24,720	23.7%
Asian	9,166	9.1%	11,753	11.4%	12,786	12.3%
Black/African American	1,915	1.9%	2,443	2.4%	2,676	2.6%
Native American	314	0.3%	196	0.2%	329	0.3%
Other	4,378	4.4%	3,373	3.3%	4,642	4.5%
TOTAL	100,316	100%	103,340	100%	104,275	100%

Source: U.S. Census 2000 and 2010, Census ACS 2014-2018.

¹White, Asian, Black/African American, Native American, and Other racial/ethnic groups denote non-Hispanic.

Employment

Burbank has long been a major employment center in the San Fernando Valley and the Los Angeles region. The City's estimate of daytime employment is over 130,000 jobs. When compared to the approximately 45,000 housing units in the City, the resulting jobs-to-housing ratio is nearly 3:1, making Burbank an employment-rich community. According to SCAG's Connect SoCal, Burbank's employment is forecast to increase to approximately 138,700 jobs by 2045.

The City has a large and varied economy that is supported by a core of motion picture and entertainment-related industries, including The Walt Disney Company and Warner Brothers Entertainment. As shown in Table 1-5, six of the top ten major employers within the City are in the entertainment industry. In addition, major public and quasi-public employers in Burbank include Providence St. Joseph Medical Center, Hollywood Burbank Airport, Burbank Unified School District, and the City of Burbank.

Table 1-5
Major Burbank Employers

No.	Name	Employees	Type
1	The Walt Disney Company	4,010	Entertainment
2	Warner Bros. Entertainment, Inc.	3,940	Entertainment
3	Providence St. Joseph Medical Center	2,438	Medical
4	Hollywood Burbank Airport	2,300	Aviation
5	Burbank Unified School District	1,928	Education
6	City of Burbank	1,454	Government
7	ABC Inc.	1,160	Entertainment
8	Deluxe Shared Services	971	Entertainment
9	Entertainment Partners	687	Entertainment
10	Nickelodeon Animation	602	Entertainment

Source: City of Burbank, Community Development Department, 2020.

With regard to occupational characteristics of Burbank residents, as presented in Table 1-6, education, health, and social services account for the largest occupational category at 18.6 percent. This is followed by information-related occupations at 13.8 percent, and arts, entertainment, recreation, accommodation and food services occupations at 13.7 percent of the total working residents.

According to information from the California Employment Development Department (EDD), Burbank's annual average unemployment rate was 5.0 percent in 2019, higher than unemployment rates in Los Angeles County (4.4%) and the State of California, as a whole (4.0%).

**Table 1-6
Occupations of Burbank Residents: 2018**

Occupation	Jobs	Percent
Agriculture, forestry, fishing and hunting, and mining	167	0.3%
Construction	1,849	3.4%
Manufacturing	3,511	6.5%
Wholesale trade	1,194	2.2%
Retail trade	4,753	8.8%
Transportation and warehousing and utilities	1,943	3.6%
Information	7,423	13.8%
Finance, insurance, real estate, and rental and leasing	3,752	7.0%
Professional, scientific, management, administrative, and waste management	6,937	12.9%
Educational, health, and social services	9,995	18.6%
Arts, entertainment, recreation, accommodation, and food services	7,356	13.7%
Other services except public administration	3,047	5.7%
Public administration	1,923	3.6%
Total	53,850	100.0%

Source: Census ACS 2014-2018.

Household Profile

Household type and size, income levels, and the presence of special needs populations all affect the type of housing needed by residents. This section details the various household characteristics affecting housing needs in Burbank.

Household Type

A household is defined as all persons living in a housing unit. Families are a subset of households, and include all persons living together that are related by blood, marriage, or adoption. A single person living alone is also a household, but a household does not include persons in group quarters such as convalescent homes or dormitories. Other households are unrelated people residing in the same dwelling unit, such as roommates.

As shown in Table 1-7, in 2018 there were 41,505 households residing in Burbank, with an average household size of 2.50 persons and an average family size of 3.22 persons. The majority of Burbank households are comprised of families (60.3%), and there are now more families without children (59%)

than with children (41%), a continuation of the trend since 2000. After experiencing a decline in single-person households between 2000 and 2010, single-person households now account for 31.6 percent of total households in the City. Other non-families consisting of roommates and other unrelated individuals account for 8.1 percent of the total households in City. In addition, households with persons 65 years and older represent over one-quarter (26.8%) of Burbank's households, a significant increase from 19.7 percent in 2000.

Table 1-7
Household Characteristics

Household Type	2000		2010		2018	
	Households	Percent	Households	Percent	Households	Percent
Families	24,362	58.6%	25,422	60.6%	25,016	60.3%
With children (% of Families)	11,843	48.6%	11,386	44.8%	10,264	41.0%
With no children (% of Families)	12,519	51.4%	14,036	55.2%	14,752	59.0%
Singles	13,977	33.6%	12,823	30.6%	13,127	31.6%
Other non-families	3,269	7.9%	3,695	8.8%	3,362	8.1%
Total Households¹	41,608	100.0%	41,940	100.0%	41,505	100.0%
Households with persons 65 years and older	8,179	19.7%	10,545	25.1%	11,119	26.8%
Average Household Size	2.39		2.45		2.50	
Average Family Size	3.14		3.13		3.22	

Source: U.S. Census 2000 and 2010, Census ACS 2014-2018.

¹ The household count is lower than the count of housing units as it reflects occupied housing units only.

Household Income

Household income is one of the most important factors affecting housing opportunity and determining a household's ability to balance housing costs with other basic necessities of life.

Income Definitions

The State and federal governments classify household income into several groupings based upon the relationship to the County area median income (AMI), adjusted for household size. The State utilizes the income groups presented in Table 1-8. However, federal housing programs utilize slightly different income groupings and definitions, with the highest income category generally ending at 95 percent of AMI. For purposes of the Housing Element, the State income definitions are used throughout, except for the data that have been compiled by the U.S. Department of Housing and Urban Development (HUD) where specifically noted.

Table 1-8
State Income Categories

Income Category	% County Area Median Income (AMI)	2021 Los Angeles County Income Limits (3 person household)
Extremely Low	0-30% AMI	\$31,950
Very Low	0-50% AMI	\$53,200
Low	51-80% AMI	\$85,150
Moderate	81-120% AMI	\$86,400
Above Moderate	120%+ AMI	>\$86,400

Source: Section 50093 of the California Health and Safety Code.
California Department of Housing and Community Development, 2021 Income Limits.

Income Characteristics

Between 2010 and 2018, the median household income in Burbank grew from \$63,356 to \$73,277, an increase of 15.7 percent. The median income level in Burbank has been consistently higher than that of Los Angeles County, which was \$64,251 in 2018 -- a difference of approximately \$9,000.

While median household income in Burbank increased between 2010 and 2018, poverty levels among individuals also increased during the same period. As shown in Table 1-9, between 2010 and 2018, the percentage of Burbank individual residents living in poverty increased from eight percent in 2010 to 11 percent in 2018. The number of families living in poverty also increased from six percent of total families in 2010 to seven percent in 2018.

Table 1-9
Poverty Status

Groups in Poverty	2000		2010		2018	
	Persons/ Families	Percent	Persons/ Families	Percent	Persons/ Families	Percent
Individuals	10,484	10%	8,402	8%	11,250	11%
Children (under 18)	2,895	13%	1,909	10%	1,953	10%
Families	1,998	8%	1,578	6%	1,664	7%
Female-Headed with Children	551	19%	474	21%	316	21%

Source: U.S. Census 2000, 2010, and Census ACS 2014-2018.

Income by Household Type and Tenure

Table 1-10 shows household income levels in Burbank by household type and tenure. Based on the Comprehensive Housing Affordability Strategy (CHAS) 2011-2015 data, approximately 44 percent of Burbank households were considered lower income in 2015.

Table 1-10
Income by Household Type and Tenure

Household Type	Extremely Low Income	Very Low Income	Low Income	Total Lower Income
	0-30% AMI	31-50% AMI	51-80% AMI	0-80% AMI
Renter Households				
Elderly	47%	17%	19%	82%
Small Family	13%	13%	20%	47%
Large Family	16%	13%	25%	53%
Total Renters	22%	14%	20%	56%
Owner Households				
Elderly	14%	12%	20%	46%
Small Family	4%	5%	8%	17%
Large Family	1%	5%	17%	24%
Total Owners	67%	7%	13%	27%
All Households				
Total	16%	11%	17%	44%

Source: HUD Comprehensive Housing Affordability Strategy (CHAS), 2011-2015.

While renters were more likely to earn lower incomes than owners, there were significant variations by household type. Elderly renter households had the highest percent (82%) in the lower-income category, and therefore, were particularly vulnerable to rent increases and other changes in living expenses. With the majority (53%) of large family renter households also in the lower-income category, this household group often have difficulty finding affordable units that have an adequate number of bedrooms. The primary housing needs of the household types in Table 1-10 are related to affordability, which include the need for rent subsidies and housing supportive services.

Extremely low-income (ELI) households (<30% AMI) comprise sixteen percent of Burbank's households and have significant housing needs. According to the CHAS Data compiled by HUD, 82 percent of the City's ELI households are renters, a group particularly vulnerable to rising rents, with 81 percent of ELI renters spending more than half their incomes on rent. Burbank has included a new program in the Housing Element to assist in the provision of housing for ELI households through such means as rental assistance, homeless prevention, and incentives for the inclusion of ELI units in new development.

Special Needs Populations

State law recognizes that certain households have more difficulty in finding decent and affordable housing due to special circumstances. Special needs populations include the elderly, persons with disabilities, female-headed households, large households, and people experiencing homelessness. In addition, many often have lower incomes as a result of their situation. Table 1-11 summarizes the special needs populations in Burbank. Each of these population groups, as well as their housing needs, is described below.

Table 1-11
Special Needs Populations

Persons/Household Type	Persons	Households	Percent
Seniors (65+)	15,617	--	15.0%
With a Disability (% of Seniors)	6,179	--	(39.6%)
Senior Headed Households	--	9,220	22.2%
Owner (% of Senior HHS)	--	5,130	(55.6%)
Renter (% of Senior HHS)	--	4,090	(44.4%)
Seniors Living Alone	--	4,315	10.4%
Large Households	--	2,738	6.6%
Owner (% of Large HHS)	--	1,377	(50.3%)
Renter (% of Large HHS)	--	1,361	(49.7%)
Persons with Disability	11,216	--	10.8%
Employed -age 16+ (% of Disabled)	2,362	--	(21.1%)
Female-Headed Households	--	4,246	10.2%
With Related Children under 18 (% of Female Headed HHS)	--	1,714	(40.4%)
Homeless (2020)	291	--	--
Total Persons and Households	104,275	41,505	

Source: Census ACS 2014-2018, LAHSA 2020 Point-In-Time Homeless Count.

Senior Households

As presented in Table 1-11, there were 15,617 seniors (ages 65 years and over), accounting for 15.0 percent of Burbank's total residents in 2018. Also, 22.2 percent of all households were headed by seniors. A majority of seniors own their home (55.6% of total senior headed households), and the remaining proportion (44.4%) rent. Also, over one-quarter (27.6%) of the 15,617 senior residents live alone. Over one-third (39.6%) of seniors have some type of disability and are defined as frail elderly.

The elderly have a number of special needs including housing, transportation, health care, and other services. Housing is a particular concern due to the fact that many of the elderly have limited incomes. As housing expenses rise, they may have less money available for medical costs and other vital services. The frail elderly have special needs apart from those of other elderly persons. These may include additional health care needs, modifications to housing, or more specialized housing in a 24-hour care environment.

Rising housing costs are a major concern since a majority of Burbank's senior households have lower incomes (<80% AMI), with ten percent living below the poverty level. Moreover, more than two-thirds of Burbank's elderly renter households and almost one quarter of the City's elderly owner households are spending more than 30 percent of their income on housing costs, the definition of housing overpayment. As presented in the later section on assisted rental housing, Burbank has nine senior housing projects, providing nearly 1,000 units affordable to low and moderate income seniors. As available and appropriate to the community, staff will apply for additional funding sources to develop programs to assist seniors and disabled households in the community.

Licensed residential care facilities for the elderly, also referred to as assisted-living facilities, offer housing to frail elderly who are unable to live independently. They provide care, supervision and assistance with activities of daily living. According to the California Department of Social Services (DSS), Burbank has 24 licensed elderly residential care facilities with capacity to serve 714 elderly residents.

Large Households

Large households consist of five or more persons and are considered a special need population due to the limited availability of affordable and adequately sized housing, particularly for lower-income large households. Burbank has a total of 2,738 large households, representing 6.6 percent of the City's total households. Large household renters and owners are almost evenly split with renters at 50.3 percent and owners at 49.7 percent, with over half of large renter households earning lower incomes. Almost one-half of the City's lower-income large family renters experience a housing cost burden (spending more than 30% of their income on rent).

The CHAS (Comprehensive Housing Affordability Strategy) Databook documents the mismatch between the need for larger rental units and the City's supply of smaller units. There are approximately 2,500 rental units in Burbank with three or more bedrooms which are generally the appropriately sized units for large households of five or more members. In contrast, there are approximately 3,600 large households in the City. The disparity in the supply and demand for large rental units is even more pronounced among lower-income households, with 940 lower-income large family renter households and only 590 adequately sized and affordable units. This imbalance between supply and demand contributes to nearly one-fifth of the City's renter households residing in overcrowded conditions,¹ and demonstrates the need for larger apartment units consisting of three or more bedrooms. In response to this need, the Burbank Housing Corporation (BHC), Burbank's non-profit housing developer, has a policy to provide three-bedroom units within its acquisition/rehabilitation projects whenever economically feasible. In addition, the City's Inclusionary Housing Ordinance provides a credit of 1.5 units for every one (1) unit provided where a greater number of affordable units are provided for large families (three (3) or more bedrooms) than required by the project (BMC Section 10-1-646(C)).

Female-Headed Households

Female-headed households with children in particular tend to have lower incomes, which limits their housing options and access to supportive services. The Census ACS 2014-2018 data estimates 4,246 female-headed households in Burbank and 40.4 percent of these households had a related child under the age of 18. Also, almost two-thirds of female-headed households lived below the poverty level. According to the last Census (2010), data indicated that nearly one-fifth of the total female-headed households with children lived in poverty. These households need assistance with housing subsidies, as

¹ HUD defines "overcrowding" as greater than 1.01 persons per room, excluding kitchens, porches and hallways.

well as accessible and affordable day care. Without access to affordable housing, many of these households may be at risk of becoming homeless.

Persons with Disabilities

A disability is defined as a long lasting physical, mental, or emotional condition that impairs an individual's mobility, ability to work, or ability for self-care. The special housing needs of disabled persons result from limited, often fixed incomes; shortage of accessible housing; and higher health care costs associated with the disability.

According to the ACS 2018 data, an estimated 11,216 persons (10.8%) of Burbank's population have some type of disability, and of the total disabled population, 21.1 percent were employed and 55.1 percent were seniors. Many of the seniors were served by the City's nearly 1,225 units of affordable senior rental housing.

The living arrangement for persons with disabilities depends on the severity of the disability. Many persons live at home in an independent environment with the help of other family members. To maintain independent living, disabled persons may require assistance. This can include special housing design features for the physically disabled, income support for those who are unable to work, and in-home supportive services for persons with medical conditions.

In addition to accessible housing, persons with disabilities may require supportive housing and assistance. For those persons who may require or prefer assistance with care and supervision, licensed community care facilities offer special residential environments for persons with physical, mental, and/or emotional disabilities. According to DSS, there are 14 licensed adult residential facilities that serve disabled persons located within Burbank that have a total capacity of serving 60 disabled residents.

Developmentally Disabled

According to Section 4512 of the Welfare and Institutions Code, a "developmental disability" means a disability that originates before an individual attains age 18 years, continues, or can be expected to continue, indefinitely, and constitutes a substantial disability for that individual, which includes mental retardation, cerebral palsy, epilepsy, and autism. This term also includes disabling conditions found to be closely related to mental retardation or to require treatment similar to that required for individuals with intellectual disability, but does not include other handicapping conditions that are solely physical in nature.

Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled individuals require a group living environment where supervision is provided. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

The California Department of Developmental Services provides data on the developmental disabilities by age and type of residents. According to 2019 DDS data for Burbank, there are over 2,500 residents with developmental disabilities, with approximately two-thirds under the age of 18 years. Based on the available data, over 80 percent of persons with developmental disabilities reside at home of parents, families, or guardians².

² The California Department of Developmental Services provides data collected at the ZIP-code level and joined to the jurisdiction-level by the SCAG. The information presented are approximations.

The Department of Developmental Services currently provides community-based services to approximately 243,000 persons with developmental disabilities and their families through a statewide system of 21 regional centers, four developmental centers, and two community-based facilities. The Frank D. Lanterman Regional Center is one of 21 regional centers in California that provides point of entry to services for people with developmental disabilities. The Frank D. Lanterman Regional Center is a private, not-for-profit corporation contracting with the State of California for the provision of services to persons with developmental disabilities pursuant to the Lanterman Act. The Center serves over 7,000 children and adults with developmental disabilities, who have or are at risk for a developmental delay or disability, and who are at high-risk of parenting an infant with a disability.

Several resources are available to developmentally disabled residents. Easter Seals of Southern California is assisting with housing services, education and learning programs, and employment opportunities under WorkFirst. WorkFirst provides one-on-one, customized employment support services to individuals who are interested in finding and maintaining paid work or starting their own business. The Easter Seals Residential Services, which helps move individuals out of development centers and into local communities, The Easter Seals Residential Services, which helps move individuals out of development centers and into local communities, has four licensed adult residential facilities located in Burbank to serve individuals with physical and developmental disabilities. The Atwater Park Center in Los Angeles (Atwater Village) provides full-day childcare, extended hours, and half-day preschool services.

Homeless Population

The Los Angeles Homeless Services Authority (LAHSA) coordinates the biennial Greater Los Angeles Homeless Count for the Los Angeles County/City Continuum of Care (LA CoC) as part of the national effort required by HUD to enumerate the homeless population. The LA CoC includes all of Los Angeles County, except the cities of Glendale, Pasadena, and Long Beach, who administer and operate their own respective Continuum of Care systems and conduct their own homeless counts. The January 2020 “point in time” count enumerated 66,439 homeless individuals in Los Angeles County, reflecting an increase of 13 percent over the previous 2019 count. Of the total homeless in the County, over about one-quarter were sheltered and about three-quarters unsheltered.

Within Burbank, LAHSA’s 2020 point in time count identified a total of 291 homeless individuals (207 unsheltered and 84 sheltered homeless). The City’s sheltered homeless included the following: 65 individuals in transitional housing; 19 individuals in the emergency shelter who reported they were from Burbank; 47 persons living in the street; 146 homeless persons living in a car, van, or RV/camper; and nine persons living in a makeshift shelter.

Burbank Homeless Plan

Working together with local, County, and City of Los Angeles partners, the City of Burbank adopted a comprehensive Homeless Plan for 2011-2021, scheduled to be updated for the 2022-2027 period. The Homeless Plan provides a proactive approach to homelessness by: 1) creating action-oriented solutions that address the ongoing systemic social issues of homelessness impacting our community; 2) coordinating efforts to address homelessness with City Departments, public and private entities, businesses, and community involvement; and 3) identifying funding, barriers, and measurable outcomes. The City has implemented multiple strategies identified in the Homeless Plan, including:

- Preparing a feasibility study for interim or permanent housing;
- Preparing a feasibility study for the acquisition and conversion of a commercial space into an access center and interim/emergency housing;

- Conducting a study of City-owned plots of land for potential use as a safe storage facility;
- Hiring a Homeless Services Liaison to educate the public regarding the City's Homelessness efforts and engaging with the homeless; and
- Extending the partnership with Hope of the Valley to provide a winter shelter pick-up/drop-off.

Sheltering the Homeless

Burbank Housing Corporation Transitional/Supportive Housing. The Burbank Housing Corporation (BHC), in partnership with service providers including Family Services Agency (FSA) and Family Promise of the Verdugos, owns and operates five transitional/supportive housing facilities within Burbank (see Table 1-12). Residents are identified, assessed and placed in these programs by the property service provider. Once housed, the residents will remain in these affordable homes for up to two years while they work to prepare themselves for independent living. Puerta Nueva provides five units of transitional housing for women and children who are surviving domestic violence and abuse. The Home Front program provides seven units of housing and support to homeless families with children, and Linden House provides four units of transitional housing for homeless, at-risk or emancipated young persons between the ages of 18 and 22. As previously discussed, two recent transitional/supporting housing projects operated by BHC include the three-unit Jerry's Promise for homeless families with children and the 11 deed-restricted Very Low Income unit Veteran's Bungalow for homeless veterans. BHC's program now has 30 transitional/supportive housing units.

Table 1-12
Burbank Housing Corporation Transitional/Supportive Housing

Development	Households w/out Children	Households w/at least 1 adult & 1 child (families)	Households w/ children under 18 (unaccompanied youth)	Beds/Units for use by individuals or families	Winter Shelter or Seasonal	Total
<i>Home Front – Households with Children</i>						
Units	0	7	0	0	0	7
Beds	0	49	0	0	0	49
<i>Puerta Nueva – Single Females and Households with Children</i>						
Units	0	5	0	0	0	5
Beds	0	22	0	0	0	22
<i>Linden House – Single Males and Females</i>						
Units	3	0	0	0	0	3
Beds	6	0	0	0	0	6
<i>Homeless Veterans¹– 1101 Verdugo Avenue/1108 Angeles Avenue</i>						
Units	0	0	0	11	0	11
Beds	0	0	0	11	0	11
<i>Jerry's Promise for Homeless Families with Children – 1932 N. Ontario Street</i>						
Units		3				3
Beds		6				6

Source: City of Burbank, Housing & Economic Development Division; Burbank Housing Corporation.

¹ The City of Burbank, Burbank Housing Authority, and Burbank Housing Corporation acquired this project in 2013. Homeless Veterans project provides permanent supportive housing units.

Burbank Housing Authority. The Burbank Housing Authority (BHA) and the Los Angeles Homeless Services Authority offer federal Permanent Supportive Housing (PSH) (a form of tenant-based rental assistance) through the Homes, Equality and Links to Programs (HELP) program. These vouchers are dedicated to chronically homeless individuals and families as defined by HUD. BHA coordinates the delivery of supportive services and program expenses for administration of the HELP Program. PSH is targeted to individuals and families with chronic illnesses, disabilities, mental health issues, or substance use disorders who have experienced long-term or repeated homelessness. In addition, BHA administers the Homeless Incentive Program (HIP) that encourages landlord acceptance of tenants with a Section 8 voucher issued by BHA.

Tiny Home Village. The Community Development Department has allocated \$500,000 in FY 2021-02 Community Development Block Grant (CDBG) funds to perform a feasibility planning study and design for the use of a City-owned property for interim housing for the homeless. The Tiny Home Village is proposed to consist of 26 modular homes, including two ADA-accessible units, which will house up to 51 residents. The project is anticipated to come on line in mid-2024.

Motel Vouchers for Homeless. The City supports the motel voucher assistance program administered by Burbank Temporary Aid Center (BTAC) through an annual allocation of Community Development Block Grants (CDBG) funds. Under BTAC's motel voucher program, homeless persons receive a limited stay at local motels. According to the Homeless Plan, no motel vouchers were issued in 2020-2021; however, depending on funding, the current motel voucher program could be improved by offering the motel voucher to homeless individuals and families on a path to permanent housing.

Family Promise of the Verdugos. Family Promise of the Verdugos provides temporary shelter and supportive services to families that are "situationally" homeless. Family Promise serves homeless and at-risk families through three major components: outreach and screening; transitional housing through local congregations; and counseling/case management focused on obtaining full-time employment.

Ascencia Emergency Housing. Located in Glendale, Ascencia provides Burbank homeless with 60-90 days of emergency and transitional housing, permanent supportive housing, case management, supportive and access center services such as showers, laundry facilities, advocacy, employment and referral services for mental health, addiction treatment and veteran services. The facility has a 40-bed capacity, two of which are in a private room for persons with special needs.

Los Angeles Family Housing (LAFH). This organization serves as the lead supportive service agency for individuals and families experiencing homelessness for Service Planning Area 2. LAFH operates an access center, permanent supportive housing, and a Transitional Living Center in North Hollywood, providing 260 beds of emergency and transitional housing for families with supportive services. Once accepted into a program, homeless families are permitted to remain at the Transitional Living Center for up to two years.

Transitional Aged Youth. Services and housing are provided to homeless transitional aged-youth (18 to 24 years of age) by Village Family Services for Service Planning Area 2. Village Family Services provides case management, supportive services, shelter, and trauma-informed behavioral health services. Village Family Services in partnership with Hope of the Valley, provide 38 beds of interim housing for homeless youth in Burbank. The site is known as the Landing.

Countywide Interim Housing. City supports the County-wide interim housing programs for people experiencing homelessness by our homeless outreach teams registering Burbank homeless into the regional Coordinated Entry System (CES). CES facilitates the coordination and management of resources and services through the crisis response system. Matching to available beds is coordinated through CES.

Winter Shelter Program. The regional Winter Shelter Program is operated by Hope of the Valley in Pacoima from December-March. This program provides temporary winter shelters, a shuttle van pick-up and drop-off at the Downtown Burbank Metrolink Station, and access to supportive services and housing assistance. The Los Angeles Homeless Services Authority coordinates the Winter Shelter Program in partnership with the County of Los Angeles and the City of Los Angeles.

Homeless Services

In an ongoing effort to continue to address the needs of the homeless and those at-risk of homelessness, the City will continue its partnerships with experienced service providers capable of leveraging other funding; the ability to create or secure affordable housing; perform homeless case management; and engage the homeless through a street outreach component in order to connect them to available services.

Street Plus - Downtown Burbank Hospitality and Social Outreach Ambassador Program. In 2019, the Downtown Business Improvement District approved a 12-month contract with the Downtown Burbank Hospitality and Social Outreach Ambassador program (staffed by StreetPlus) dedicated to homeless outreach in downtown Burbank. During 2019, 31 individuals received housing, housing support, or transportation back to their families. The program also helps to provide vital social services for Downtown Burbank including identification and outreach to homeless individuals, and providing resources and assistance as needed.

Street Outreach Program. The year-round Burbank Street Outreach Program is currently provided in partnership with StreetPlus. In September 2020, the City created a Homeless Services Liaison (HSL) contracted position with Streetplus. The HSL coordinates Burbank's homeless efforts with neighbors and service providers. The Liaison facilitates the following tasks: a) Coordinated services and programs citywide with local non-profits; b) Coordinated resources with Los Angeles County and City public entities; c) Responded to City intra-departmental programs and homeless related issues; d) Directed services to homeless residents; and e) Fielded community concerns regarding homelessness in Burbank. During a twelve-month period (September 1, 2020 through August 31, 2021), the HSL will connect Burbank homeless to CES, attend monthly CES meetings, and coordinate encampment clean-ups in Burbank.

Safe Storage and Help Center (SAFE). Burbank's SAFE center was completed in August 2021. As the storage facility operator, the Salvation Army assists homeless individuals with safely storing their personal belongings at the center while also providing case management and referrals to services. The program allows for up to 60 homeless individuals to use a 60-gallon container to store their items within specified time parameters. The SAFE is located on a City-owned lot on the corner of Front Street and Verdugo Avenue (401 Front Street).

Burbank Library Services Department. Library staff work closely with the Burbank Temporary Aid Center (BTAC), Ascencia, and the Family Service Agency (FSA) to refer people in need to services. Because many people experiencing homelessness spend extended time in libraries, staff may have the opportunity to build relationships that help people resistant to services ultimately accept help. In FY 2021-22, the Library in partnership with Parks and Recreation will be hiring a part-time social worker to assist people experiencing homelessness or people at-risk of homelessness connect to services.

Burbank Police Department. The Burbank Police Department and Los Angeles County Department of Mental Health have partnered to provide a mental health team to address the growing needs of those suffering from mental illness and homelessness. The two agencies created the Burbank Mental Health Evaluation Team (MHET). MHET is a co-response model comprised of a psychiatric social worker, who is paired with a sworn police officer. The MHET is deployed four days a week, and frequently responds to

calls for service when a person appears to have mental health disorders. Once on the scene, the MHET can perform an assessment and respond with further mental health treatment if required.

Burbank Temporary Aid Center. The Burbank Temporary Aid Center (BTAC) provides a wide variety of services to homeless individuals and low income families in Burbank, including food, rental and utility assistance, clothing, transportation assistance, laundry, showers, referrals to nearby shelters, daily lunches, and medical cost assistance.

Salvation Army. The Salvation Army provides a food pantry, referrals to homeless service providers, and special holiday events (dinner & gifts) for the homeless population. Staff is currently working with the Salvation Army on the programming for a Safe Storage facility on a City-owned property where the homeless can voluntarily store personal belongings for a specified time. The program would allow for each homeless person (up to 60 people) to use an approximately 60-gallon container to store their items.

Family Service Agency. Family Service Agency (FSA) has been serving the Burbank community since 1991. It is a non-profit social service agency dedicated to preventing homelessness, eliminating domestic violence, suicide, and quality mental health care. FSA provides counseling and preventive services on 18 Burbank school campuses, and in three residential treatment facilities. They treat youth, teens, adults, couples and families, in individual, group, and school-based environments. Services include crisis intervention, clinical counseling, transitional housing, and violence prevention services and education.

Volunteers of America of Los Angeles. Volunteers of America of Los Angeles serves the following subpopulations: children; youth and families from under-served communities; veterans struggling with reintegration; individuals and families challenged by homelessness; men and women returning from prison; and people battling addictions and substance use. The range of support services includes eviction prevention, emergency services, transitional housing, affordable housing, employment, and job training to homeless and non-homeless veterans.

Victims of Domestic Violence

Persons who are victims of domestic violence often need shelter and services such as counseling and child care. According to the U.S. Center for Disease Control's National Intimate Partner and Sexual Violence Survey (2015), 43.6 percent of women (nearly 52.2 million) in the U.S. experienced some form of contact sexual violence in their lifetime, with 4.7 percent of women experiencing this violence in the 12 months preceding the survey. According to social service agencies that assist victims of domestic violence, spousal abuse has been on the increase over the past 10 years. Immigrant women are particularly vulnerable to abuse and are often reluctant to report incidences or seek assistance from local authorities. Further, the National Network to End Domestic Violence found the following housing related issues³:

- Domestic violence is the leading cause of homelessness for women and children.
- Over 90 percent of homeless women have experienced severe physical or sexual violence at some point in their lives, and 63 percent have been victims of intimate partner violence as adults.
- Over 80 percent of survivors entering shelters identified "finding housing I can afford" as a need second only to "safety for myself."

According to the 2020 Point-In-Time Homeless Count for greater Los Angeles County, 18,345 are homeless as a result of domestic violence or intimate partner violence. Of these homeless, 2,764 were from the San Fernando Valley communities, which includes Burbank. The immediate housing needs of victims of

³ National Network to End Domestic Violence. "Domestic Violence, Housing, and Homelessness." <https://nnedv.org/mdocs-posts/domestic-violence-housing-and-homelessness/>

domestic violence relate to shelter and transitional housing. Long-term housing needs include affordable housing for families.

The Burbank Housing Corporation (BHC) and Family Service Agency of Burbank provide transitional housing for victims of domestic violence. The Glendale YWCA provides emergency shelter and transitional housing to victims of domestic violence as well as counseling and other services. In addition, Haven House in Pasadena provides services, as well as temporary shelter and transitional housing for victims.

Housing Stock Characteristics

This section evaluates the characteristics of Burbank's physical housing stock, including housing growth trends, housing conditions, housing costs and affordability.

Housing Growth

Table 1-13 presents housing production in Burbank and the region. During the last decade, Burbank's housing stock grew by just 1.5 percent, slower in comparison with Los Angeles County and the nearby communities of Glendale and Pasadena. In fact, since 1990, Burbank's ten-year housing growth rates have experienced a downward trend. The Burbank City Council is committed to reversing this trend, setting a goal to facilitate the building of 12,000 residential units through 2035, and undertaking several major specific plans to accommodate future housing growth and improve the City's jobs-housing balance.

Table 1-13
Regional Housing Growth Trends

Jurisdiction	1990	2000	2010	2020	Percent Change		
					1990-2000	2000-2010	2010-2020
Burbank	41,216	42,847	44,309	44,978	4.0%	3.4%	1.5%
Glendale	72,114	73,713	76,269	81,019	2.2%	3.5%	6.2%
La Cañada Flintridge	6,918	6,989	7,089	7,116	1.0%	1.4%	0.4%
Pasadena	53,032	54,132	59,551	62,753	2.1%	10.0%	5.4%
LA County	3,163,343	3,270,909	3,445,076	3,590,574	3.4%	5.3%	4.2%

Source: U.S. Census, 1990, 2000, and 2010, and DOF 2020 Estimates.

Housing Type and Tenure

According to Department of Finance estimates, Burbank has a current housing stock of 44,978 housing units. As shown in Table 1-14, the total number of single-family detached and attached units has remained relatively stable over the past three decades; single-family housing has declined in relative proportion to the total housing stock, from 51.1 percent in 1990 to 48.5 percent in 2020. In comparison, multi-family units now comprise just over half of all housing units in the community, growing from 47.7 percent in 1990 to 51.2 percent in 2020. Multi-family housing growth has occurred almost entirely in larger projects with five or more units, with the introduction of larger projects in Burbank's Downtown and Media Districts.

Table 1-14
Housing Types

	Unit Type	1990		2000		2010		2020	
		Units	%	Units	%	Units	%	Units	%
Single Family	Detached	19,525	47.4%	19,895	46.4%	19,977	45.1%	19,908	44.3%
	Attached	1,550	3.8%	1,744	4.1%	1,774	4.0%	1,913	4.3%
	Total	21,075	51.1%	21,639	50.5%	21,751	49.1%	21,821	48.5%
Multi-Family	2 to 4 Units	4,919	11.9%	4,737	11.1%	4,655	10.5%	4,742	10.5%
	5 or more units	14,735	35.8%	16,359	38.2%	17,791	40.2%	18,280	40.6%
	Total	19,653	47.7%	21,096	49.2%	22,446	50.7%	23,022	51.2%
Mobile Homes & Other		488	1.2%	112	0.3%	112	0.3%	135	0.3%
Total Units		41,216	100%	42,847	100%	43,309	100%	44,978	100%

Source: U.S. Census 1990, 2000, 2010, and DOF 2020 Estimates.

Note: Single Family Detached includes single family units that are in zones other than single family zones.

Housing tenure refers to whether a housing unit is owned, rented or is vacant. Tenure is an important indicator of the housing climate of a community, reflecting the relative cost of housing opportunities, and the ability of residents to afford housing. Tenure also influences residential mobility, with owner units generally evidencing lower turnover rates than rental housing. According to Census ACS 2018 data as presented in Table 1-15, there were 41,505 occupied housing units in Burbank. Of this total, 58.2 percent were renter-occupied units and 41.8 percent were owner-occupied units. Since 2010, the proportion of renter occupied units have increased and owner-occupied units have decreased. This increase in renters is consistent with the focus of recent growth in higher-density, multi-family housing units.

Table 1-15
Housing Tenure

Occupied Housing Units	2000		2010		2018	
	Units	Percent	Units	Percent	Units	Percent
Owner	18,112	43.5%	18,465	44.0%	17,367	41.8%
Renter	23,496	56.5%	23,475	56.0%	24,138	58.2%
Total	41,608	100.0%	41,940	100.0%	41,505	100.0%

Source: U.S. Census 2000, 2010, and Census ACS 2014-2018.

Vacancy Rate

A vacancy rate measures the overall housing availability in a community and is often a good indicator of how efficiently for-sale and rental housing units are meeting the current demand for housing. A vacancy rate of five percent for rental housing and two percent for ownership housing is generally considered healthy and suggests that there is a balance between the demand and supply of housing. A lower vacancy rate may indicate that households are having difficulty in finding housing that is affordable, leading to overcrowding or households having to pay more than they can afford.

As measured by the Census ACS 2018 estimate, the residential vacancy rate in Burbank was 4.8 percent for all housing units, which was lower than the 6.2 percent vacancy rate of Los Angeles County. Based on the ACS 2018 data in the SCAG city profile for Burbank show the vacancy rate for rental units at 3.3 percent

and ownership units at 2.0 percent. A two percent owner and five percent renter vacancy rates are considered ideal for sufficient resident mobility.

Housing Age and Condition

The age of housing is commonly used by State and federal agencies as a factor in estimating rehabilitation needs. Typically, most homes begin to require major repairs or have significant rehabilitation (new plumbing, roof repairs, foundation work and other repairs) at 30 to 40 years of age. Table 1-16 displays the age of Burbank's occupied housing stock by renter and owner tenures as of 2018. As a mature community, approximately three-quarters (74.7%) of Burbank's occupied housing stock consists of units older than 38 years of age (housing units built before 1980). Almost two-thirds (65.4%) of Burbank's renter-occupied units were constructed after 1960 and over three-quarters (76.8%) of owner-occupied units were constructed prior to 1960. These older homes characterize the majority of Burbank's single-family neighborhoods.

Table 1-16
Age of Housing Stock

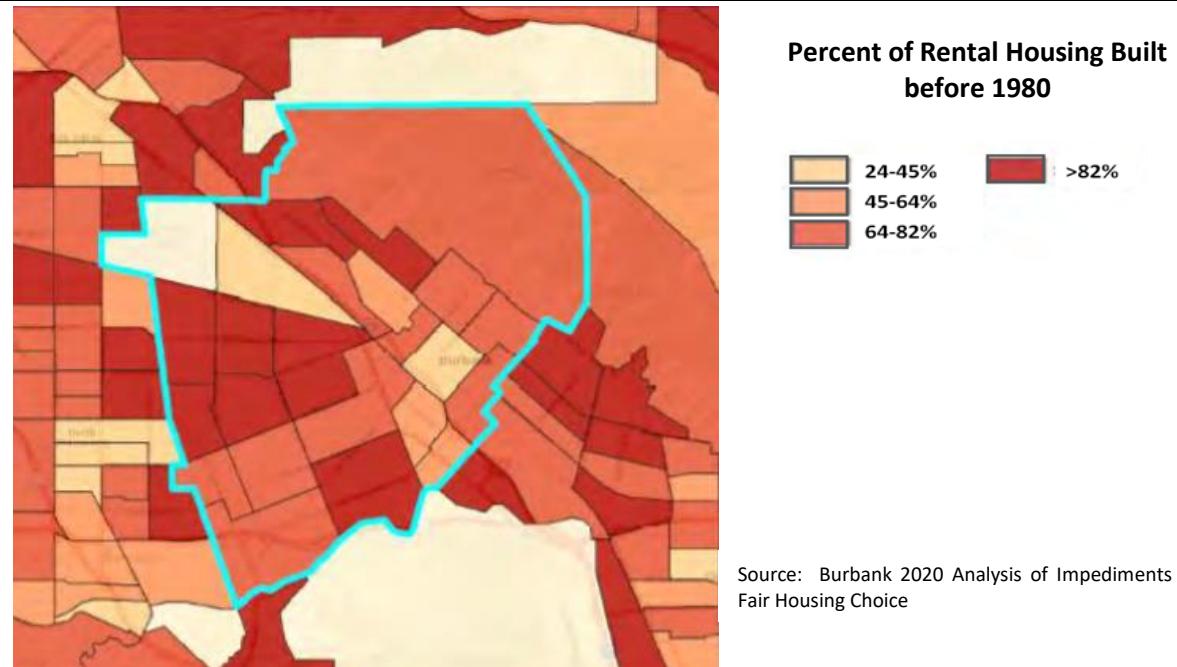
Year Structure Built	Renter Occupied Housing	Percent Renter	Owner Occupied Housing	Percent Owner	Total Occupied Housing	Percent Total
2010 or later	298	1.2%	24	0.1%	322	0.8%
2000-2009	1,672	6.9%	1,070	6.2%	2,742	6.6%
1980-1999	5,942	24.6%	1,482	8.5%	7,424	17.9%
1960-1979	7,887	32.7%	1,456	8.4%	9,343	22.5%
1940-1959	6,908	28.6%	9,374	54.0%	16,282	39.2%
1939 or earlier	1,431	5.9%	3,961	22.8%	5,392	13.0%
Total	24,138	100.0%	17,367	100.0%	41,505	100.0%

Source: Census ACS 2014-2018.

Generally, a large proportion of older homes in a community would indicate a substantial number of units may require rehabilitation or replacement. However, despite the advanced age of much of Burbank's housing stock, relatively few single-family homes have been identified by the City's Building and Safety Division as requiring major rehabilitation. With respect to multi-family housing, the City estimates that approximately 600 to 800 multi-family buildings with 3 or more dwelling units include elements of "soft story" construction in need of seismic retrofit. Of these structures, it is estimated that approximately 270 condominium units may be in need of seismic retrofit and at least 2,500 apartment units. Using soft story construction as an indicator of the condition of housing stock, it is estimated that of the City's approximately 23,000 multi-family dwelling units, 12% or 2,760 units may be in need of rehabilitation. The City will be moving forward with hiring a consultant to explore options for a seismic retrofit program for qualifying soft story multi-family buildings in the City.

As illustrated in Exhibit 1-2, census tracts with more than 82 percent of rental housing built before 1980 are located in the darkest shaded areas. These units are principally in census tracts located in: western Burbank south of the Hollywood Burbank Airport and Vanowen Street; northwest Burbank north of the I-5 Freeway; and in the vicinity of the southeast boundaries of the City. As discussed in **Appendix B: Affirmatively Furthering Fair Housing (AFFH)**, these census tracts are areas of high resources and opportunities and relatively low areas of poverty. However, it is of interest for the City to monitor all housing built prior to 1980 for lead paint and other hazardous or structurally unsafe housing issues.

Exhibit 1-2
Rental Housing Built Before 1980

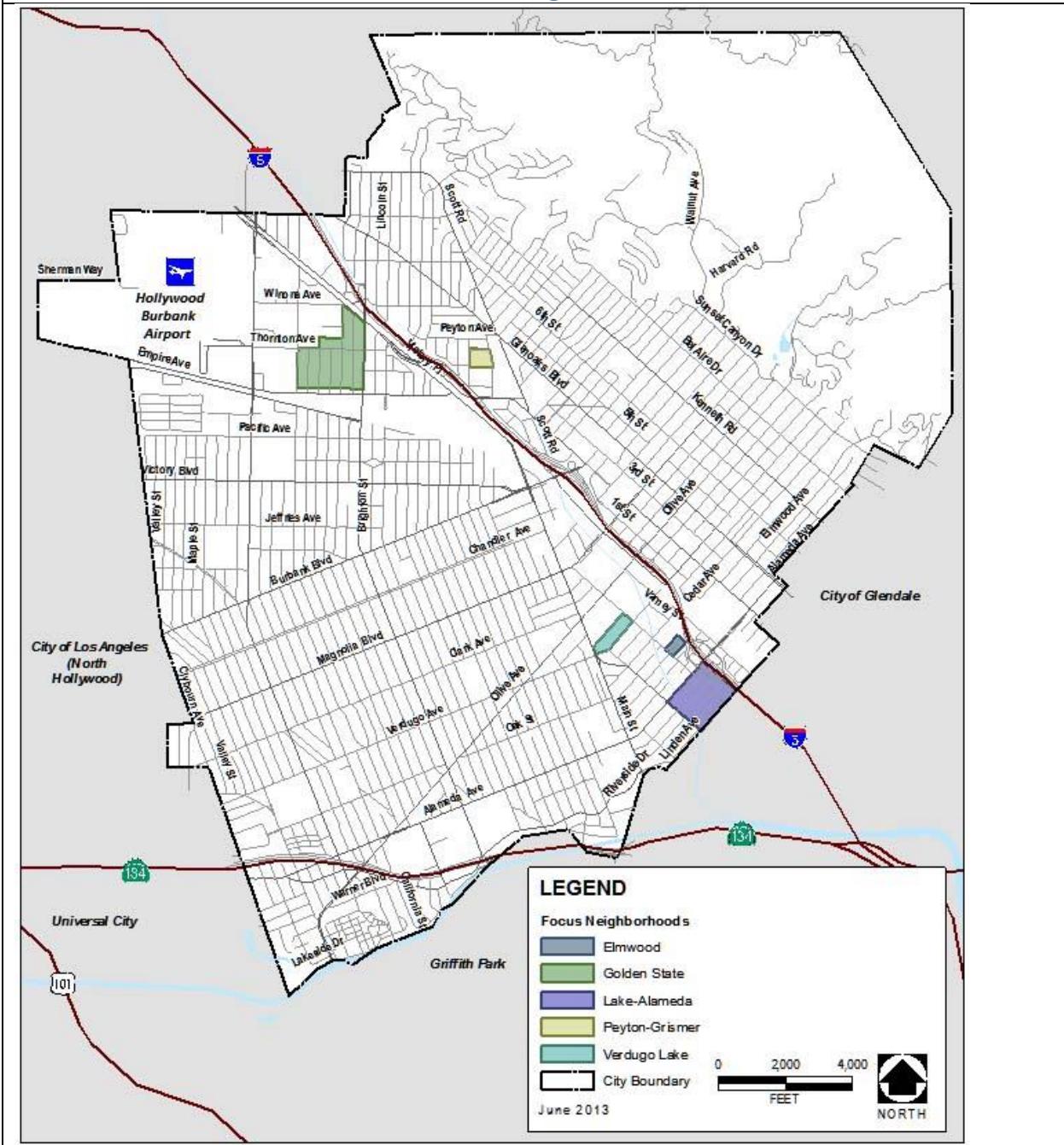


Neighborhood Revitalization

Since 1997, the City has partnered with the Burbank Housing Corporation to proactively revitalize areas and develop affordable housing in five Focus Neighborhood Revitalization areas (Elmwood, Verdugo/Lake, Golden State, Peyton/Grismer, and Lake/Alameda neighborhoods) (refer to Exhibit 1-3). These neighborhoods are also located in HUD-designated Low and Moderate Income (LMI) areas and in census tracts with high minority concentration. Within the Focus Neighborhoods, the City and its former Redevelopment Agency provided funding assistance to BHC to acquire, rehabilitate, and manage rental properties as long-term affordable housing.

While the City and BHC continue to support affordable housing efforts in these needy neighborhoods, the program has now expanded beyond the boundaries of the five Focus Neighborhoods. For example, in 2016, BHC rehabilitated and furnished Veterans Bungalows (1101 W. Verdugo/1108 W. Angelino Avenue) with 11 deed-restricted very low-income units for homeless veterans. In 2019, BHC, the Family Promise of the Verdugos, and the City completed the rehabilitation of Jerry's Promise (1932 N. Ontario Street) with three transitional housing units for homeless families. BHC currently owns and operates five special needs projects that total 30 transitional or supportive housing units, and operates affordable rental housing projects in 18 locations in Burbank, totaling 299 units.

Exhibit 1-3
Past Focus Neighborhoods



Housing Costs and Affordability

The cost of housing is directly related to the extent of housing problems in a community. If housing costs are relatively high in comparison to household income, there will be a higher prevalence of overpayment and overcrowding. This section summarizes the cost and affordability of the housing stock to Burbank residents.

Home Values and Sales Prices

The real estate website Zillow.com has developed a home valuation model to estimate the market value of individual properties, and compiles this information to produce a median “Home Value Index” for any given geographic area. Table 1-16 presents the December 2019 median home value index for Burbank and nearby communities, and shows the change in median home values from 2018.

Housing prices in Burbank and the surrounding areas increased dramatically in the last decade. For instance, in 2010, Zillow estimated the home value index for Burbank at \$509,300 (inclusive of both single-family homes and condominiums), compared to an index of over \$845,000 in 2019, representing a 66 percent increase. All but one of the City’s zip codes (91502 – Downtown Burbank) had a 2019 median home value in the \$800,000 range, and overall values in Burbank were just slightly below estimates for Pasadena and Glendale. Between 2018 and 2019, housing values in Burbank increased by 2.1 percent, evidencing higher value gains than the 1.65 percent increase experienced Countywide.

Table 1-17
Median Home Values
Burbank and Nearby Communities

Community	Zip Code	Median Home Value: Dec 2019	Percent Change from 2018
Burbank	91501	\$871,000	1.75%
	91502	\$641,000	0.31%
	91504	\$851,000	2.65%
	91505	\$818,000	1.87%
	91506	\$855,000	2.03%
	All	\$845,200	2.10%
Toluca Lake	All	\$912,000	1.33%
Glendale	All	\$860,100	1.43%
Pasadena	All	\$854,500	0.57%
La Cañada Flintridge	All	\$1,665,400	7.73%
LA County	All	\$679,000	1.65%

Source: Zillow Home Value Index from Zillow.com. Data through December 31, 2019.

Note: LA County Area includes Los Angeles-Long Beach-Anaheim Metro Area

The following Table 1-18 breaks down home values by number of bedrooms in both Burbank and the County as a whole. As shown, median values range from \$577,500 for a one-bedroom home, up to more than \$1,325,000 for a home with five or more bedrooms. Three-bedroom homes increased the most in

value between 2011-2019 (+2.7%), while values for one-bedroom homes saw a slight decrease (-0.2%). Burbank median values for all sized homes were higher than the County as a whole.

Table 1-18
Median Home Values by Unit Size

Number of Bedrooms	December 2018 Value	December 2019 Value	% Change	Los Angeles County
1	\$578,500	\$577,500	-0.2%	\$444,900
2	\$724,200	\$730,700	0.9%	\$547,400
3	\$855,800	\$878,700	2.7%	\$646,100
4	\$1,070,800	\$1,089,100	1.7%	\$794,700
5+	\$1,308,600	\$1,326,600	1.4%	\$1,171,000
Total	\$860,000	\$878,600	2.2%	\$679,400

Source: Zillow Home Value Index from Zillow.com. Data through December 31, 2019.

Note: LA County Area includes Los Angeles-Long Beach-Anaheim Metro Area

Ownership Sales Prices

In addition to home value estimates, it is also valuable to look at the actual sales listing price for homes. In December 2020, 49 single-family homes were listed for sale in Burbank on Zillow listing services. Table 1-19 illustrates the number of sales listings, the price range and price average by bedroom size. As shown, prices for single-family homes started at \$724,900 for a two-bedroom house and increased significantly as the homes increased in size. In comparison to the estimated home values presented in Table 1-17, listing prices for single-family homes were significantly higher.

Table 1-19
Single-family Home Sales Listings

Number of Bedrooms	Number of Listings	Sales Listing Price Range	Average Sales Listing Price
2	9	\$724,900 - \$989,000	\$842,204
3	19	\$763,999 - \$1,375,000	\$1,074,715
4	17	\$889,000 - \$2,250,000	\$1,399,516
5+	3	\$1,249,942 - \$1,949,000	\$1,664,647
Total	48	\$724,900 - \$2,250,000	\$1,086,196

Source: Karen Warner Associates. Data from Zillow Home Value Index, Zillow.com

The City's economic consultant, Keyser Marston Associates, conducted a survey of condominium sales in August 2020 as part of an anticipated update to Burbank's inclusionary housing study. Table 1-20 shows the results of the survey, including number of listings and sales prices by bedroom size. As shown, the majority of condominium listings were for two-bedroom units, commanding an average sales price of approximately \$545,000, with the lowest priced units in the low \$300,000 price range. Condominiums can potentially offer a lower cost ownership option for Burbank's workforce, the affordability of which is evaluated later in this section.

Table 1-20
Condominium Sales Survey

Number of Bedrooms	Number of Listings	Sales Price Range	Average Sales Price
1	9	\$350,000 - \$585,000	\$442,833
2	85	\$300,000 - \$805,000	\$545,158
3	24	\$524,900 - \$785,000	\$685,850
Total	118	\$300,000 - \$805,000	\$557,947

Source: Keyser Marston Associates, Inc. Inclusionary Housing Financial Analysis, August 26, 2020.

Rental Housing Costs

The Burbank Housing Authority (BHA) conducts annual rent surveys as a means of assessing fair market rents. As shown in Table 1-21 below, BHA's February 2020 survey identified 223 units listed for rent in the City, with two-bedroom units comprising almost half of the units available. The average rents were \$1,530 for a studio, \$1,776 for a one-bedroom unit, \$2,187 for a two-bedroom unit and \$3,147 for a three-bedroom unit. Compared to the 2013 rent survey conducted for the 5th cycle Housing Element, average apartment rents in Burbank have increased over 40 percent. Since the onset of the COVID-19 pandemic in March 2020, rent levels have evidenced a modest decline.

Table 1-21
Vacant Rental Unit Survey

Number of Bedrooms	Number of Units	Rent Range	Average Rents
Studio	23	\$850 - \$3,651	\$1,530
1	86	\$1,000 - \$4,216	\$1,776
2	103	\$1,400 - \$3,950	\$2,187
3	11	\$2,250 - \$4,000	\$3,147
Total	223	\$850 - \$4,000	\$2,160

Source: Burbank Housing Authority, March 2020

Accessory Dwelling Units. Accessory dwelling units (also known as second units or "granny" flats) are complete independent housing units that can be either detached or attached from an existing single-family residence. Based on their relatively small size, and because they do not require paying for land or major new infrastructure, accessory dwelling units (ADUs) are considered affordable by design. ADUs can provide affordable housing options for family members, seniors, students, in-home health care providers, and other small household types. ADUs can also be useful to generate additional rental income for the homeowner, making homeownership more financially feasible.

In December 2020, the Southern California Association of Governments (SCAG) released a "Regional Accessory Dwelling Unit Affordability Analysis". SCAG conducted this analysis to "provide local

governments in the region with assumptions for ADU affordability that can be used to assign ADUs to income categories for the purpose of Sixth Cycle Housing Elements.” The analysis consisted of five steps:

1. Calculate maximum rent limits for RHNA income categories for both one-person and two-person households by county;
2. Conduct a rent survey for ADUs in the SCAG region (a total of 150 existing ADUs were surveyed between April and June 2020);
3. Use regional survey to determine proportion of ADUs within each income category for both one-person and two-person households;
4. Make assumptions for what percentage of ADUs will be occupied by one-person and two-person households;
5. Use (D) to combine proportions from (C) into single breakdown of rented ADUs by income category.

The steps above apply to rented ADUs. However, one prevalent use of ADUs is for family members or others (such as caretakers) who are not charged rent. SCAG looked at other surveys and resources to determine the percentage of ADUs where people live rent free. Based on this review, SCAG estimated that 15 percent of ADUs are provided rent-free, and can therefore be assumed to affordable to extremely low income households (0-30% AMI).⁴

In order to account for differences in housing costs, the SCAG geography was divided into five subregions, including Los Angeles County which was divided into two areas – the coastal jurisdictions and the inland jurisdictions. Table 1-22 presents SCAG’s affordability assumptions for ADUs in LA County’s inland jurisdictions, providing the basis for assigning affordability to projected ADUs in Burbank’s Housing Element Update. As shown, almost 70 percent of all ADUs and 54 percent of rented ADUs are estimated by SCAG to be affordable to lower income households. Consistent with this analysis, a February 2020 rent survey conducted of 50 ADUs in and around Burbank documented a median rent of \$1,500, providing an affordable rental option for many one- and two-person lower income households.

⁴ While there is currently no empirical data on the number of ADUs that are rented for free in the SCAG region, three studies from the Bay Area and Portland have attempted to estimate the rate of non-rented ADUs: A 2012 UC Berkeley publication entitled “Scaling up Secondary Unit Production in the East Bay” indicates that approximately half of all ADUs are unpaid. A 2018 report entitled “Jumpstarting the Market for ADUs” surveyed ADUs in Portland, Seattle, and Vancouver and found that approximately 17% of ADUs were occupied by a friend or family member for free. And a 2014 analysis entitled “Accessory dwelling units in Portland, Oregon: evaluation and interpretation of a survey of ADU owners” found that “18% of Portland ADUs are occupied for free or extremely low cost.” Based on these surveys, SCAG conservatively assumed that 15% of ADUs will be available at rents affordable to Extremely Low-Income households.

Table 1-22
Affordability Assumptions for ADUs
Los Angeles County – Inland Jurisdictions

Category	Affordability Assumptions for Rented ADUs 85% of Total	Affordability Assumption for Non-Rented ADUs 15% of Total	Affordability Assumption for all ADUs ¹ 100% of Total
Extremely Low Income	0%	100%	15%
Very Low Income	10%	0%	9%
Low Income	53%	0%	45%
Moderate Income	3%	0%	2%
Above Moderate Income	35%	0%	30%

Source: "SCAG Regional Accessory Dwelling Unit Affordability Analysis", December 2020.

¹ Combined by multiplying rented ADUs by 85% and non-rented ADUs by 15%.

Affordability of Burbank's Ownership and Rental Housing

The affordability of housing in Burbank can be assessed by comparing market rents and sales prices with the amount that households of different income levels can afford to pay for housing. Compared together, this information can reveal who can afford what size and type of housing as well as indicate the type of households that would most likely experience overcrowding or overpayment.

For purposes of evaluating home purchase affordability, Table 1-23 presents the maximum affordable purchase price for moderate income households (120% AMI). Due to the high single-home median values and sales listings described earlier in this section, Table 1-23 compares the affordable purchase price with condominium sales prices in Burbank (documented earlier in Table 1-20). As illustrated below, the maximum affordable purchase price ranges from \$444,276 for a three-person household to \$533,632 for a four-person household. Average condominium sales in Burbank were \$545,158 for two-bedroom units and \$685,850 for three-bedroom units, leaving an affordably gap of \$100,000 or more. However, the lower end of the condo sales ranges started at \$300,000 for two bedrooms and approximately \$525,000 for three bedrooms. This falls within the affordable purchase price threshold and represents opportunities for moderate income households to purchase condominiums in Burbank.

Table 1-23
Los Angeles County Maximum Affordable Housing Cost

Moderate Income Affordable Housing Cost	2 Bedroom (3 Persons)	3 Bedroom (4 persons)
Household Income @ 120% Median	\$83,500	\$92,750
Income Towards Housing @ 35% Income	\$29,225	\$34,462
Maximum Monthly Housing Cost	\$2,435	\$2,871
Less Expenses:		
Utilities ¹	(\$146)	(\$172)
Taxes (1.10% of sales price)	(\$406)	(\$488)
Insurance (0.10% of sales price) ²	(\$37)	(\$44)
HOA Fees & Other Maintenance	(\$250)	(\$250)
Monthly Income Available for Mortgage	\$1,596	\$1,917
Supportable Mortgage @ 3.5% interest	\$355,421	\$426,906
Homebuyer Downpayment (20%)	\$88,855	\$106,726
Maximum Affordable Purchase Price	\$444,276	\$533,632
Burbank Average Condo Sales Price	\$545,158	\$685,850

Source: Karen Warner Associates.

¹ Utility costs based on 2020 HACoLA schedule and assumes gas appliances.

² Estimated from quotes from Progressive Insurance

³ Condo prices from Keyser Marston Associates, Inclusionary Housing Financial Analysis, August 2020.

In terms of rental affordability, Table 1-24 presents the maximum affordable rents for very low, low and moderate income households by household size, and compares with average apartment rents in Burbank (as documented in the rent survey presented in Table 1-20). As shown, average rents in Burbank are well above the level of affordability for very low income households. Even low and moderate income households face an affordability gap, ranging from a modest \$50-\$100 per month for a one-bedroom unit, to approximately \$300 for a two-bedroom unit and up to \$1,000 for a three- bedroom unit. While the rent survey does identify some units at the low end of the rent range at levels affordable to low and moderate income households, the supply of such units is limited. These market conditions are consistent with data from the census (see Table 1-24) which documents approximately three-quarters of Burbank's lower income renter households as experiencing overpayment (>30% income on rent), and ½ experiencing extreme overpayment (>50% income on rent).

Table 1-24
Maximum Affordable Rents - Los Angeles County¹

Income Level ²	1 Bedroom (2 person)	2 Bedroom (3 person)	3 Bedroom (4 person)
Very Low Income	\$999	\$1,122	\$1,236
Low Income	\$1,676	\$1,882	\$2,081
Moderate Income	\$1,728	\$1,942	\$2,147
Burbank Average Rents	\$1,776	\$2,187	\$3,147

Source: Karen Warner Associates, 2020.

¹ Maximum rent reflects deduction of utility allowance per LACDC 2020 utility schedule.

² Income levels reflect the 2020 Official State Income Limits published by State HCD.

Assisted Housing At-Risk of Conversion

State Housing Element law requires an analysis of the potential for currently rent-restricted low-income housing units to convert to market rate housing, and to propose programs to preserve or replace any units “at risk” of conversion. This section presents an inventory of all assisted rental housing in Burbank, and evaluates those units at risk of conversion during the eight-year 2021-2929 planning period.

Assisted Housing Inventory

As presented in Table 1-25, Burbank has a sizable stock of 1,954 units of assisted rental housing. The inventory includes all multi-family units assisted under federal, State and local programs, including HUD, State/local bond programs, density bonus and inclusionary programs. Burbank has a large senior citizen population and nine low-rent senior housing complexes totaling 1,225 units.

As of March 2021, there were 1,372 deed-restricted affordable rental units in Burbank. The City monitors these affordable units on an annual basis by: maintaining contact with owners/management to ensure long-term affordability covenants are met; maintaining and updating the list of all assisted housing developments; communicating with Section 8 tenants regarding status of HUD contract renewal; providing tenant education for Section 8 recipients in the event of property owner withdrawal from Section 8 program; and promoting fair housing opportunities through owner/tenant workshops.

At-Risk Projects

According to the California Housing Partnership Corporation At-Risk Database, prior to 2020, there were three lower-income senior rental projects (Wesley Tower, Pacific Manor, and Harvard Plaza) in Burbank at risk of converting to market rate before 2029. However, the monitoring of the three buildings in 2020 found that Wesley Tower’s affordability requirements were extended to 2049 and Pacific Manor’s affordability requirements were extended to 2036. Management for Harvard Plaza has also refinanced the building’s loan and has extended the project’s affordable units to 2040. And while the affordability controls related to the tax credit financing on Media Village expire in 2029, the local redevelopment set-aside funds contributed to this project require affordability be maintained in perpetuity.

Table 1-25
Assisted Rental Housing Inventory

Project Name	Total Units	Affordable Units (Accessible Units)	Applicable Programs	Potential Expiration
Senior Housing Projects				
Harvard Plaza	149	149 VL (149)	Section 202, Section 8	Aug 2040
Pacific Manor	167	166 VL (166)	236(j)(1), HOME, Sec 8	2036
Verdugo Towers	119	119 VL (119)	Sec 202, Sec 8, RDA Set-Aside	Perpetuity
Wesley Towers	97	97 VL (5)	Section 202, Section 8	2049
Media Village/Silverwinds	144	29 VL, 115 Low (144)	RDA Set-Aside	Perpetuity
Senior Artists Colony	141	29 VL, 14 Low (141)	HOME, RDA Set-Aside, MHP	Perpetuity
Olive Plaza	183	46 Mod (183)	Density Bonus	Perpetuity
Olive Court	163	162 Low (163)	RDA Set-Aside	Perpetuity
Park Avenue	62	62 Mod (62)	RDA Set-Aside	Perpetuity
Total	1,225			

Special Needs Projects (*owned by BHC)				
Casa Providencia	18	17 VL (17)	Section 811, HOME, MHP	Perpetuity
CARE Cottages* Transitional Housing (women/children)	5	3 VL, 2 Low	RDA Set-Aside	2061
Linden House* Transitional Housing (at-risk youth)	4	3 VL, 1 Mod	HOME, RDA Set-Aside	Perpetuity
Home Front* Transitional Housing (families)	7	4 ELI, 2 VL, 1 Mod	HOME, RDA Set-Aside	Perpetuity
Veterans Bungalow* Supportive Housing	11	ELI, VL, Low	HOME, MHP	2069
Jerry's Promise* Transitional Housing (families)	3	1 ELI, 2 VL	HOME, RDA Set-Aside	Perpetuity
Total	48			
Burbank Housing Corporation (BHC) Projects				
Elmwood Focus Neighborhood				
100 Block of Elmwood Ave.	65	5 ELI, 14 VL, 23 Low, 23 Mod	HOME, RDA Set-Aside	Perpetuity
Verdugo/Lake Focus Neighborhood				
237, 241-23, 257 W. Verdugo 220 W. Tujunga	30	2 VL, 26 Low, 2 Mod	CDBG, HOME RDA Set-Aside	Perpetuity
261 W. Verdugo Ave.	8	2 VL, 4 Low, 2 Mod	RDA Set-Aside	Perpetuity
275 W. Verdugo	34	3 ELI, 12 VL, 12 Low, 7 Mod	RDA Set-Aside	Perpetuity
Golden State Focus Neighborhood				
3000 Thornton	4	3 Low, 1 Mod	HOME, RDA Set-Aside	Perpetuity
3030 Thornton	1	1 Low	RDA Set-Aside	Perpetuity
2331 N. Fairview	3	3 Low	HOME	Perpetuity
2325 & 2335 N. Fairview	7	1 VL, 6 Low	HOME, RDA Set-Aside	Perpetuity
2321 N. Fairview & 2323 N. Catalina	14	1 VL, 6 Low, 7 Mod	Set-Aside	Perpetuity
2219 & 2329 N. Niagara	6	2 VL, 2 Low, 2 Mod	HOME	Perpetuity
2234 Catalina	7	2 ELI, 2 VL, 3 Low	HOME, RDA Set-Aside	Perpetuity
2223-2235 Catalina	20	4 ELI, 7 VL, 7 Low, 2 Mod	RDA Set-Aside	Perpetuity
2300 Niagara	3	1 VL, 2 Low	HOME	Perpetuity
2300 Fairview	3	2 ELI, 1 Low	HOME, Set-Aside	Perpetuity
Peyton/Grismer Focus Neighborhood				
1721 Elliott	7	3 VL, 1 Low, 3 Mod	CDBG, HOME	Perpetuity
1801-1815 Grismer, 1729-1735 Elliott	70	14 VL, 19 Low, 37 Mod (5)	RDA Set-Aside	Perpetuity
Keeler/Elliott -Habitat homeownership	8	8 VL	RDA Set-Aside	Perpetuity
Lake/Alameda Focus Neighborhood				
157 & 159 W. Linden, 160 W. Elm Ct.	9	5 VL, 4 Low	HOME, Set-Aside	Perpetuity
Total	299			
Other Affordable Rental Units				
Rental Rehabilitation (scattered site)	71	27 Low	RDA Set-Aside	15 years
1301 Hollywood Way	35	3 Low	Density Bonus	Perpetuity
Empire Landing	276	28 Low	Inclusionary	Perpetuity
Total	382			
GRAND TOTAL	1,954	1,372 Affordable (1,152 Accessible) units		

Source: Burbank Community Development Department, Housing and Economic Development Division, March 2021.

Regional Housing Needs

State law requires all regional councils of government, including SCAG, to determine the existing and projected housing needs for its region, known as the Regional Housing Needs Assessment, or RHNA process.

Existing Housing Needs

Overcrowding

The State defines an overcrowded housing unit as one occupied by more than 1.01 person per room (excluding kitchen, porches, and hallways). A unit with more than 1.51 occupants per room is considered severely overcrowded. The incidence of overcrowded housing is a general measure of whether there is an available supply of adequately-sized housing units.

Table 1-26 shows the incidence of overcrowding in Burbank and Los Angeles County by tenure, as measured by the Census ACS 2014-2018 data. As shown in the table, overcrowding was a more serious problem for renters than owners. Of the total renter occupied households in the City, 7.4 percent were living in overcrowded conditions (more than 1 persons per room), while only 2.4 percent of total owner-occupied households were living under these conditions. Countywide overcrowding was more than both the percentage of Burbank, with 16.5 percent for renters and 5.6 percent for owners.

**Table 1-26
Overcrowded Households**

	Burbank		Los Angeles Co.	
	Households	Percent	Percent	Percent
Renters				
Overcrowding (1-1.5 persons/room)	1,114	4.6%	8.9%	
Severe Overcrowding (>1.5 persons/room)	679	2.8%	7.5%	
Total Overcrowding (>1 persons/room)	1,793	7.4%	16.5%	
Owners				
Overcrowding (1-1.5 persons/room)	283	1.6%	4.1%	
Severe Overcrowding (>1.5 persons/room)	128	0.7%	1.5%	
Total Overcrowding (>1 persons/room)	411	2.4%	5.6%	

Source: Census ACS 2014-2018.

Overpayment

Housing affordability problems occur when housing costs become so high in relation to income that households are faced with paying an excessive portion of their income for housing, leaving less income remaining for other basic essentials. Housing overpayment occurs when a household spends more than 30 percent of its income on housing costs; severe overpayment refers to spending greater than 50 percent of income on housing. As presented in Table 1-27, of the total renter households in the City, 56.4 percent

were paying over 30 percent of their total household income on housing. This compares to 58.3 percent countywide. The table also identifies one-quarter (25.3%) of renters in Burbank as spending between 30-50 percent of their total income on housing, with almost an additional one-third (31.1%) spending more than half their income (severe overpayment) on housing.

**Table 1-27
Housing Overpayment**

Overpayment	Burbank		Los Angeles Co.
	Households	Percent	Percent
Renters			
Overpayment (30%-50% Household Income)	5,861	25.3%	27.3%
Severe Overpayment (>50% Household Income)	7,207	31.1%	31.0%
Total Overpayment-Renters (>30% Household Income)	13,068	56.4%	58.3%
Owners¹			
Overpayment (>30%-50% Household Income)	3,053	17.6%	19.8%
Severe Overpayment >50% Household Income	2,403	13.9%	16.6%
Total Overpayment- Owners (>30% Household Income)	5,456	31.5%	36.3%

Source: Census ACS 2014-2018.

¹ Owner households includes those with and without a mortgage.

Housing overpayment is a critical need among lower-income households, who are disproportionately affected by this burden compared to other households. Of Burbank's renter households earning lower incomes (<80% AMI), 80 percent faced overpayment, with 50 percent of lower-income renter households facing extreme overpayment. Table 1-28 shows that the City's lower-income homeowners are also impacted, with 64 percent overpaying and 45 percent severely overpaying.

Elderly renter household also face a housing cost burden. According to Table 1-28, over two-thirds (67%) of elderly households were overpaying and 40 percent were severely overpaying. The level of overpayment among small and large family renters (37 percent and 48 percent respectively) falls slightly below the level of overpayment experienced among all the City's renter households.

**Table 1-28
Housing Overpayment by Household Type and Tenure**

Household Type	Renter Overpayment		Owner Overpayment	
	> 30% Income	> 50% Income	> 30% Income	> 50% Income
% Lower Income Overpaying	80%	50%	64%	45%
% Elderly Overpaying	67%	40%	22%	15%
% Small Families Overpaying	37%	25%	12%	3%
% Large Families Overpaying	48%	22%	14%	11%

Source: HUD, CHAS DataBook, 2011-2015.

Note: >50% Household Income is a subset of >30% Household Income.

Overpayment is most pronounced among lower income renter households. As shown in Table 1-29, a significant majority of renter households earning less than \$50,000 in Burbank face either overpayment or severe overpayment. The highest percentage of renter households paying more than 30 percent of their income on housing was the \$20,000-\$34,999 income level at 95 percent. The impact of housing overpayment on Burbank's lower income households is significant, with the community's special needs populations – seniors, persons with disabilities, and female-headed households with children - most vulnerable to losing their housing due to an inability to pay.

Table 1-29
Lower Income Renter Overpayment

Income Level	Overpayment (30-50% HH Income)		Severe Overpayment (>50% HH Income)		Total (>30% HH Income)	
	Households	% Renter Income Level	Households	% Renter Income Level	Households	% Renter Income Level
Less than \$20,000	579	13.1%	3,571	80.6%	4,150	90.7%
\$20,000-\$34,999	593	19.0%	2,374	75.9%	2,967	94.9%
\$35,000 to \$49,999	1,724	58.1%	854	28.8%	2,578	86.9%
\$50,000 to \$74,999	1,809	47.0%	408	10.6%	2,217	57.6%
\$75,000 to \$99,999	825	26.7%	0	0	825	26.7%
\$100,000 or more	331	5.8%	0	0	331	5.8%
Total	5,861	25.3%	7,207	31.1%	13,068	56.4%

Source: SCAG Pre-Certified Local Housing Data, August 2020; Census ACS 2014-2018.

Projected Housing Needs

California's Housing Element law requires that each city and county develop local housing programs to meet its "fair share" of existing and future housing needs for all income groups, as determined by the jurisdiction's Council of Governments. This "fair share" allocation concept seeks to ensure that each jurisdiction accepts responsibility for the housing needs of not only its resident population, but also for the jurisdiction's projected share of regional housing growth across all income categories. Regional growth needs are defined as the number of units that would have to be added in each jurisdiction to accommodate the forecasted number of households, as well as the number of units that would have to be added to compensate for anticipated demolitions and changes to achieve an "ideal" vacancy rate.

The regional growth allocation process begins with the Department of Finance's (DOF) projection of statewide housing demand for the planning period, which is then apportioned by regional councils of government throughout the state. SCAG is responsible for assigning these regional housing needs, known as the Regional Housing Needs Assessment (RHNA) for Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial counties, and the jurisdictions within each county. The main determining factors in SCAG's methodology are: household growth (based on Connect SoCal growth forecast), job accessibility, and transit accessibility. After a RHNA total is calculated, a social equity adjustment is applied to determine the four income categories (very low, low, moderate, and above moderate-incomes).

The State has allocated 1.34 million new housing units to the SCAG regions as part of the 6th cycle RHNA. This level of housing growth represents the largest allocation the region has ever received, which results

in much higher RHNA allocations for SCAG cities and counties. At its September 3, 2020 meeting, SCAG's Regional Council adopted the Connect SoCal on which the RHNA is based. On March 4, 2021, the Regional Council adopted the final RHNA allocations to local jurisdictions.

SCAG has forecast the housing needs by income category for each jurisdiction within the six-county region for the 2021-2029 Housing Element planning period of October 2021 through October 2029. The RHNA represents the minimum number of housing units each community is required to provide "adequate sites" through zoning and is one of the primary threshold criteria necessary to achieve HCD approval of the Housing Element.

Burbank's RHNA housing needs for the 2021-2029 planning period was forecast at 8,772 net units, distributed among the four income categories as shown in Table 1-30.

As presented in the Resources and Housing Plan sections of the Housing Element, Burbank will continue to provide sites for a mix of multi-family and mixed use housing, as well as accessory dwelling units, supported by a variety of programs (funding permitting) to enhance affordability, to accommodate its RHNA and contribute towards addressing the growing demand for housing in the Southern California region.

Table 1-30
Regional Housing Needs Assessment (RHNA) for Burbank

Income Level	Percent of Area Median Income	Total RHNA	Percentage of Units
Very-Low Income ¹	<50%	2,553	29.1%
Low Income	50-80%	1,418	16.2%
Moderate Income	80-120%	1,409	16.1%
Above Moderate Income	>120%	3,392	38.7%
	Total	8,772	100.0%

Source: SCAG 6th Cycle Final RHNA.

¹ Local jurisdictions must consider Extremely Low Income households as part of the Very Low Income. The Burbank Housing Element assumes 50% of the Very Low Income housing needs for Extremely Low Income households.

HOUSING CONSTRAINTS

The provision of adequate and affordable housing can be constrained by a number of factors. This section assesses the various governmental, market, infrastructure and environmental factors that could possibly act as constraints to housing development and improvement in Burbank.

Governmental Constraints

State law requires that housing elements identify and analyze potential and actual governmental constraints to the maintenance, improvement, or development of housing for all income levels, including housing for persons with disabilities. As a means of providing information and transparency to the public, all zoning and development standards and development fees are posted on the City's website.

Land Use Controls

The Land Use Element and the Zoning Code—which implements the Land Use Element—directly impacts the amount, size, type, location and thus, cost of residential development. The control over land use is designed to ensure that new housing is compatible with adjacent uses and built to the standards of quality and livability of the City's neighborhoods. Land use designations and zoning requirements affect both the construction of new units and the rehabilitation of existing dwellings.

Please refer to Table LU-3, Residential Unit Capacity Measure One Consistency for maximum density allowed for each of the residential and commercial land use designations. The Land Use Element permits a broad range of housing types and densities that address the housing needs of residents. Residential densities range from up to seven and 14 dwelling units per acre (du/ac) in the Low Density Residential land use category (R-1, R-1-H, and R-2 zones) to 43 du/ac in the High Density Residential category (R-4 zone). Residential opportunities are also in various commercial areas and specific plan areas of the City and range from 27 to 87 du/ac.

Zoning Standards

The City's Zoning Code sets forth the standards for residential development. These include density, setbacks, lot area, lot coverage, height and parking standards. Table 1-31 presents Burbank's development standards for single-family development, and Table 1-32 presents multi-family development standards. For the 2021-2029 Housing Element, the following zoning tables represent a point-in-time analysis of land use controls constraints. These zoning development standards will change over time and these tables may not reflect those changes in the future. One of the programs included in the Housing Element is to update the City's multi-family development standards to better facilitate residential development feasibility.

The City also has a Planned Development zone that permits a variety of housing and commercial uses and provides flexibility in development standards, subject to a public hearing before both the Planning Board and City Council. The City has in the past used Planned Development zoning as a tool to facilitate mixed use and residential development in its commercial zones. One of the City's primary goals in developing/updating the Downtown TOD, Golden State, and Media District specific plans is to establish clear and objective development standards that create greater certainty for developers and eliminate the need for Planned Development zoning for projects that meet these standards. Developers would however still maintain the option of going through the Planned Development process to address the unique aspects of a project.

Table 1-31
Single-Family Development Standards

Development Standard	R-1 and R-1-H Zones
Density	
Minimum lot area	6,000 square feet
Minimum lot width	50 feet
Minimum lot depth	100 feet
Minimum dwelling unit size	850 square feet
Maximum height	
To top plate	20 feet
To top of roof and architectural features	30 feet
Maximum number of stories for all structures	2; 3 stories if the third story is enclosed within a pitched roof (maximum height requirements apply)
Maximum floor area ratio	0.4 for lot area up to 7,500 square ft. plus 0.3 for lot area over 7,500 square ft. and 0.2 for lot area over 15,000 square ft.
Maximum lot coverage	50%
Minimum yard setbacks	
Front	Average front yard setback on the blockface
Rear	15 feet
Interior side	10% of lot width - no less than 3 ft and no more than 10 ft
Street-facing side	1 st story: no less than 10% of lot width, or between 5-10 ft 2 nd story: 20% of lot width, but between 6-20 ft
Minimum number of off-street parking spaces	
Main dwelling </= 3,400 sq ft floor area	2 spaces
Main dwelling >3,400 sq ft floor area	3 spaces

Source: Burbank Municipal Code, 2020.

As illustrated in Table 1-32, both the R-3 and R-4 zones are structured to provide incentives for combining lots, allowing for an increase in density on larger lot sizes.

Burbank's zoning makes allowances for development with fewer than four units. The zoning standards allow for the use of tandem parking for these smaller projects, which is not allowed for larger projects, and do not require any guest parking to be provided for smaller projects. These relaxed standards facilitate the development of small lots by increasing design flexibility. However, City staff report that particularly on smaller parcels, current development standards may preclude the achievement of maximum zoned densities. The Housing Element includes a program to review and update the City's multi-family development standards, including re-evaluation of parking, setbacks, height and other standards to enable compact, well-designed multi-family product types.

Table 1-32
Multi-Family Development Standards

Development Standard	R-2	R-3	R-4		
Density/minimum gross square footage of lot area per dwelling unit					
< 12,000 sq. ft. lots	1 unit/3,000 sq. ft.	1 unit/2,400 sq ft	1 unit/2,000 sq. ft.		
12,000 - 23,999 sq. ft. lots		1 unit/2,000 sq. ft.	1 unit/1,400 sq. ft.		
>/= 24,000 sq. ft. lots		1 unit/1,600 sq. ft.	1 unit/1,000 sq. ft.		
Lot size and dimensions					
Minimum lot area	6,000 square feet				
Minimum lot width	50 feet				
Minimum lot depth	100 feet				
Maximum lot coverage					
< 500' from single family zoned parcel	60%				
> 500' from single family zoned parcel	70%				
Maximum height					
< 500' single family zoned parcel	27 feet to top plate 35 feet to top of roof and architectural features				
> 500' single family zoned parcel	35 feet to top plate 50 feet to top of roof and architectural features				
Maximum number of stories for all structures					
< 500' single family zoned parcel	2				
> 500' single family zoned parcel	3				
Minimum yard setbacks					
Front minimum	25 feet		15 feet		
Rear minimum	5 feet				
Interior side minimum	5 feet				
Street-facing side minimum	10 feet				
Upper story setback for any yard abutting or adjacent single-family zoned parcel	5 additional feet				
Buffer area for side or rear yard abutting or adjacent single family zoned property	20 feet				
Parking					
Minimum number of off-street tenant parking spaces	2 spaces per unit	1.25 spaces per efficiency unit (studio unit that is 500 square feet or less) 1.75 spaces per 1-bedroom unit or studio unit > 500 square feet 2 spaces per unit with 2 or more bedrooms			
Minimum number of off-street guest parking spaces	1 guest space per 4 units, minimum of 2 spaces (projects with 3 or fewer units are exempt)				
Open space and landscaping					
Min. common open space/unit	150 square feet				
Min. private open space/unit	50 square feet				
Min. % lot area that must be landscaped	25%		15%		
Min. % common open space area that must be landscaped	20%	15%			

Source: Burbank Municipal Code, 2020.

Specific Plans for Future Residential Growth

The *Burbank2035* General Plan Plan Realization Element calls for the City to review and update its existing specific plans through a public process to ensure they reflect the current vision for each of the areas. The General Plan also call for preparation of a new specific plan for the Golden State Commercial/Industrial Area to provide a framework for future development in the area consistent with the Land Use Element. The following three specific plans will provide for the majority of housing growth opportunities in Burbank during the Housing Element planning period and beyond.

Downtown Burbank Metrolink Station TOD Specific Plan. The City is currently updating a 20-year old specific plan for the Downtown area known as the Burbank Center Specific Plan. The existing Specific Plan currently limits the zoning and land use of this planning area and has an outdated geographic boundary. Over the 20 years since the Plan's adoption, the planning area has grown into a major transit hub and employment center that can accommodate additional housing supply while both helping to protect existing neighborhoods and building an expanding downtown neighborhood. The new "Downtown Burbank Metrolink Station TOD Specific Plan" integrates both the 1997 Burbank Center Specific Plan and 2012 North San Fernando Boulevard Master Plan, and incorporates surrounding areas of both plans into one comprehensive planning document. The approximately 662-acre Specific Plan analyzes opportunities for new housing and other in-fill development opportunities, and focuses on intensifying uses around the Downtown Metrolink Station. As shown in the Housing Element sites inventory, opportunity sites identified as part of the planning process for the Downtown TOD Plan can accommodate over 3,400 new high density housing units.

Golden State Specific Plan. The *Burbank2035* General Plan called for the City to prepare a new specific plan for the Golden State District to provide a framework for future development. The approximately 600-acre Golden State Specific Plan (GSSP) area is located south and east of the Hollywood Burbank Airport. It includes land zoned for industrial, commercial and residential uses, and encompasses two existing Metrolink stations, a proposed High Speed Rail station, and the Hollywood Burbank Airport. The GSSP will provide opportunities for new housing and other in-fill development, as well as improvements to the planning area's infrastructure. The draft GSSP provides sites to accommodate over 2,600 dwelling units, as reflected in the Housing Element sites inventory.

Media District Specific Plan. The Media District Specific Plan (MDSP) was adopted in 1991 in response to the development of several high-rise office buildings in the 1980s and the potential effects that similar future development could have on surrounding residential neighborhoods. The MDSP is generally located in southwestern Burbank around the intersection of SR 134 and Olive Avenue, and includes several of the City's largest employers - Warner Bros Studios, Disney Studios and Providence St. Joseph Medical Center. The City has applied for funding through SCAG's Sustainable Communities Program to update the MDSP to re-evaluate the plan's goals and policies and to identify new opportunity sites for development accessible by publicly accessible transportation. City staff estimates the area may be able to accommodate up to 2,000 housing units.

The Program EIRs that will be prepared for all three specific plans will include analysis and mitigation measures that will help accommodate future housing production and assist developers by streamlining the environmental review and permitting process for individual housing and mixed use projects. The City intends to take full advantage of the CEQA streamlining provisions in order to encourage housing production more quickly and efficiently consistent with objective development standards.

Local Ordinances

State law now requires jurisdictions to analyze in their Housing Elements any locally adopted ordinances that directly impact the cost and supply of residential development. Burbank has an inclusionary housing ordinance, density bonus ordinance, condominium conversion ordinance and growth management ordinance, all of which are analyzed in the following section.

Inclusionary Housing

In March 2006, the Burbank City Council adopted an Inclusionary Housing Ordinance as a means of increasing the supply of affordable housing in conjunction with market rate housing development. The City's ordinance requires developers of housing with five or more units to provide at least 15 percent of the units as affordable to very low-, low- and moderate-income households as follows:

- For rental projects, five percent of units are required for very low-income households and 10 percent for low-income households
- For ownership projects, 15 percent of units are required for low- and moderate-income households

As a means of providing incentives to address the City's goals for lower-income and special needs housing, the City's ordinance also offers inclusionary "credits" as follows:

- If Very Low Income rental units are provided in lieu of required Low Income rental units, a credit of 1.25 units for every 1 unit is provided.
- If Low Income owner units are provided in lieu of required Moderate Income owner units, a credit of 2 units for every 1 unit is provided.
- If more than the required number of affordable rental or ownership units are provided for large families (3+ bedrooms), or fully accessible units (in excess of California Building Code Chapter 11A requirements) are provided for the physically disabled, a credit of 1.5 units for every 1 unit is provided.

Developers may elect to pay an in-lieu fee rather than provide the affordable units within the project. As shown in Table 1-33, the City's in-lieu fee structure is tiered, providing reduced fees for smaller projects where the economic impact of inclusionary requirements tends to be the greatest.

Table 1-33
Inclusionary Housing In-Lieu Fee

Project Size (# of Units)	Ownership Projects (per square foot)	Rental Projects (per square foot)
14+ units	\$20.07	\$10.27
10 to 13 units	\$16.46	\$8.42
5 to 9 units	\$11.24	\$5.75

Source: City of Burbank, 2020.

The City has established an Affordable Housing Trust Fund for deposit of in-lieu fee revenues. Monies from the trust fund must be used to increase and improve the supply of housing affordable to very low, low and moderate-income households in the City. Permissible uses include, but are not limited to, assistance to housing development corporations, equity participation loans, grants, pre-home ownership co-investment, pre-development loan funds, participation leases or other public-private partnership

arrangements. The fund may be used for the benefit of both rental and owner-occupied housing.

Developers may also be permitted to fulfill inclusionary requirements by providing affordable units at an off-site location in Burbank. Off-site affordable units may be provided through new construction, substantial rehabilitation, and adaptive re-use. Donation of land to the City to construct the required affordable units is another off-site alternative. Developers are permitted to use these options by right.

To offset the potential costs associated with the provision of affordable units, Burbank's inclusionary ordinance offers a variety of development concessions to construct affordable units on-site within the proposed project. A developer may request one or more concessions, subject to the discretion of the City, and based on demonstration that the proposed project is financially infeasible without the incentives. Permitted development concessions mirror those specified within the City's density bonus ordinance, and are described in the following section. As of March 2021, there have been approximately 120 affordable units created (or entitled) through the Inclusionary Housing Program, with most recent projects also taking advantage of density bonus incentives.

The City is currently in the process of updating its Inclusionary Housing Ordinance as market conditions have changed since the original Ordinance was adopted over 15 years ago. One of the changes being contemplated is to allow apartment developers multiple options to fulfill Inclusionary Housing production requirements, including allowing moderate income units until the City has fulfilled 100% of the current unmet need for moderate income units under the RHNA. Changes to the Ordinance will be evaluated which are complementary to current state density bonus law and in-lieu housing fee amounts will also be updated.

Density Bonus

In conjunction with adoption of the Inclusionary Housing Ordinance in 2006, the Burbank City Council updated its density bonus ordinance to conform to the new requirements of Government Code Section 65915 and to coordinate with the incentives offered under the Inclusionary Housing Program. Density bonus law has undergone several amendments since that time, and rather than incrementally update the City's ordinance, the City's Code includes automatic incorporation by reference of future amendments to State density bonus law. In summary, applicants of residential projects of five or more units may apply for a density bonus and additional concession/incentive(s) if the project provides for construction of one of the following:

- A minimum 10% of the total units of a housing development for lower-income households; or
- A minimum 5% of the total units of a housing development for very low-income households; or
- A senior citizen housing development, or mobile home park that limits residency based on age requirements for housing for older persons; or
- A minimum 10% of the total dwelling units in a common interest development for moderate income households.

The amount of density bonus the City grants is consistent with the most current State law, but generally ranges from 20 to 50 percent above the specified General Plan density. Developers may choose to use the affordable units required by Burbank's Inclusionary Housing Ordinance to meet the minimum thresholds for the State density bonus law. However, in that case, the units must meet both requirements or the more stringent of the two requirements.

In addition to the density bonus, eligible projects may receive one to four additional development concessions/incentives, based on the applicant demonstrating that it is not financially feasible to build the

project without the concessions. Pursuant to State statutes, the number of concessions a project may be eligible for is based upon the proportion of affordable units and level of income targeting.

Burbank has had numerous projects take advantage of State density bonus law, and projects providing inclusionary housing units on-site automatically meet the affordability threshold to qualify for density bonuses under State law. Additionally, the City's Land Use Element provides for the following bonuses for transit-oriented developments:

Policy 1.2: With discretionary approval, allow for density and intensity limits specified in Burbank2035 to be exceeded for transit-oriented development projects within transit centers as identified in the Mobility Element. Density and intensity limits may be exceeded by no more than 25%.

Together with the update of the Inclusionary Housing Ordinance, the City is preparing an update of the Density Bonus Ordinance to reflect the most recent State law. Part of this update, for future Council consideration, will include establishing a streamlined approach to the menu of available incentives and concessions, as well as streamlining the appeals process.

Condominium Conversions

The City's condominium conversion regulations are structured both to facilitate the creation of affordable homeownership options, and to provide protections to tenants in buildings proposed for conversion. The City processes condominium conversions through an Administrative Use Permit, subject to compliance with current City Building, Housing, and Fire Codes, and additional development standards for parking and storage. Property owners are required to give tenants a minimum of 180 days written notice of the intention to convert prior to termination of tenancy and provide tenants with the first right of purchase.

Tenants are protected from unreasonable rent increases in the year before a conversion that might force them out of their apartments and thus preclude them from receiving relocation compensation. Disabled persons living in a building that undergoes condominium conversion are entitled to have necessary mobility improvements made in their new dwelling at the sub-divider's expense. Since 2008, there have been no applications for condominium conversions.

Growth Management Ordinance

Burbank voters adopted a Residential Growth Management Ordinance in 1989, known as Measure One, which prohibits the City from increasing the maximum allowed number of residential units beyond the approved maximum build out in the 1988 Land Use Element without voter approval. The maximum residential unit capacity provided under the 1988 Land Use Element is 63,704 units. The purpose of the ordinance was to coordinate the rate of residential growth with the availability of public facilities, infrastructure and services planned for under the General Plan. The City Council has extended Measure One to be effective until January 1, 2030.

While the ordinance may appear to be a constraint upon future housing development, in fact, it is not. The *Burbank2035* Land Use Element identifies both maximum and estimated residential build out. Both are well below the 63,704 unit maximum established under Measure One. The *Burbank2035* General Plan, adopted in February of 2013, allows for a maximum development capacity of 61,647 units, with an estimated build out of 50,219 units⁵. Measure One does not place a limit on the amount or rate of housing development that can occur so long as it conforms to the General Plan. Burbank's most recent Department of Finance tally of housing units is 45,069 as of 2021. Based on this housing unit count, the City is 18,635 housing units below Measure One's upper threshold of 63,074 units. The 18,635-unit gap

⁵ *Burbank2035* General Plan Final Environmental Impact Report.

between what currently exists and what Measure One allows for is more than sufficient to accommodate the City's assigned RHNA and sites buffer. Additionally, Measure One is not an annual growth cap and similarly does not cap the rate of housing units that can be approved in any given year. The ordinance does not affect the local and state provisions of density bonuses for affordable housing, nor does it affect the development of accessory dwelling units; the latter of which the City has included as part of its multi-pronged housing efforts to meet the state-mandated local housing production numbers. As a result, the Measure One cap does not in any way impede the City's ability to meet the RHNA plus buffer and associated housing element goals.

Provision for a Variety of Housing Types

Housing Element law specifies that jurisdictions must identify adequate sites to be made available through appropriate zoning and objective development standards to encourage the development of various types of housing for all economic segments of the population. Table 1-34 summarizes the zones in which particular housing types are permitted.

Table 1-34
Housing Types by Residential and Commercial Zone Categories

Housing Types Permitted	Zones					
	R-1/ R-1-H	R-2	R-3	R-4	C-2, C-3, C-4	M-1/ M-2
Single-Family	P	P	P	P	--	--
Multiple-Family	--	P	P	P	--	--
Residential above commercial					CUP	--
Planned Residential Development	CUP	CUP	CUP	CUP	--	--
Manufactured Housing	P	P	P	P	--	--
Accessory Dwelling Units	P	P	P	P	--	--
Community Care Facilities (</= 6)	P	P	P	P	--	--
Community Care Facilities (7+)	--	--	--	CUP	CUP (C-3, C-4)	--
Transitional Housing ¹	P	P	P	P	CUP	--
Supportive Housing ¹	P	P	P	P	P/CUP ²	--
Emergency Shelters ³	--	--	--	--	--	P (M-2) CUP (M-1)
Single Room Occupancy (SRO)	--	--	CUP	CUP	CUP	--

Source: Burbank Municipal Code, 2020.

Notes: "P" = Permitted; "CUP" = Conditional Use Permit; and "--" = Not Permitted

¹ Transitional and supportive housing is subject to those restrictions that apply to other residential uses of the same type in the same zone. For example, such housing structured as single-family is permitted in the R-1 and R-1-H zones, whereas housing structured as multi-family is limited to the R-2, R-3 and R-4 zones, and housing located above commercial is conditionally permitted in the C-2, C-3 and C-4 zones.

² Supportive Housing that meet specific criteria specified in Article 11 (commencing with Section 65650), within Chapter 3 of Division 1 of Title 7 of the Government Code are allowed by right. All other Supportive Housing not meeting the criteria specified in Government Code Article 11 Section 65650 are subject to a CUP.

³ Emergency shelters are also allowed in the Burbank Center Commercial Manufacturing Zone (BCCM) with a Conditional Use Permit.

Manufactured Housing/Mobile Homes

The Burbank Zoning Code defines manufactured housing as follows: "mobile home (Manufactured Home) means a dwelling unit built in a factory in one or more sections, transported over the highways to a permanent occupancy site, and installed on the site either with or without a permanent foundation." Pursuant to State law, manufactured housing is also permitted in all multiple family residential zones. The City has established design and location criteria for manufactured homes to protect neighborhood integrity and provide compatibility with surrounding uses. These criteria include:

- Homes must be manufactured after June 15, 1976 and must be manufactured to the specifications of the National Manufactured Housing Construction and Safety Standards Act of 1974.
- Homes must be installed on a permanent foundation system approved by the Building Official.
- Exterior siding must be provided as necessary to screen an otherwise non-enclosed under-floor area. Such siding must extend to within six inches of the ground surface on all sides of the home and must be made of a non-reflective material that simulates wood, stucco, or masonry.
- Roofing materials may not consist of continuously rolled metal roofing or any reflective roofing material.

Accessory Dwelling Units

Accessory dwelling units (also known as second units or "granny" flats) are attached or detached dwelling units that provide complete independent living facilities for one or more persons including permanent provisions for living, sleeping, cooking and sanitation. Accessory dwelling units (ADUs) can be a valuable addition to a community's housing stock, and can assist older homeowners to maintain independence, provide housing for extended family members, and be used as rentals to supplement the income of the primary householder. They are also a low impact way to add to the housing stock without using additional land or infrastructure.

The State legislature has passed a series of bills aimed at encouraging single-family homeowners to add ADUs to their property by requiring local jurisdictions to adopt regulations to facilitate their production and streamline their approval. The State passed legislation in 2017 and again in 2019 to further assist and support the development of ADUs, including "by right" approval for units less than 850 square feet for a one-bedroom and 1,000 square feet for a two-bedroom unit. These projects must be approved at the staff level to help streamline the permit process.

- In February 2020, the Burbank City Council adopted Ordinance 20-3,932 amending the Zoning Code to allow ADUs and Junior ADUs in all residential zones to be consistent with State laws. The Ordinance also established new development standards for both ADUs and Junior ADUs. Highlights of the ordinance include:
 - New definition for Junior ADUs;
 - Allowance for ADUs and Junior ADUs in all residential zones;
 - On-site parking requirements and allowed exceptions consistent with new State law;
 - Complete applications approved ministerially within a 60-day review period;
 - New detached accessory dwelling units shall not exceed 850 square feet, except for those with more than one bedroom, which shall not exceed 1,000;

- ADUs attached to the existing primary dwelling unit shall not exceed 50% of the main dwelling size, or 850 or 1,000 square feet based on number of bedrooms;
- Additional standards for setbacks, height and application review.

The guidelines, standards and application requirements for ADUs are provided on the City's website. The website also shows a map illustrating all properties within ½ mile from public transit. ADUs on these properties are not required to provide additional parking.

The City has been successful in facilitating the production of ADUs, having issued over 380 building permits for ADUs between 2017 and May 12, 2021, and an additional 200+ applications submitted in 2020 with building permits pending. Pursuant to AB 671, the Housing Element is now required to include a program to incentivize affordable ADU rentals. Burbank's Housing Element sets forth the following ADU incentives:

- Encourage architectural design firms to submit ADU plans that can be pre-approved and customizable at minimal cost to facilitate streamlined review and permitting
- Establish a set of pre-approved ADU plans that can be downloaded from the City's website
- Provide expedited development review for ADUs smaller than 500 square feet
- Reduce development processing fees from \$2,197 to \$1,638, and by up to 50% for ADUs that incorporate accessibility features

Community Care Facilities

Small community care facilities (those serving six or fewer clients) are allowed by right in all zones that allow residential uses subject to the same development standards and permit processing standards as other residential uses in those zones, pursuant to the California Lanterman Developmental Disabilities Services Act. Large community care facilities (seven or more residents) require a Conditional Use Permit (CUP) in the R-4, C-3 and C-4 zones, as is the case for similar uses of properties in these zones. The CUP establishes conditions to ensure compatibility of the use within the neighborhood context, and does not regulate the user or establish undue conditions that serve as a constraint. In their review of Burbank's Housing Element, the State Department of Housing and Community Development (HCD) has identified the City's exclusion of large community care facilities from lower density residential zone districts as a potential constraint on housing for persons with disabilities. To address this concern, the City has included a program in the Element to expand such facilities to all residential zone districts to ensure State law requirements related to fair housing and care facilities are met. Pursuant to State law, there is no distance separation requirement for community care facilities.

Transitional and Supportive Housing

Transitional housing is defined in the Burbank Zoning Code as:

"Buildings configured as rental developments, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined time, which shall be no less than six months." (*Health and Safety Code Section 50675.2(h)*)

Supportive housing is defined in the Burbank Zoning Code as:

"Permanent affordable housing with no limit on length of stay that is occupied by the target population as defined in Health and Safety Code Section 53260(d), and that is linked to on- or off-site services that assist the supportive housing resident in retaining the housing, improving his or

her health status, and maximizing his or her ability to live, and where possible, work in the community.” (*Health and Safety Code Section 50675.14(b)*)

Target population is defined in the Burbank Zoning Code as:

“Adults with low income having one or more disabilities, including mental illness, HIV or AIDS, substance abuse, or other chronic health conditions, or individuals eligible for services under the Lanterman Developmental Disabilities Services Act (Division 4.5 of the Welfare and Institutions Code, commencing with Section 4500) and may, among other populations, include families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, veterans, or homeless people.” (*Health and Safety Code Section 53260(d)*)

Consistent with applicable State law, the City has amended the Zoning Code to treat transitional and supportive housing as a residential use and only subject to those restrictions that apply to other residential uses of the same type in the same zone. For example, such housing structured as single-family is permitted in the R-1 and R-1-H zones, whereas transitional and supportive housing structured as multi-family is limited to the R-2, R-3 and R-4 zones, and such housing located above commercial is conditionally permitted in the C-2, C-3 and C-4 zones.

In addition, pursuant to AB 2162, the recent Zoning Code amendment includes provisions to allow supportive housing by-right in zones where multi-family and mixed uses are permitted, including non-residential zones permitting multi-family housing, if the proposed housing development meets specified criteria in Article 11 (commencing with Section 65650), within Chapter 3 of Division 1 of Title 7 of the Government Code. Supportive housing located within one-half mile of a public transit stop is exempt from on-site parking requirements.

Emergency Shelters and Low Barrier Navigation Centers

Emergency shelter is defined in the Burbank Zoning Code as:

“An establishment operated by an Emergency Shelter Provider that provides homeless people with immediate, short-term housing for no more than six months in a 12 month period, where no person is denied occupancy because of inability to pay.”

To facilitate the development of emergency housing and comply with State law (Senate Bill 2), the City amended the Zoning Code in 2011 to address emergency shelters. Emergency homeless shelters are designated as a permitted use in the M-2 zone and conditionally permitted in the M-1 and BCCM (Burbank Center Commercial Manufacturing) zones. The City further amended the Zoning Code in 2021 in compliance with AB 139 to limit the required parking for emergency shelters to staff working in the shelter, and not in excess of parking required for other residential or commercial uses within the same zone.

Many of Burbank’s industrial areas are characterized by light industrial, research and development, media related, and office uses. These zones are characterized by larger buildings and warehouses, many of which are suitable for conversion to a shelter, as well as numerous underutilized properties suitable for redevelopment. The availability of these buildings for adaptive reuse and the relatively lower property values in industrial areas would reduce the cost to establish an emergency shelter. The zoning map shows 99.3 acres of land zoned M-1, 481.9 acres M-2 and 122.4 acres BCCM. The industrial development standards are the least restrictive of all zones in the City, and are appropriate to facilitate emergency shelters.

Low Barrier Navigation Centers are defined as “a Housing First, low-barrier, service enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case

managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing." AB 101 requires cities to allow a Low Barrier Navigation Center development by right in areas zoned for mixed uses and nonresidential zones permitting multifamily uses if it meets specified requirements. The requirements of this bill are effective through the end of 2026, unless extended. If the City receives an application for these uses, the City will process them as required by State law. A program has been included in the Element to develop by-right procedures for processing low barrier navigation centers.

Single Room Occupancy (SRO)

The City defines SROs as:

"Housing composed of individual efficiency dwelling units, where each unit has a minimum floor area of 150 square feet and a maximum size of 500 square feet. To qualify as an SRO, no more than ten percent of the units may contain individual kitchens and bathrooms. Any unit not developed with individual kitchens and bathrooms must have access to common areas containing kitchen and bathroom facilities. SROs are not linked to any on-site or off-site services, including but not limited to life skills counseling, childcare, or job training and placement."

SROs are conditionally permitted in the R-3, R-4, C-2, C-3 and C-4 zones.

Farm Employee Housing

The Census identifies 30 Burbank residents employed in agriculture, forestry, fishing and hunting, and mining occupations, representing only 0.03 percent of the local labor force. Therefore, given the minimal number of farmworkers in the community, the City has not identified a need for specialized farmworker housing beyond overall programs for housing affordability.

Reasonable Accommodation

Both the federal Fair Housing Act and the California Fair Employment and Housing Act impose an affirmative duty on local governments to make reasonable accommodations in their zoning and other land use regulations when such accommodations may be necessary to afford disabled persons an equal opportunity to use a dwelling. For example, it may be a reasonable accommodation to allow covered ramps in the setbacks of properties to accommodate residents with mobility impairments. The City of Burbank allows homeowners to build ramps into single-family dwellings to allow first floor access for physically disabled residents. In both single family and multiple family zones, the Burbank Zoning Code allows such ramps to project into the required front and side yard setbacks eliminating the need to obtain a zoning variance. The City also provides \$7,500 grants to income-qualified households for accessibility improvements, such as ramps, widened doorways and lowered countertops.

The City has written Reasonable Accommodation Administrative Procedures (2014) to provide reasonable adjustments to its rules, policies, practices and procedures to enable residents with a disability or developers of housing for people with disabilities to have an equal opportunity to access housing in the City. A request for reasonable accommodation may be made by any person with a disability, his/her representative or a developer or provider of housing for the disabled when the application of a zoning law, building code provision or other land use regulation, policy or practice acts as a barrier to fair housing opportunities for the disabled. The ADA Office within the City of Burbank's Management Services Department engages residents in the interactive process under the Fair Employment and Housing Act (FEHA) and the Americans with Disabilities Act (ADA) upon referral from the Community Development Department of an individual requesting a reasonable accommodation. The ADA Coordinator engages the

resident in the FEHA/ADA interactive process and requests a qualified medical professional to complete the City's ADA Medical Provider Form. The ADA Medical Provider Form is used to establish a qualifying disability, provide functional limitation in relation to the disability, and provide a nexus between the request and the functional limitations. Upon receipt of the completed ADA Medical Provider Form, the ADA Office conducts a site visit to take measurements and ensure conditions of the site align with medical documentation. Upon completion of the site visit, the ADA Office works with the Community Development Department to determine whether the request can be reasonably accommodated. As stated in the City's Administrative Procedures, factors to be considered in making a determination regarding the reasonableness of any request for Reasonable Accommodation shall include, but are not limited to the following:

- The need for the requested accommodation or modification, including alternatives that may provide an equivalent level of benefit;
- Whether the requested modification would impose an undue financial or administrative burden on the City;
- Whether the requested modification would constitute a fundamental alteration of the City's general plan, applicable specific plan, zoning or subdivision program, or applicable housing program (i.e., Section 8 housing);
- Whether there are preferable and/or feasible alternatives to the requested accommodation that may provide an equivalent level of benefit; or
- Any other factor that may have a bearing on the request.

In their review of the City's Housing Element and Reasonable Accommodation Procedures, the State Department of Housing and Community Development (HCD) identified inconsistencies in the City's findings for denial and the following guidance provided by the Department of Housing and Urban Development (HUD) and Department of Justice (DOJ):

- For an accommodation to be denied, the requested accommodation must cause an undue financial and administrative burden or it would fundamentally alter the nature of the provider's operations

A program has been included in the Housing Element for the City to update its Reasonable Accommodation Procedures consistent with the guidance provided by HUD/DOJ.

For new construction and substantially rehabilitated housing, the City's building code requires new housing to comply with the federal Fair Housing Act, Title 24 of the State Building Code and American with Disabilities Act (ADA) which requires a specific percentage of accessible units and specific accessibility requirements. In addition, residential projects assisted using State or federal funds must comply with more stringent accessibility requirements, depending on the specific source of funds. To encourage accessory dwelling units to incorporate accessibility features, many of which are occupied by seniors, the Housing Element includes a program for the City to establish and promote a program to waive 50 percent of building permit and planning fees for accessory dwelling units that are ADA compliant.

Definition of a Family

The California courts have invalidated the following definition of "family" when included in Zoning Ordinances: (a) an individual, (b) two or more persons related by blood, marriage or adoption, or (c) a group of not more than a certain number of unrelated persons as a single housekeeping unit.

Court rulings state that defining a family does not serve any legitimate or useful objective or purpose recognized under the zoning and land planning powers of the city, and therefore violates rights of privacy under the California Constitution. In 2013, the City examined the current definition of family to determine if any modifications might be needed to ensure compliance with State and federal laws, to ensure that it is not discriminatory and to ensure consistency with the revised definitions and use allowances for various housing facility types. Following a review of the California Health and Safety Code, as well as related court cases, the City found that the existing definition is consistent with State law.

The City defines “family” as “a group of persons who maintain a single common household, but who otherwise are not a Community Care Facility as defined herein.” This definition of family is broad since it covers any group living arrangements. Community Care Facilities are defined separately in the Municipal Code and are therefore excluded from the definition of family.

Site Improvements

Burbank is a fully built-out community. All housing developments consist of infill projects in previously developed neighborhoods. These areas are fully improved with streets, alleys, sidewalks, and all public utility infrastructure. Depending upon a project’s location and age of surrounding development and infrastructure, a developer may be required to provide various upgrades to serve their project.

Often, developers are required to dedicate land to the City for the purpose of widening a street or alley to the standard width. The City’s standards are 20 feet for alleys, and typically 60 feet of right-of-way for local residential streets (including a 36-foot street and 12 to 15 feet on each side for parkway and sidewalk). However, the City Zoning Code allows the number of units to be calculated based on the lot size prior to any dedications. Most dedications are minimal; given the age of the City, most street rights-of-way are already at the standard width and no dedication is required. The most common types of dedications are two feet six inches from the rear of a property for the purpose of widening an alley, or corner dedications on corner lots for the purpose of increasing a corner radius. Such dedications have minimal to no effect on the design of a project and are not a constraint to housing development.

Although all parcels in Burbank have access to public utility infrastructure, in some cases the infrastructure is older and in need of replacement or insufficient to meet the needs of a particular project. Pursuant to General Plan Land Use Policy 2.3, new development is required to pay for their share of upgrading the utility infrastructure as needed to serve their project. This may include installing larger water mains, new water meters, new or larger sewer lines, and new electrical transformers, new transmission lines and/or substations. In addition, these infrastructure upgrades may include upgrades to traffic signals and other such improvements.

For larger projects requiring environmental review, developers are responsible for funding any infrastructure improvements that are required to mitigate project impacts that are not part of a capital improvement program covered by the development impact fees. Consistent with applicable State law, the City’s development fees will ensure that the developers pay the cost attributable to the increased demand for the affected public facilities reasonably related to the development project in order to refurbish the existing facilities to maintain the existing level of service and achieve an adopted level of service that is consistent with the City’s General Plan (California Government Code Section 66001(g)).

The additional costs associated with infrastructure upgrades are typically anticipated by developers and factored into the cost of a project from the beginning. Developers are made aware of the requirements and additional expenses early in the application process. These expenses are typical to all cities and do not pose an unwarranted constraint to housing development. Housing costs in Burbank are driven primarily by location, demand and market forces, and are not dictated by the number of improvements

that a developer is required to provide. For-profit developers will price their units as high as the market will bear regardless of the cost of constructing the project.

Development Fees

The City imposes processing fees as part of its responsibility to regulate development. The fees partially cover the actual costs required for processing and providing services and facilities. In addition, developers are required to pay development impact fees on a per-unit basis. These fees fund capital improvements related to fire, police, parks, and libraries and correlate the increased demands on these services that would result from the addition of new housing units to the community. Table 1-35 identifies planning and development fees for residential development. The City's inclusionary housing and density bonus ordinances provide for development impact fee waivers on affordable units and fee deferrals on market rate units until issuance of a certificate of occupancy. Recognizing that many residents and businesses were struggling financially due to the COVID-19 pandemic, the City did not adopt any fee increases or new fees in 2020, with the existing Fee Schedule adopted in June 2019 remaining in effect.

Table 1-35
Summary of Development Fees

Type of Request	Fee ¹
Variance	
Single-Family Residential	\$3,395.20
Multiple Family Residential	\$6,414.70
Pre-Development Review (Multi-family)	\$1,980
Development Review (Multi-family)	\$6,903.40
Conditional Use Permit	
Single-Family	\$3,640.50
Zone Map Amendment	\$10,255.40
Zone Text Amendment	\$12,502.70
General Plan Amendment	\$8,784.70
Subdivision Map	\$12,733.60
Additional per lot for Tentative Map	\$60.50
Parcel Map	\$5,108.40
Additional per lot for Parcel Map	\$60.50
Planned Development	\$8,241
Accessory Dwelling Unit Permit	\$2,197 ²
Hillside Development Permit	\$3,584.70
Reversion of Acreage	\$5,864.10
Administrative Use Permit for Condominium Conversion	\$2,870.80
Certificate of Compliance	\$1,087.90
Park Facilities Fee	\$150/bedroom
Development Impact Fees	
Transportation	\$0 for residential
Community Facilities:	
Single-family	\$2,854.05/unit
Multi-family	\$2,111.65/unit

Source: City of Burbank, 2020.

¹Amount includes both Planning and Public Works fees. ²ADU permit fee reduced to \$1,638 in 2021.

As a means of assessing the cost that fees contribute to development in Burbank, the City has calculated the total Building, Planning and Engineering fees associated with development of a prototypical apartment project consisting of 93 units, including 6 studio units, 41 one-bedrooms, 41 two-bedrooms, and 5 three-bedrooms. As indicated in Table I-36, development fees for this project run approximately \$11,900 per unit, with School District, Development Impact and Mechanical/Electrical/Plumbing Fees representing the highest cost fees. Based on an average construction cost of \$373,000/unit for a medium density (62 unit/acre) apartment project in Downtown Burbank,⁶ Burbank's development fees constitute just three percent of unit development costs.

**Table 1-36
Development Fees: Prototypical Multi-family Project¹**

Fee Type	Total Fee ²	Per Unit Fee
Development Review Permit	\$6,903	\$74
Planned Development Permit	\$8,241	\$89
Electrical, Plumbing, Mechanical Permits	\$156,872	\$1,687
Plan Check	\$39,207	\$422
Building Permit	\$57,550	\$618
Development Impact Fees (Parks, Library, Fire, Police)	\$200,508	\$2,156
Park Facility Development Fee	\$21,280	\$228
School District Fees (\$4.08/sf ft)	\$534,896	\$5,752
Sewer Facility Charge	\$62,031	\$667
Water Fees	\$19,959	\$215
Total Development Fees	\$1,107,447	\$11,905

Source: City of Burbank, 2021.

¹Fees based on Phase 1 of First Street Village Project. ²Amount includes both Planning and Public Works fees.

Development fees for single family development are based on development valuation. Development fees for a prototypical single- family development are approximately \$7,000. The single-family prototype is a 2,000 square foot two story home located in an R-1 neighborhood.

In summary, Burbank's planning and development fees do not serve as a constraint to the production housing. As noted above, housing costs in Burbank are driven by market forces and are not typically dependent on the cost of development. As such, application and development impact fees do not significantly increase the cost of housing. Furthermore, as an incentive for the provision of on-site affordable housing units, the City will be updating its inclusionary in-lieu fees to reflect full cost recovery, and offers deferral of development impact fees as an incentive through the density bonus ordinance. And pursuant to AB 641, the City allows developers of affordable housing projects with a minimum of 49 percent very low and low income units to defer payment of development fees until issuance of a certificate of occupancy.

Local Processing and Permit Procedures

The project evaluation and review process required by the Burbank Municipal Code contributes to the cost of housing incurred by developers. Different types of projects must go through different approval

⁶ Inclusionary Housing: Financial Evaluation, Keyser Marston Associates, Sept 2020.

processes with different time frames. The following section describes the review processes for single-family, multi-family and mixed use projects.

Single-family Homes

In January 2017, the City Council adopted new single-family development standards and design guidelines for all R-1 (Single-Family Residential) and R-1-H (Single-Family Residential Horsekeeping) zoned properties, including the Hillside area. The primary purpose of the regulations are to: a) address concerns with bulk and mass of single-family home additions and new construction, and b) provide options for architectural variety while maintaining neighborhood compatibility. The design guidelines (also referred to as neighborhood compatibility process) have been incorporated into discretionary approval processes for: 1) Hillside Development Permits; and for 2) Single-Family Special Development Permits (Non-Hillside), now required for homes larger than .35 Floor Area Ratio (FAR) to .40 FAR; additions over 500 square feet to existing homes with an FAR less than .40; or homes over 3,000 square feet. Instead of creating a separate design review board or process, the intent is to incorporate this staff-level neighborhood compatibility review into the Single-Family Special Development Permit and/or the Hillside Development Permit review process.

Projects requiring a Single-Family Special Development Permit have been taking on average anywhere from 12-16 months for the discretionary review, impacted in large part by staff shortages and, for a period of time, a learning curve from the newness of regulations. There are relatively few new single-family homes built in Burbank, and no single-family home sites, hillside or otherwise, are identified in the site inventory. All new single-family homes are individual custom homes built on single lots in otherwise developed neighborhoods.

Multi-family Development

The following outlines the steps in the Development Review (DR) process for multi-family residential projects:

- 1. Optional Pre-Development Review Application :** For medium to large scale multi-family projects (or mixed use residential projects, discussed below), applicants are provided the opportunity to submit a “Pre-DR” application for preliminary review by City staff, including all City departments/divisions involved in the subsequent development review process (including Building and Safety, Public Works, Burbank Water & Power, Fire Department, Parks and Recreation, and others as needed) to provide preliminary feedback and guidance before an application is filed and to discuss the application process. This saves time once the application is filed by addressing potential problems early in the process and avoiding later delays. As of fiscal year 2021-2022 the fee for a Pre-Development Review application is \$1,822. Moreover, this fee is credited toward the cost if a development review project is subsequently submitted.
- 2. Application Submittal and Review for Completeness:** Upon submittal of an application, plans, and fees, the application is reviewed for completeness within 30 days and the applicant is notified of any deficiencies in the application.
- 3. Project Review:** Once the application is deemed complete, the project is reviewed by various City departments as part of a regularly scheduled Interdepartmental Review Committee “IDRC” meeting. Planning staff then compiles written comments and conditions from the IDRC and provides to the applicant. Subsequent meetings directly with the applicant, project planner, and other City departments, as needed, are provided at the applicant or City staff’s request.

- 4. Community Meeting:** During the project review by City staff and prior to a final decision on a project, the City hosts the Development Review community meeting where all residents and property owners within a 1,000-foot radius of the site are invited to learn about the project, ask questions, and/or voice concerns or support for the project. A project sign is posted on the property in addition to the mailed notice, and the community meeting is open to all interested members of the public. The project applicant is required to attend this meeting and present their project to the public. As noted in the Burbank Municipal Code, the purpose of these meetings is to provide information to the public about the proposed project, receive comments and hear any concerns about the project, and allow the community to communicate directly with the applicant such that the applicant can be responsive to the community's concerns and make modifications to the project as appropriate.

Unless otherwise exempt from discretionary review pursuant to State law, all new proposed multifamily dwelling units are subject to the DR process, which includes the required community meeting. A community meeting is not required for non-discretionary projects. A community meeting is typically not held until staff has determined a project's substantial compliance with applicable zoning and development standards; as such, community meetings do not have a direct impact on approval certainty. Depending on the nature of the comments provided at a community meeting, a project applicant may make design modifications to their project while still progressing through the review process. Additionally, staff may dedicate additional time following the meeting in follow up with members of the public who are still seeking more information or have further concerns. Typically, the community meeting itself adds minimal time to the overall review timeline as the meeting occurs after a public notification period of 10 business days.

Following a community meeting and once an approval is granted for a staff-level DR project, a 15-day appeal period commences in which an appeal can be filed (BMC Section 10-1-1910 and Section 10-1-1907.2). If a project reviewed at the administrative/ staff level is appealed, additional time is necessary to prepare for a public hearing at the Planning Board level. If a decision of the Planning Board is appealed, an additional hearing is required where the City Council will make the final decision. The maximum number of public hearings that could result from a project reviewed at the administrative/staff level is two hearings. Project appeals are not a direct result of the community meeting process, as the appeal provision applies to all discretionary projects generally.

Additionally, the City adheres to the requirements of Senate Bill 35 for streamlined and ministerial approval process for qualifying projects if requested by the project applicant. A checklist and submittal requirements are available on the City's website through a Notice of Intent application. Projects that pursue and qualify for the streamlined review process will be subject to a more expedited process than non-SB 35 projects consistent with Government Code section 65913.4 and associated State streamlined ministerial approval process guidelines.

- 5. Director Decision:** Following the staff review and community meeting, the Community Development Director makes a decision to approve or require modifications to the multifamily project based upon the project's compliance with the Municipal Code and applicable project findings.

The multi-family review process is typically completed in 12-16 months and varies based on the complexity of the project. If the applicant submits a parcel or tract map application with the Development Review application, the two applications are processed together, saving time for the developer. Environmental review is also conducted simultaneously with application processing to further shorten processing time.

There is no formal design review or architectural review process for multi-family residential projects and no public hearing required unless the Community Development Director's decision is appealed. The Director may require design changes to a multi-family project in order for the project to be more compatible with the surrounding neighborhood. Typically, a project application is approved subject to making the required changes, which avoids delays in the approval process. These design changes are typically minor and are completed by the applicant between Development Review approval and plan check submittal.

Three key factors will provide for shortened processing times for multi-family projects in the future. First, the Planning Division is in the process of hiring additional Planning staff that will aid in dispersing the current planning case load. Additionally, the Planning Division's caseload for discretionary projects substantially increased in 2017 when development standards for the R-1, single-family residential zones were updated. This update required many single-family projects to go through a discretionary review process where it wasn't previously required, further constraining already limited staff resources. In March 2022, the City Council adopted updates to the single-family zoning standards to allow more by-right review of remodels, additions, and some new single-family construction. These updated regulations are expected to result in an approximately 40 percent reduction in single-family discretionary projects under review in the City. The decrease in single-family discretionary projects, in combination with adding more staff, will allow City staff to process other entitlements, including multi-family Development Review, more quickly.

Second, the City will be updating and simplifying its multi-family development standards to improve ease of use and enhance development feasibility (refer to Housing Element Program #17). Currently, DR review typically requires multiple rounds of revisions as staff works with the project applicant to meet zoning standards. Providing greater clarity through an update to objective development standards for new multi-family projects will help reduce the extent of back-and-forth required, leading to shorter review times.

Third, the City will be updating and streamlining the current project appeals process as established in the Burbank Municipal Code. Revisions for City Council consideration will include:

- Ending the appeal of housing decisions made by the Community Development Director on housing projects at the Planning Board, by making them the final decision-making body and not eligible for appeal to the City Council.
- Updating the appeal application form to specify that appellants need to clearly identify the findings/criteria that are the basis of the appeal, making it mandatory for an appellant to specify the applicable Code sections and reasons for the appeal.
- Adding standard language to public notices and agendas to require that the issues raised by an appellant during the hearing are limited to only those topics that are specified in the appeal form.

Mixed Use Projects

For mixed use projects in commercial areas, a Conditional Use Permit is currently required in addition to Development Review. The application process is generally the same, except that a public hearing is required before the Planning Board, who then makes the decision to approve or deny the project. The Conditional Use Permit process is typically completed in 12-16 months. The Planning Board must make the typical Conditional Use Permit findings that the proposed project would be compatible with surrounding uses and would not have a detrimental impact on surrounding properties. The community meeting process described above is the same for a mixed use project.

Some mixed use projects choose to go through the Planned Development process to provide additional flexibility in development standards and address unique aspects of a particular project. The application process for a Planned Development is generally the same as that for a Conditional Use Permit, except that two public hearings are required, one with the Planning Board and one with the City Council. The Planning Board serves as a recommending body, and the City Council makes the final decision to approve or deny the project. Since projects using the Planned Development process are typically larger and more complex, the Planned Development application process is typically completed in 3 to 4 years. A Planned Development is a legislative action that creates unique zoning for a particular property.

The majority of future mixed use development will occur within the Downtown TOD, Golden State, and Media District specific plans. These plans will establish clear and objective development standards that create greater certainty for developers. The Housing Element provides program goals that seek to facilitate more affordable and workforce housing by adopting Specific Plans that allow housing developments of up to 100 units that comply with applicable City Density Bonus and Inclusionary Housing regulations and the objective development standards to be considered for by-right approval without the need for further discretionary review including a Conditional Use Permit or Planned Development permit request. Projects greater than 100 units would still be required to go through a discretionary review process and developers would still have the option of City approval of a Planned Development to address the unique aspects of a project.

Building Code

The City has adopted the 2019 edition of the California Building Standards Code (California Code of Regulations, Title 24) which establishes minimum construction standards necessary to protect the public health, safety and welfare. Adoption of the Code is required of all jurisdictions in California and went into effect January 1, 2020.

Certain areas in Burbank are characterized by steep hillsides, heavy vegetation and narrow streets. These geographical and topographical conditions, combined with the City's climate, exacerbate the potential for fires and other hazards to persons and property. Additionally, the City lies within an earthquake zone, and specific design and construction approaches are required to safeguard persons and structures from hazards from earthquakes. Amendments to the City's building codes (as indicated in Title 9, Division 1 of the Municipal Code) provide a higher level of safety for the public during and immediately after a major earthquake. Specifically some of the amendments adopted by the City are designed to prevent fires, girder/roof collapse, collapse from excessive deflections, failure of shear walls, chimney failure, and structural damage to design elements, diaphragms, and concrete footings. Certain other amendments related to building materials and specifications are required due to the fact that the City is highly urbanized, has dense residential areas, and in some areas has smaller residential lots ranging in size from 2,500 to 6,000 square feet.

Market Constraints

Market constraints and other non-governmental constraints to the provision of housing are primarily economy-driven and generally outside direct City control. Analyzing and understanding these non-governmental constraints enables the City to influence and offset their negative impacts through responsive programs and policies.

Price of Land

The availability and price of land represents a significant market constraint to housing production throughout most of Southern California. In a built-out city like Burbank, developers not only acquire the site but typically must also demolish older structures or invest in bringing an older development up to current housing standards. High land costs in Burbank are a result of the desirability of the community as a residential area and the scarcity of available land. Due to the lack of vacant land, future residential development rests upon the recycling of existing developed areas, thereby adding costs for demolition of existing structures and site clean-up to the already high cost of the land.

Based on a survey of sales of multi-family zoned land in Burbank, property acquisition costs average around \$140 per square foot, equating to over \$6 million for a one acre parcel.⁷ Assuming development at the City's maximum R-4 density of 43 units/acre, land costs would contribute over \$140,000 per unit. While Burbank cannot control costs driven by market conditions, it can continue to offer increased densities and reduced parking requirements, such as within the proposed Downtown Burbank Transit Oriented Development (TOD) Specific Plan and proposed Golden State Specific Plan areas, to effectively reduce the per unit cost of land.

Cost of Construction

In addition to land and site development costs, a major cost associated with the development of housing is the cost of building materials, which have increased faster than the rise in inflation in recent years. Over the past three years (2017-2020), the cost of raw materials (lumber, concrete, steel, etc.) have increased by 20 percent, compared to a 7.5 percent rise in inflation. This particularly impacts the cost of high-density construction, including costly non-combustible steel-frame construction materials. Labor costs have also risen dramatically, and are compounded by a shortage of qualified construction workers.

A reduction in amenities and the quality of building materials (above a minimum acceptability for health, safety, and adequate performance) can result in lower development costs. As part of the City's inclusionary housing and density bonus programs, the City allows for affordable units to be smaller in size (maintaining the same number of bedrooms) and have different features and interior finishes than market rate units, provided all project units are comparable in construction quality and exterior design. Another factor related to construction costs is the number of units built at one time. As that number increases, overall costs generally decrease as builders are able to take advantage of the benefits of economies of scale.

Availability of Financing

The availability of financing affects a person's ability to purchase or improve a home, and the cost of borrowing money for residential development is incorporated directly into the sales price or rent. Interest

⁷ *Inclusionary Housing: Financial Evaluation*, Keyser Marston Associates, Sept 2020.

rates are determined by national policies and economic conditions, and there is very little a local government can do to affect these rates.

The availability of financing in a community depends on a number of factors, including the type of lending institutions active in the community, lending practices, rates and fees charged, laws and regulations governing financial institutions, and equal access to those institutions. Through analysis of Home Mortgage Disclosure Act (HMDA) data on the disposition of residential loan applications, an assessment can be made of the availability of residential financing within a community. Table 1-37 summarizes HMDA data for both Burbank and Los Angeles County, providing information on the approval status of all home purchase, refinance and home improvement applications during 2019.

- Of the total 759 completed applications for home purchase loans in Burbank, 92 percent were approved and 8 percent were denied, exceeding the 87 percent approval rate County-wide. Review of mortgage loan denial rates by Burbank's census tracts does not identify any tract with denial rates ten points or above the 8 percent citywide average.
- The volume of applications for refinance loans in Burbank was nearly triple that of home purchase loans, with 85 percent of the total 2,133 applications receiving approval and 15 percent denied. This approval rate is significantly higher than the regional average of 73 percent approvals.
- The number of applications for home improvement loans in Burbank was 468, with 64 percent of applicants receiving approval and 36 percent being denied, a higher denial rate than County-wide. Home improvement loans typically have higher denial rates because homeowners may already have high debt-to-income ratios on their home mortgage or refinance loans.

Table 1-37
Status of Home Purchase and Home Improvement Loans

Loan Type	Completed Loan Applications	Loans Approved		Loans Denied	
		Burbank	L.A. County	Burbank	L.A. County
Conventional Home Purchase Loans					
# Applications	759	695		64	
% Approval/Denial		92%	87%	8%	13%
Refinancing					
# Applications	2,133	1,806		327	
% Approval/Denial		85%	73%	15%	27%
Home Improvement Loans					
# Applications	468	301		167	
% Approval/Denial		64%	69%	36%	31%

Source: Home Mortgage Disclosure Act Data, 2019. Compiled by Karen Warner Associates.

Note: Approved loans include: loans originated and applications approved but not accepted. Denial rate based on applications that went through complete underwriting process, and exclude applications withdrawn or files closed for incompleteness.

Requests to Develop at Densities Below Those Permitted

New State Housing Element law now requires the non-governmental constraints analysis to evaluate developer requests to build at densities below the density identified in the Housing Element sites inventory. Table 1-38 below presents the developed densities in recent multi-family and mixed use projects in the City. As illustrated by this table, the City has approved and the market supports projects at the upper end of the density range, with many recent projects taking advantage of density bonus incentives.

Table 1-38
Comparison of Zoned and Built Densities

Project	Zoning	# Units	Acreage	Permitted Density	Built Density	Density Bonus
La Terra	PD	573	7.08	87 du/acre	81 du/acre	No
First Street Village	PD	275	2.99	87 du/acre	94 du/acre	Yes
624-628 S. San Fernando	BCC-3	42	0.71	43 du/acre	59 du/acre	Yes
601 E. Cedar Avenue Apts	R-4	46	0.799	43 du/acre	56 du/acre	Yes
Naomi Apartments	R-4	8	0.31	27 du/acre	25 du/acre	No

Source: Burbank Community Development Department, Planning Division, March 2021.

Length of Time between Application Approval and Building Permit Issuance

New Housing Element law now also requires an examination of the length of time between receiving approval for a housing development and submittal of an application for building permits. The time between application approval and building permit issuance is influenced by a number of factors, including: required technical or engineering studies; completion of construction drawings and detailed site and landscape design; securing construction and permanent financing; and retention of a building contractor and subcontractors. On the City's side, staffing levels can impact the timing of building permit issuance, and particularly during Burbank's transition to online-only review processes during the COVID-19 pandemic, the learning curve resulted in longer review processes. The City intends to continue with on-line project reviews when City Hall reopens, which ultimately will lead to more efficient and quicker reviews. The City's Planning Division has been authorized to hire additional Planning staff to assist with application processing.

On March 4, 2020, Governor Newsom proclaimed a state of emergency due to COVID-19. The Legislature observed that the pandemic slowed the processing of approvals, permits, and entitlements for housing development projects, resulting in the premature expiration of some entitlements. AB 1561, effective January 1, 2020 finds, "A uniform statewide entitlement extension measure is necessary to avoid the significant statewide cost and allocation of local government staff resources associated with addressing individual permit extensions on a case-by-case basis." Under this legislation, any housing entitlement that would expire between March 4, 2020 and December 31, 2021 is to be extended by 18 months.

Environmental and Infrastructure Constraints

Burbank is exposed to various environmental hazards, but none that would substantially constrain the development of affordable residential units. Similarly, infrastructure issues do not pose a major constraint to new housing development in the City.

Seismic and Geologic Hazards

The City's geology and close proximity to the Verdugo fault, Hollywood fault, Griffith fault, Sierra Madre fault, as well as other active regional faults, such as the San Andreas fault potentially expose residents to various seismic hazards. These include ground shaking, liquefaction, and landsliding.⁸ Much of Burbank, particularly areas west of the Golden State Freeway (I-5), is subject to liquefaction. However, if groundwater continues to be extracted in the upper Los Angeles River area and annual rainfall remains at normal levels, groundwater levels are expected to remain deeper than 50 feet. Factors contributing to landslide potential are steep slopes, unstable terrain, and proximity to earthquake faults. Landslides and mudslides are limited to properties at the base of undeveloped or unimproved slopes in the Verdugo Mountains, north of Sunset Canyon Drive.

Seismic hazards are reduced through implementation of comprehensive hazard-mitigation programs, such as the City's Hazard Mitigation Plan (2011), the *Burbank2035* General Plan Safety Element, and Municipal Code requirements regarding geologic and seismic hazards. The City has also established Hillside development standards to protect the public health and safety with regard to slope stability and to ensure that buildings are located in the most geologically stable portions of the hillside or ridgeline. The Municipal Code requires a structural analysis, inspection, and compliance with the California Building Code (CBC) for all residential buildings.⁹ Compliance with City building and seismic code requirements, which follow guidance from the National Earthquake Hazards Reduction Program (NEHRP), reduce geologic and seismic hazard risk to acceptable levels.

Flood Hazards

Portions of Burbank are designated as 100-year and 500-year flood zones. These areas are primarily located along the Lockheed Channel and the Burbank Western Channel.¹⁰ To ensure against damage to existing development in these areas, the City participates in the Federal Emergency Management Agency's Flood Insurance Program. In addition, Municipal Code standards prohibit new development from increasing flood hazards.

Wildfire Hazards

According to the California Department of Forestry and Fire Protection (CalFire), the northeastern portion along and in the Verdugo Mountains is in a Very High Fire Hazard Severity Zone and the historical record indicates that wildfire risk in and around the City is high.¹¹ The most recent fire to impact Burbank was the

⁸ California Department of Conservation. n.d. Fault Activity Map of California. <https://maps.conservation.ca.gov/cgs/fam/>

⁹ Burbank, City of. Municipal Code. Accessed March 2021.

https://www.codepublishing.com/search/?cmd=getdoc&DocId=423&Index=%2fvar%2flib%2fdtsearch%2fhtml%2fCA%2fBurban&HitCount=2&hits=f097+10127+&SearchForm=D%3A%5Cinetpub%5Cwwwroot%5Cpublic_html%5CCA%5CBurbank%5CBurbank_form.html

¹⁰ FEMA. Accessed February 2021. <https://msc.fema.gov/portal/search#searchresultsanchor>

¹¹ California Department of Technology. California Fire Hazard Severity Zone Viewer. 2020.

<https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414>

La Tuna Fire, which started September 1, 2017. It burned approximately 7,194 acres and 10 structures in the Verdugo Mountains; spanning Burbank, Glendale, and Sunland-Tujunga neighborhood.¹²

Because the City has prohibited further subdivision of land in the hillside areas of the Verdugo Mountains, future development in the hillside areas is limited to infill development on existing lots in established neighborhoods. In addition, current mitigation in place for the City includes: upgrades to fire access roads to Verdugo Mountains; increased awareness of fire safety to residents in the Very High Fire Hazard Severity Zone; provision of periodic brush clearance around communication towers; identification of procedures and evacuation routes; development of financial assistance programs; and implementation of fuel reduction/management, including demonstration projects in the Fire Hazard Severity Zone.

Airport Safety

The Safety Element (Chapter 7) of the *Burbank2035* General Plan discusses potential air crash hazards associated with Hollywood Burbank Airport. Policies to reduce impacts include requiring the City to maintain consistency with the Los Angeles County Airport Land Use Plan, procedures for aircraft related emergencies, and coordination of disaster response with the Hollywood Burbank Airport Fire Department. The City also ensures that land uses, densities, and building heights within Airport Land Use Compatibility Zones are compatible with safe operation of Hollywood Burbank Airport. Los Angeles County Airport Land Use guidelines do not allow residences in Runway Protection Zones (RPZ) and regulation of building heights along the Approach Surface.¹³ The RPZ's for the Hollywood Burbank Airport are located at the north, east, south, and west outer edges of the airport.

Airport Noise

The Hollywood Burbank Airport is also a source of noise in portions of the City. Major airport noises include the take off and landings generally from runway locations. General aviation jet aircrafts are to use the National Business Aircraft Association's noise abatement procedures. Additionally, the Airport implemented a Residential Acoustical Treatment Program (RATP) that insulates qualified residential units in Burbank.¹⁴ The City will continue to register noise complaints with the airport's Noise Abatement Office to ensure awareness of noise problems.

Infrastructure

Deficient water, sewer, storm drain, and solid waste infrastructure could also pose constraints to development. Senate Bill 1087, effective January 2006, requires water and sewer providers to grant priority for service allocations to proposed developments that include residences affordable to lower income households. Pursuant to these statutes, upon adoption of this Housing Element, the Community Development Department will immediately deliver the document to Burbank Water and Power, along with a summary of the regional housing needs allocation.

Burbank Water and Power provides both water and energy service in Burbank. In accordance with State mandates, Burbank Water and Power has developed an Urban Water Management Plan (UWMP), which is updated every five years. Based on current projections in the UWMP, water supply would meet

¹² Wildfires in Los Angeles County - Los Angeles Almanac. <http://www.laalmanac.com/fire/fi07.php>

¹³ LA County. Airport Land Use Commission Comprehensive Lan Use Plan. 2004.

https://planning.lacounty.gov/assets/upl/data/pd_alup.pdf

¹⁴ Hollywood Burbank Airport. Noise Rules Summary. Accessed March 2021. <https://hollywoodburbankairport.com/noise-environment/noise-rules-summary/>

consumption demands.¹⁵ However, as necessary, the Burbank City Council may choose to implement ordinances to ensure no increase in projected water demands occur.¹⁶

The Burbank Water Reclamation Plant provides wastewater treatment for the City. A 2006 study determined that the wastewater system is adequate and that the City should focus on pipeline capacity improvements. A Sanitary Sewer Management Plan has been prepared and updated in July of 2020 as an assessment of reliability and system conditions and includes a Sanitary Sewer Overflow Emergency Response Plan.¹⁷ As necessary, individual residential developers may need to pay their fair share of development fees and/or implement improvements to local wastewater conveyance infrastructure.

Burbank Solid Waste Collection is responsible for serving all single-family residential units, 60% of the multi-family residential units in the City and 10% of all commercial/industrial customers in the City. The City owns and operates the Burbank Landfill, which has an expected closure date of 2150. The City currently sends its residential waste to multiple landfills and is not exclusively dependent on the City's landfill.

With respect to stormwater infrastructure, new development would be required to comply with National Pollutant Discharge Elimination System (NPDES) requirement, which prohibit peak hour increase in stormwater runoff. In addition, the city has a Municipal Storm Water and Urban Runoff Discharges Manual and Low Impact Development Standards Manual to identify Best Management Practices (BMP) for construction and Standard Urban Storm Water Mitigation Plan Requirements.¹⁸

The Environmental Impact Report which analyzed the Housing Element update found that adequate infrastructure and public service capacity are available to serve the projected residential development allowed under the Element. No specific parcels during the 2021-2029 planning horizon are constrained by infrastructure availability and all sites identified in the sites inventory can be served by existing and planned infrastructure.

¹⁵ City of Burbank. 2015. Burbank Water and Power (BWP) 2015 Urban Water Management Plan. <https://www.burbankca.gov/Home>ShowDocument?id=35747>

¹⁶ City of Burbank. 2015. Burbank Water and Power (BWP) 2015 Urban Water Management Plan. <https://www.burbankca.gov/Home>ShowDocument?id=35747>

¹⁷ City of Burbank. Sewer Maintenance and Emergency Overflows. Accessed February 2021. <https://www.burbankca.gov/departments/public-works/water-reclamation-and-sewer/sewer-maintenance-emergency-overflows>

¹⁸ City of Burbank. 2015. Municipal Storm Water and Urban Runoff Discharges Manual and Low Impact Development Standards Manual <https://www.burbankca.gov/home/showpublisheddocument?id=35261>

HOUSING RESOURCES

This section describes and analyzes resources available for the development, rehabilitation and preservation of housing in Burbank. This includes the availability of land resources, financial resources available to support the provision of affordable housing, administrative resources available to assist in implementing the City's housing programs, and resources for energy conservation.

Availability of Sites for Housing

A major component of the Housing Element is the identification of sites for future housing development and evaluation of the adequacy of these sites for fulfilling the City's fair share of regional housing needs, which is based on the SCAG Regional Housing Needs Assessment (RHNA). Because Burbank is a built-out community with few remaining vacant residential sites, the City plans to accommodate the level of housing growth for the City by using a combination of the methods listed below, which are further described in the following narrative:

- Pending and entitled residential projects with occupancy post June 30, 2021
- Housing Opportunity sites in the Downtown TOD Specific Plan and Golden State Specific Plan
- Accessory dwelling units
- Rehabilitation of market rate rental units and providing as long-term affordable housing using the City's committed assistance

Table 1-39 is a summary of the residential unit potential from the above methods and provides a comparison with Burbank's 2021-2029 RHNA.

Table 1-39
Summary of Potential Housing Units

Areas/Projects	Total Net Units	Income Distribution			
		Very Low	Low	Moderate	Above Moderate
2021 – 2029 RHNA Targets	8,772	2,553	1,418	1,409	3,392
Projects with Entitlements	1,845	91	6	83	1,665
Projects Pending Entitlement	490	27	138	29	296
Opportunity Sites (Zoning in place)	3,624	1,995	1,072	280	277
Accessory Dwelling Units (ADUs)	1,600	384	704	32	480
Committed Assistance	10	10	--	--	--
Site Capacity with Zoning in Place	7,569	4,427		424	2,718
RHNA Surplus/(Shortfall)	(1,203)	456		(985)	(674)
Rezone Sites (Increase of units from proposed Specific Plans)					
Downtown TOD sites	627	321		--	306
Golden State Specific Plan sites	1,815	745		535	535
Total Rezone Sites	2,442	1,066		535	841
Total Site Capacity	10,011	5,493		959	3,559

As shown in Table 1-39, the City has a total capacity for 7,569 units on sites with zoning in place, reflecting a shortfall in 1,203 units needed to address the RHNA. To accommodate this shortfall, the Housing Element includes a housing program to amend the General Plan and adopt the Downtown Transit-Oriented-Development Specific Plan (Downtown TOD), the Golden State Specific Plan (GSSP), and the Media District Specific Plan (does not currently include any potential opportunity sites). The adoption of these Specific Plans will provide the necessary zoning, development standards, and processing procedures to facilitate the production of housing required to accommodate the City's housing needs for all income levels during the Housing Element 2021-2029 planning period.

In terms of evaluating the adequacy of these sites to address the affordability targets established by the RHNA, Housing Element statutes provide for the use of "default densities" to assess affordability. Based on its population and location within Los Angeles County, Burbank falls within the default density of at least 30 units per acre for providing sites affordable to very low-and low-income households; sites suitable for moderate density households can be provided on sites zoned for at least 16 units per acre. The City has used these default density thresholds as a guide in allocating its sites inventory by income category, as presented in Table 1-39.

Projects in Process

Several large residential projects in various stage of entitlement will contribute towards addressing Burbank's housing needs. Projects under construction with occupancy projected to occur prior to June 30, 2021 are discussed in the Evaluation of Accomplishments Under the Current Housing Element (**Appendix C**). Only those projects with occupancy in the 2021-2029 planning cycle are credited towards the sites inventory, as presented in Table 1-40. Of the total 2,335 net units anticipated, 118 will be deed restricted for very low income households, 144 for low income, and 112 for moderate income households. The affordability of these units was determined based on requirements under the City's Inclusionary Housing Ordinance, Density Bonus provisions, Planned Development permits and SB 35 streamlined processing. Exhibit 1-4 shows the location of these entitled and pending projects.

The following provides a brief description of several of Burbank's larger projects:

- **La Terra (777 First Street)** is a mixed use project in downtown Burbank consisting of 573 apartment units, a 307-room hotel, and 1,067 square feet of ground floor retail space on a vacant 7-acre site. Twelve percent (69 units) of the apartments will be restricted as affordable to moderate income households as required under the Planned Development permit.
- **First Street Village (315 N. First Street)** will combine 16 separate parcels on three blocks in downtown Burbank to develop 275 apartment units, a combined total of up to 21,265 square feet of ground floor retail/restaurant, and subterranean parking garages. Five percent of the apartments (14 units) will be restricted to moderate income households as required under the Planned Development permit.
- **624-628 San Fernando Boulevard** is a mixed 42-unit apartment and commercial project. The project will provide four very low-income units in exchange for a 35% density bonus, with one additional low-income unit being provided pursuant the City's inclusionary housing ordinance.
- **Premier on First (103 E. Verdugo)** proposes to construct 154 new multi-family rental units, retail, restaurants, and either a hotel or office building on a 1.1-acre site in the downtown. The most recent proposal was for 154 units, with a 22.5% density bonus and 24 lower income units.
- **Former Fry's Electronics site (2311 N. Hollywood Way)** has received entitlements for a new mixed use development on an approximately 10.43-acre site. The project site currently includes the

recently closed Fry's Electronics Store. The project includes 151,800 square feet of office uses, 9,700 square feet of commercial uses, and 862 residential units – including 80 very low income being provided as part of a density bonus.

- **Bob Hope Center (3201 W. Olive)** is a proposed mixed use project consisting of ground floor retail and 123 residential units on an approximately 1.41 acre site in the Media District Specific Plan area. The project will include 15% very low income units, and is requesting a 50 percent State Density Bonus.
- **3700 Riverside Drive** will provide 49 condominium ownership units, four of which will be affordable to very low income households as part of a density bonus agreement.
- **2814 W. Empire Avenue** proposes redevelopment of an existing restaurant in the Golden State Specific Plan with 148 units of 100% affordable housing. The applicant has applied for a SB 35 streamlining process as well as a preliminary application seeking vested rights pursuant to SB 330, Housing Crisis Act of 2019. Additionally, the applicant is seeking a density bonus (to allow 98 additional units – which are included in the total 148 units) along with other concessions and waivers.

Table 1-40
Projects with Entitlements or Pending Entitlements
(Occupancy Post June 30, 2021)

Project Name	Total Units	Net Units	Income Distribution			
			Very Low	Low	Moderate	Above Moderate
Entitled Projects (1,845 net units)						
Former Fry's Electronic Site	862	862	80			782
La Terra	573	573			69	504
First Street Village	275	275			14	261
3700 Riverside Drive	49	49	4			45
610-615 E. Cedar Avenue	46	32	3	5		24
624-628 San Fernando Blvd	42	42	4	1		37
Naomi Apartments	8	6				6
530 E. San Jose Avenue	4	2				2
565 E. Cypress Avenue	3	2				2
214 N. Orchard Drive	2	2				2
Projects with Pending Entitlements (490 net units)						
Premier on First (Site #1)	77	77	4	8		65
Premier on First (Site #2)	77	77	4	8		65
Bob Hope Center	123	123	13			110
4100 Riverside Drive	44	44	3	4		37
529-537 E. Palm Avenue	24	19	3			16
2720 Thornton Avenue	4	2				2
2814 W. Empire Avenue	148	148		118	29	1
Total Net Units	2,361	2,335	118	144	112	1,961

Source: Burbank Community Development Department, July 2022.

Status for Projects Pending Entitlement:

Premier on First (Sites 1 & 2): Developer working with staff to refine project to incorporate State density bonus.

Bob Hope Center: In July 2022, property owners submitted a density bonus application for development of 144 units, including 15 units designated as affordable to very low income households.

4100 Riverside Drive: Applicant working with staff to determine project scope to move forward with applicable entitlements.

529-537 E. Palm Avenue: Applicant working with staff to complete entitlement review process. Plan check review expected Q1 2022.

2720 Thornton Avenue: Project submitted for plan check in April 2022.

2814 W. Empire. Applicant submitted SB330 Preliminary Application and SB35 Notice of Intent to the City in June 2021. SB 35 Notice of Intent has been deemed complete pending completion of tribal agreement.

Exhibit 1-4
Projects with Entitlements or Pending Entitlements

Approved Projects

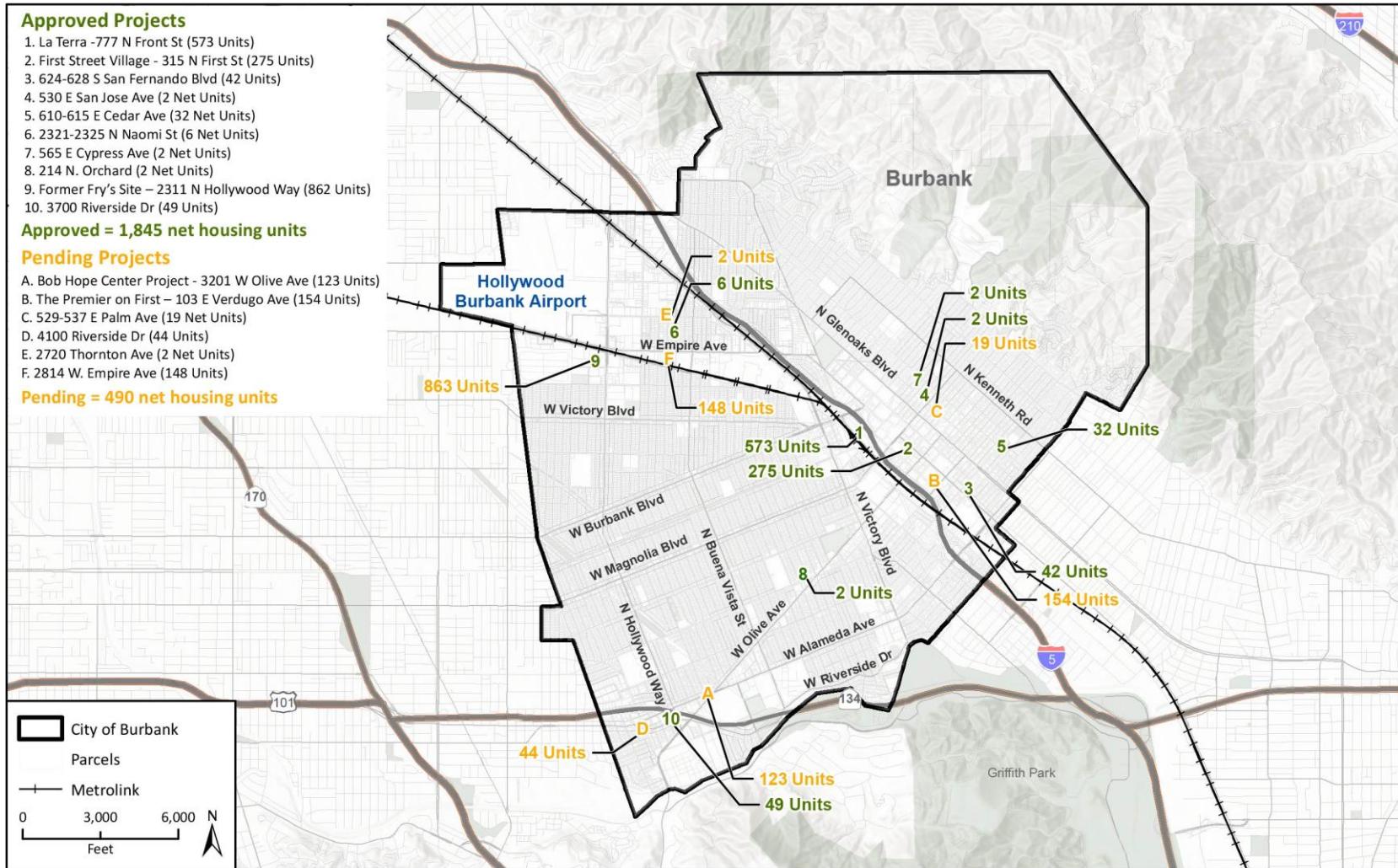
1. La Terra - 777 N Front St (573 Units)
2. First Street Village - 315 N First St (275 Units)
3. 624-628 S San Fernando Blvd (42 Units)
4. 530 E San Jose Ave (2 Net Units)
5. 610-615 E Cedar Ave (32 Net Units)
6. 2321-2325 N Naomi St (6 Net Units)
7. 565 E Cypress Ave (2 Net Units)
8. 214 N. Orchard (2 Net Units)
9. Former Fry's Site – 2311 N Hollywood Way (862 Units)
10. 3700 Riverside Dr (49 Units)

Approved = 1,845 net housing units

Pending Projects

- A. Bob Hope Center Project - 3201 W Olive Ave (123 Units)
- B. The Premier on First – 103 E Verdugo Ave (154 Units)
- C. 529-537 E Palm Ave (19 Net Units)
- D. 4100 Riverside Dr (44 Units)
- E. 2720 Thornton Ave (2 Net Units)
- F. 2814 W. Empire Ave (148 Units)

Pending = 490 net housing units



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Fig 2-4 Entitled Project Locations

Housing Opportunity Sites

The City has identified nineteen (19) opportunity sites that have the greatest potential to accommodate the RHNA housing growth allocated for Burbank. As presented in Table 1-41, twelve (12) of the opportunity sites are located in the proposed Downtown TOD Specific Plan area and seven (7) sites are located in the proposed Golden State Specific Plan (GSSP) area. The locations of these sites are shown in Exhibit 1-5. The Housing Element update has been developed in coordination with the preparation of the proposed Specific Plans, which are scheduled for adoption in 2022 after the Housing Element update is adopted.

These opportunity sites were selected based on a combination of: property owner and/or developer interest in acquiring and assembling underdeveloped parcels into larger development sites; underutilization of the site; economic obsolescence of the existing use; adequacy of infrastructure; and site proximity to various resources. These resources include proximity to transit, grocery stores, medical facilities, jobs, and open space. The sites selected for inclusion in the Housing Element were those most suitable for residential development during the 2021-2029 planning period; other sites within these Specific Plans that were more suitable for commercial use or where factors didn't support redevelopment within the eight year planning period were not included in the Sites Inventory. Within the Golden State Specific Plan, seven housing opportunity sites have been included in the Housing Element with a realistic capacity of 2,651 housing units, in comparison to the total 4,153 units and 2.1 million square feet of commercial provided for under the draft Plan. In the Downtown TOD Specific Plan, the Housing Element includes twelve housing opportunity sites from the specific plan area with a realistic capacity of 3,415 units, in comparison to the 5,656 units and 4 million square feet of commercial provided for under the draft Plan. Each of the Specific Plans have calculated development potential based on the realistic conditions that housing is more likely than commercial space to be built on the identified mixed-use opportunity sites, as supported by the Downtown TOD and GSSP market studies and recent development projects such as the Fry's site mixed-use development and numerous other examples presented in Table I-42. And while the majority of Burbank's mixed use projects are developed with residential as the primary use and commercial as an ancillary use, the City's Zoning Code calculates residential density and commercial FAR independent of each other so that the inclusion of commercial does not diminish a site's residential capacity.

The opportunity sites also promote a key City goal to address Burbank's significant jobs-to-housing imbalance, exacerbated in recent years by rapid employment growth and limited new housing production. Recognizing the need for housing affordable to Burbank's workforce, the City Council in 2019 set a goal to facilitate the building of 12,000 residential units by 2035. Much of this housing growth will be focused in the Downtown TOD and GSSP Specific Plan areas near the City's major employment and transit hubs.

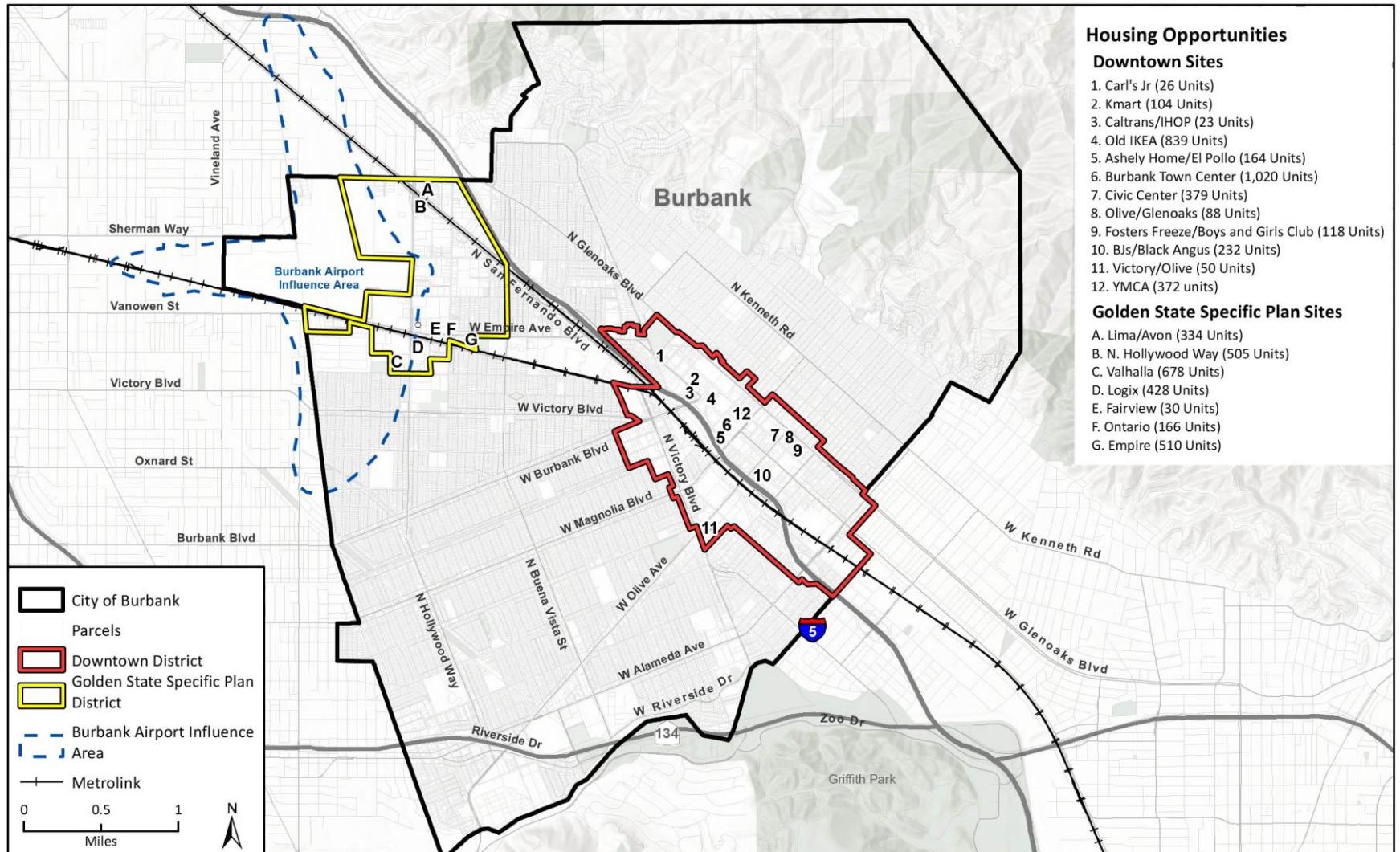
Table 1-41
Potential Housing Units on Opportunity Sites
Current General Plan and Proposed Specific Plan Rezone

Housing Opportunity Sites	General Plan Land Use	Acres	Realistic Development Capacity	Current General Plan Total Net Units	Proposed Specific Plan Total Net Units
Downtown TOD Sites					
TOD 1-Carl's Jr.	High Density Residential	1.3	70%	26	26
	Corridor Commercial				
TOD 2-Kmart	Corridor Commercial	6.4	60%	104	104
TOD 3-Caltrans/IHOP	Corridor Commercial	2.9	70%	23	23
TOD 4-Old IKEA	Downtown Commercial	13.8	70%	839	839
TOD 5-Ashley/El Pollo	Downtown Commercial	2.7	70%	164	164
TOD 6-Burbank Town Center	Downtown Commercial	16.8	70%	1,020	1,020
TOD 7-Civic Center	Institutional	6.2	70%	0	379
TOD 8-Olive/Glenoaks	High Density Residential	1.6	70%	88	88
TOD 9-Fosters Freeze/ Boys and Girls Club	Downtown Commercial	1.9	70%	81	118
	High Density Residential				
TOD 10-BJs/Black Angus	High Density Residential	3.8	70%	232	232
TOD 11-Victory/Olive	North Victory Com./Ind.	2.9	70%	50	50
TOD 12-YMCA	Downtown Commercial	2.7	70%	161	372
Downtown TOD Total		63.0	--	2,788	3,415
Golden State Specific Plan Sites					
GSSP 1-Lima/Avon	Golden State Com./Ind.	4.0	70%	74	334
GSSP 2-N. Hollywood Way	Golden State Com./Ind.	5.3	80%	113	505
GSSP 3-Valhalla	Golden State Com./Ind.	8.1	70%	151	678
GSSP 4-Logix	Golden State Com./Ind.	4.5	80%	96	428
GSSP 5-Ontario	Regional Commercial	1.7	80%	80	166
GSSP 6-Fairview	Regional Commercial	0.7	80%	30	30
GSSP 7-Empire	Regional Commercial	6.4	80%	292	510
GSSP Total		30.7	--	836	2,651
Total Opportunity Sites		93.7		3,624	6,066

Note:

1. Current General Plan maximum densities: High Density Residential (43 du/ac.); Corridor Commercial (27 du/ac.); Regional Commercial (58 du/ac.); Downtown Commercial (87 du/ac.); Institutional (0 du/ac.); North Victory Commercial/Industrial (27 du/ac.); and Golden State Commercial/Industrial (27 du/ac.)
2. Changes to maximum density resulting from proposed Specific Plans: TOD 7 (Institutional to 87 du/ac.); TOD 9 (High Density Residential to 87 du/ac.); TOD 12 (Downtown Commercial); GSSP 1, GSSP 2, GSSP3, GSSP 4 (Golden State Commercial/Industrial to 120 du/ac.); GSSP 5(Regional Commercial to 120 du/ac.); and GSSP 7 (Regional Commercial to 100 du/ac.).

Exhibit 1-5
Housing Opportunity Sites



Sites Inventory Methodology and Assumptions

This section describes the methodology and assumptions used to develop the Housing Element Adequate Sites Inventory (**Appendix D**). It provides justification for development on non-vacant sites, an overview of proposed development standards under the Downtown TOD and Golden State (GSSP) Specific Plans, review of the factors used in estimating the realistic housing potential during the 2021-2029 planning period, and the methodology for distributing the potential housing units by income category for each selected site. The section concludes with a discussion of development on small and large sites, and use of sites from the prior Housing Element.

Suitability of Non-Vacant Sites

As with many communities in highly urbanized Los Angeles County, the City of Burbank is built-out, and therefore, much of Burbank's future development will occur on non-vacant land. Because non-vacant sites comprise more than half of Burbank's site inventory, Government Code Section 65583.2(g)(2) requires that the City analyze the extent to which existing uses may constitute an impediment to additional residential development during the planning period of the housing element. Substantial evidence, such as past experience in converting existing uses to higher density residential development, market trends and conditions, and regulatory or other incentives to encourage redevelopment must show that the existing use is not an impediment and will likely discontinue during the planning period.

Table 1-42 presents residential development trends in Burbank and documents that nearly all recent development involves redevelopment of existing uses, including retail, office, parking lots, and in one instance, intensification of existing residential. Projects are being developed to their maximum densities, and in many instances pursuing density bonuses to further maximize development potential. Various incentives are being utilized which facilitate redevelopment (density bonus, SB 330 and SB 35 streamlining), with additional development incentives to be adopted as part of the Downtown TOD and GSSP Specific Plans (refer to section that follows on Specific Plan Standards). With seventeen multi-family and mixed use projects totaling over 2,300 units in the project pipeline (see Table 1-40), the market demand for housing in Burbank is such that existing uses have not impeded residential redevelopment. Two additional projects within the GSSP have submitted SB 35 applications within the last several months and would contribute 469 units of affordable housing to the area (3000 W. Empire and 3001 W. Empire).

Market studies prepared for both the GSSP and Downtown TOD Specific Plans provide further evidence of the strong demand for housing. The GSSP economic analysis¹⁹ documents rising residential rents and falling vacancies, and overall higher rents in Burbank/North Glendale than most of the surrounding submarkets. The GSSP area lacks new multi-family rental housing options with modern amenities and updated features. The study concludes that Burbank's rental market has a more limited supply of rentals than the surrounding markets in the greater San Fernando Valley, and given the City's robust and growing employment base, is well positioned for absorption of new multi-family rental housing.

The market study for the Downtown TOD²⁰ reports that Burbank ranks high in terms of housing costs and has one of the lowest vacancy rates in Los Angeles County, making it difficult for Burbank's workforce of over 130,000 to find housing with just 45,000 existing residential units in the City, and resulting in significant unmet demand for housing. Within the Downtown TOD, many properties are underutilized and ripe for redevelopment, with the area exhibiting strong market fundamentals conducive to redevelopment and intensification of uses, including residential development. Real estate values in the City support construction costs for new residential product given Burbank's reasonable land costs and sufficient development intensities. And while population growth has been stagnant, current market interest, activity and planned projects suggest a healthy rate of growth is destined to occur within the Downtown TOD Specific Plan area.

¹⁹ AECOM, "Golden State District Economic Analysis, Existing Conditions Report", (April 2017).

²⁰ Kosmont Companies, "Burbank Downtown TOD Specific Plan, Real Estate Market Analysis", (October 2020).

Table 1-42
Burbank Development Projects and Trends

Recent Projects	Description	Zoning	Acres	# Units	Proposed Residential Density	Max Allowable Density	% Proposed to Max Density	Current or Prior Use	Net Units	Affordability	Notes
ENTITLED PROJECTS											
La Terra 777 Front St	Mixed Use (573 apt. units, 307-room hotel, 1,067 sf retail)	Rezoned from AD (Auto Dealership) to PD 17-01	7 acres	573	81 du/acre	87 du/acre	93%	Vacant, interim periodic uses	573	Mod: 69 AMod: 504	Affordable units established as part of review of Planned Development permit request
First Street Village 315 N. First St	Mixed Use (275 apt units, 21,265 sf retail/ restaurant)	Rezoned from BCC-2 to PD 14-01	2.99 acres	275	94 du/acre	87 du/acre	108%	1-story commercial/ retail buildings (plumbing service, advertising, auto body), built 1927 to 1979	275	Mod: 14 AMod: 261	16-parcel lot consolidation Affordable units established as part of review of Planned Development permit request
601-615 E. Cedar Ave.	MF residential	R-4, High Density Residential	0.8 acres	46	57 du/acre	43 du/acre	133%	14-MF resid. Units	32	VL: 3 L: 5 AMod: 24	35% density bonus
624-628 San Fernando Blvd	Mixed use (42 apt units and 14,800 sf commercial use)	BCC-3	0.71 acres	42	59 du/acre	43 du/acre	137%	2 office buildings (11,194 sq ft) and surface parking	42	VL: 4 L: 1 AMod: 37	35% density bonus and 1 low inc. unit per inclusionary housing ord. 4-parcel lot consolidation
Former Fry's Electronics Site 2311 N. Hollywood Way	Mixed Use (862 units, 151,800 sf office, 9,700 sf commercial uses)	C-3	10.43 acres	862	82 du/acre	58 du/acre	141%	Former 100,000 sq ft retail store	862	VL: 80 AMod: 782	Utilized SB330 application for streamlined review, 42.5% density bonus increase
3700 Riverside	Mixed Use (49-unit condo, 2,000 sf restaurant/ retail)	MDC-3	0.61 acres	49	80 du/acre	58 du/acre	138%	Car wash, parking lot, office	49	VL: 4 AMod: 45	35% Density bonus
PENDING ENTITLEMENT PROJECTS											
Premier on First 103 E Verdugo Ave	Mixed Use (154 rental MFU, retail, restaurants, hotel or office.)	Proposed rezoning - M-2/C-3 to C-2 or PD	1.1 acres	154	140 du/acre	87 du/acre	161%	Parking lot/ patron	154	VL: 8 L: 16 AMod: 130	Seeking 22.5% density bonus

Recent Projects	Description	Zoning	Acres	# Units	Proposed Residential Density	Max Allowable Density	% Proposed to Max Density	Current or Prior Use	Net Units	Affordability	Notes
Bob Hope Center ¹ 3201 W. Olive Ave	Mixed Use (123 units, ground floor retail)	MDC-3	1.41 acres	123	87 du/acre	58 du/acre	150%	Vacant	123	VL: 13 AMod: 110	Seeking 50% State density bonus
4100 Riverside	Mixed Use (44 dwelling units, ground floor commercial)	MDC-3 (Media District Commercial) and MDR-4 (Media Dis. Residential)	0.70 acres	44	63 du/acre	58 du/acre & 31 du/acre	109%	Store and office	44	VL: 3 L: 4 AMod: 37	Early in review process/pre-DR stage - affordability assumption based on inclusionary ordinance.
2814 W Empire Ave	148-unit residential building	M-2 (no change to zoning, GP allows for residential use)	0.84 acres	148	176 du/acre	58 du/acre	303%	Vacant commercial building with surface parking	148	L: 118 M: 29 AMod: 1	SB 35 application, SB 330 application, Density Bonus

NOTICE OF INTENT TO SUBMIT AN SB 35 APPLICATION

3000 W Empire Ave	340-unit residential building	M-2 (General Industrial)	1.97	340	173 du/acre	58 du/acre (Regional Comm. GP land use)	298%	Single-story commercial/ industrial building	340	L: 271 M: 68 AMod: 1	Notice of intent filed to submit SB 35 application, Density Bonus
3001 W Empire Ave	131-unit residential building	M-2 (General Industrial)	0.68	131	191 du/acre	58 du/acre (Regional Comm. GP land use)	335%	Surface parking lot	131	L: 104 M: 26 AMod: 1	Notice of intent filed to submit SB 35 application, Density Bonus

Income categories: VL -Very Low Income; L - Low Income; Mod - Moderate Income; AMod - Above Moderate Income

¹ In July 2022, the property owners at 3201 W. Olive submitted a density bonus application for development of 144 units, including 15 units designated as affordable to very low income households.

The City's Economic Development team is creating Opportunity Site flyers for each of the nineteen sites with pertinent information (i.e., allowable FAR, density per acre, opportunity site designation, and future options for project streamlining) about each property that it will post on its website. The flyers are compiled into a Development Opportunities booklet, which is updated annually and actively marketed to developers and real estate brokers via trade shows, real estate publications and in-person meetings. Economic Development staff attends a variety of real estate and broker focused events throughout the year to meet with targeted developers that are interested in pursuing mixed-use housing developments in Burbank. This approach has proven to be highly successful, with projects moving forward on numerous sites as a result of the City's marketing efforts, including La Terra, Fry's site mixed use development and the First Street Village mixed use projects.

In addition to the documented strong residential market, development trends supporting redevelopment of existing uses, and the City's pro-active marketing of sites, Appendix D includes a detailed narrative describing the factors supporting redevelopment of each opportunity site and provides evidence that the existing use does not serve as an impediment to residential development over the next eight years. Moreover, it shows that there is interest among the current property owners and developers for mixed-used and residential projects in the highly-developed Downtown TOD Specific Plan and GSSP areas. For example, a major development group has recently acquired the Burbank Town Center for redevelopment purposes, and has been in ongoing discussions with City staff about the pending Downtown Burbank TOD Specific Plan as it relates the Town Center site. While they are still defining the scope of their project, their goal is to develop housing in line with the City's Housing Element goals, which would create opportunities for new housing well in excess of the 1,020 units identified in the Housing Element for this site.

Numerous programs in the Housing Element will facilitate residential development on non-vacant sites through concessions and incentives, expedited processing, marketing and financial assistance. These include programs #5, #8, #9, #10, #11, #17, #19, #20 and #22. The Opportunity Site exhibits in Appendix D identify, which of these program(s) will promote residential development on each individual site.

Specific Plan Standards

The proposed Downtown TOD Specific Plan and the GSSP will be the mechanism to implement the Housing Element policies and programs to promote development of the opportunity sites. Both Specific Plans are currently being developed and will include land use and development standards and incentives to encourage housing development to the fullest potential.

Although in draft form, the City is currently developing the following standards and incentives for inclusion into the proposed Downtown TOD Specific Plan and with similar consideration given to the GSSP.

Land Use Standards. The preliminary Downtown TOD Specific Plan land use standards include the type of uses allowed within the various zoning designations. Eleven of the 12 opportunity sites allow live-work residential, residential above commercial, and multi-family residential uses by right for projects that provide up to 100 units. The exception is TOD 11-Victory/Olive that is located south of the I-5 and within 500 to 1,000 feet of the Burbank Power Plant, which allows residential uses subject to a Conditional Use Permit (CUP) with a covenant agreement acknowledging the presence and operation of the Power Plant.

Development Standards. Development standards for the Downtown TOD Specific Plan establish the requirements of lot size, maximum densities and intensity of uses, building height, floor area ratio, setback limits, number of parking spaces, open space, and other requirements. Maximum residential densities

for the opportunity sites range from 27 units per acre to 87 units per acre. Maximum building heights up to seven stories/85 feet if over 500 feet from R-1 or R-2 lots are allowed and as high as 19 stories/205 feet in the Downtown District if development incorporates additional community benefits²¹. Parking requirements for all sites will be based on the alternative parking standards specified under State Density Bonus law, with potential further reductions in exchange for provision of community benefits or as part of a specific density bonus program being developed as part of the specific plans.

Incentives. As entitled and pending projects have shown, incentives such as density bonus and streamlining the approval process under SB 35 application have encouraged housing development at affordable levels. The City will continue to promote these current incentives, as well as proposing the following incentives for the Downtown TOD Specific Plan and GSSP:

- Zoning updated so that residential uses are allowed on all parcels, except those within 500 feet of the Burbank Power Plant, where residential uses are prohibited.
- Simple, form-based, objective development standards to enable approval via ministerial review for projects with 100 units or less. Projects over 100 units subject to streamlined discretionary review.
- Property owners of parcels currently subject to Planned Development (PD) permits and/or Development Agreements (DA) that prohibit residential development are allowed to amend the PD or DA to facilitate for residential development.
- Menu of community benefits to enable developers/applicants to implement or finance community benefits in exchange for additional residential density, per City's TOD Density program (applies to parcels within the Downtown Core and within the GSSP that are within a one-half mile of the Metrolink Station) and Exceptional Project program (applies to parcels outside the Downtown Core). Upfront incorporation of community benefits streamlines the approval process, especially for projects subject to discretionary review.
- Consolidation of smaller parcels is encouraged by allowing higher density on larger, combined parcels.
- Residential density may be transferred between parcels under the same ownership or from parcels owned by the City. Undeveloped density of parcels developed under the provisions of the Specific Plan may also be transferred to other sites within the Specific Plan area.
- 100 percent residential development is allowed on all parcels within the Plan areas, except those within 500 feet of the Burbank Power Plant, on parcels fronting San Fernando Blvd., and on parcels fronting on Hollywood Way, where retail ground floors are required. All other mixed-use parcels may develop with retail ground floors or residential ground floors.
- Minimum parking requirements for residential uses will be adjusted to match standards allowed under density bonus law including new parking maximums and minimums. The updated parking standards will establish a range of parking maximums and minimums to allow developers to meet market demand for parking.
- Increasing the allowed density on properties that are within a one-half mile of existing Metrolink Stations, the proposed High Speed Rail Station, and the Hollywood Burbank Airport.

²¹ A community benefits program is a tool to ensure that new development and growth contribute positively to Downtown's quality of life by increasing affordability; expanding access to open space; improving Downtown's streetscape; implementing bicycle, pedestrian, and improvements; and protecting Downtown's and adjacent neighborhoods.

Realistic Development Capacity Analysis

As required by Housing Element statute, local governments must analyze available sites based on their realistic residential development capacity. In other words, the development density that can actually be achieved on a site might be less than the maximum residential densities permitted by the underlying General Plan land use and Zoning. Therefore, to establish realistic capacity, jurisdictions must consider cumulative development standards such as maximum lot coverage, height, open space, parking, on-site improvements (sidewalks or easements), and floor area ratios in the calculations. In addition, Burbank also considered the current market conditions for residential development and typical densities of recent residential projects in the City. Based on these factors for realistic capacity, Table 1-41 presents the total net units for each of the 19 housing opportunity sites based on current General Plan land use and the assumed realistic densities. It shows a total realistic capacity for 3,624 housing units on the Downtown TOD and GSSP opportunity sites under the current General Plan. With the implementation of Housing Program No. 5: Housing Opportunity Sites and Rezoning Program (adopting the Downtown TOD Specific Plan and the Golden State Specific Plan), the total realistic capacity will increase to 6,066 units. Please refer to **Appendix D** for additional details regarding each opportunity site in the Residential Sites Inventory.

Capacity Assumptions

Housing element statute (Gov. Code section 65583.2(c)(2)) requires adjustment factors be used to calculate housing capacity. Table 1-43 presents the adjustment factors used to assume the opportunity site's realistic capacity, which range from 60 to 80 percent of the maximum allowable residential densities in the proposed Downtown TOD Specific Plan and GSSP areas.

Table 1-43
Capacity Adjustment Factors - Opportunity Sites

Capacity Factor	Adjustment	Reasoning
Land Use Controls and Site Improvements	95%	For net acreage due to on-site improvements (sidewalks, easements)
Realistic Capacity of Site	85%	Adjustment based on past trends for residential development in mixed use zones, and programs to incentivize development in this zone
Typical Densities	90%	Many entitled and pending housing projects are builtout to exceed maximum residential density
Infrastructure Availability	No Adjustment	No constraints, adequate infrastructure
Environmental Constraints	No Adjustment	No environmental constraints

Applicable Land Use Controls and Site Improvements. The current General Plan and Zoning Code allows residential uses on opportunity sites, with the exception of TOD 7-Civic Center, which is designated as Institutional in the General Plan. The Housing Element includes the Housing Opportunity Sites and Rezone

program that will develop the Downtown TOD Specific Plan and rezone the Civic Center opportunity site from Institutional to Downtown Commercial Burbank TOD Specific Plan, thus allowing residential uses to a maximum residential density of 87 units per acre. Based on an analysis of the current zoning code and anticipated development standards in the specific plans, there is no cumulative impact on the maximum development potential of the opportunity sites. However, the capacity factor was adjusted to 95 percent to account for sidewalks and easements.

Realistic Capacity of Site. Since all the opportunity sites are currently or formerly developed, the land will be redeveloped to accommodate the additional housing units. As previously discussed, the entitled or pending residential development projects on non-vacant land are considered feasible and realistic for redevelopment based on market studies for the two specific plans. The residential components of these proposed projects can be developed to 100 percent of the site. While many of the proposed mixed use sites will include both residential and non-residential uses, the proposed development standards of maximum height limits and setback requirements, as well as incentives will allow the development envelope to include the maximum residential densities on each site. In addition, as described earlier in this section, only those sites identified as most suitable for residential development within the 2021-2029 planning period have been included in the Housing Element sites inventory, providing a realistic capacity for 6,066 new housing units, compared to a total of 9,809 housing units and 6.1 million square feet of commercial provided for under the draft Specific Plans.

Table 1-44 on the following pages presents development trends on mixed use sites over the past five years. As shown, of the eighteen projects identified, eleven are either mixed use or 100% residential, and seven are 100% commercial projects. All mixed use projects contain a much higher proportion of their square footage dedicated to residential rather than commercial use. With just two exceptions (910 S. Mariposa and 3401 Empire), all 100% commercial projects are occurring on sites less than an acre in size. In contrast, the mixed use and residential projects are mostly occurring on larger sites comparable in size to the Housing Opportunity sites identified within the TOD and GSSP specific plans. According to staff, commercial projects are predominately occurring on smaller sites where there isn't an opportunity to consolidate with adjacent parcels. The Housing Opportunity sites, on the other hand, are characterized by groupings of physically and/or economically underutilized parcels well suited for consolidation into larger sites for development with mixed use or 100% residential projects.

As shown in Table 1-43, an 85 percent adjustment factor has been applied to the realistic capacity of the Housing Opportunity sites to reflect their potential for development with non-residential uses. However, as previously stated, the sites selected for inclusion in the Housing Element are those most suitable for residential development, the Downtown TOD and GSSP market studies support housing over commercial in these areas, and recent development projects on mixed use sites comparable in size to the Housing Opportunity sites are predominately developed with residential and mixed use projects.

Typical Density. The list of Burbank's recent housing projects presented in the previous Table 1-42 demonstrates that the use of development incentives results in the number of housing units that exceed the maximum allowable units of the underlying zone. The average residential density of entitled and pending housing projects is approximately 140 percent of the underlying zone's maximum allowable density. For example, the proposed Fry's Electronic mixed use project includes 862 residential units of which 80 units will be available to very low income households. This will ultimately result in a residential density of 82 units per acre or 141 percent of the maximum allowable residential density of 58 units per acre. In addition, the residential densities of the La Terra and First Street Village projects, which will include only moderate and above moderate income units, will reach 93 percent and 108 percent of the

allowable densities, respectively. Therefore, given the residential density patterns of entitled and pending projects, an assumed adjustment of 90 percent is considered conservative.

Total Capacity. Housing units for each opportunity site in the Site Inventory was first calculated on an overall realistic capacity assumption of 70 percent, which was based on the three capacity adjustment factors ($95\% \times 85\% \times 90\% = 73\%$ and rounded down to 70%) in Table 1-42. An additional adjustment of plus or minus 10 percent was applied to the 70 percent assumption depending on the market demand for housing or commercial development at that specific location. This approach provides for a conservative estimate of development potential, as many of the identified sites can achieve significantly higher residential capacity.

Table 1-44
Development Trends on Mixed Use Sites

Project	Description	Parcel Size	Residential Use (Sq. Ft.)	Commercial Use (Sq. Ft.)	% Building Residential	Zoning	# Units	Proposed Residential Density	Maximum Allowable Density	% of Maximum Density
Mixed Use and Residential Projects										
Talaria Apts 3401 W. Olive Ave	Mixed Use (241 apt. units, commercial amenities)	3.86 acres	381,050	42,950	90%	Planned Development	241	62.5 du/acre	58 du/acre	108%
La Terra 777 Front St	Mixed Use (573 units, 307-room hotel, 1,067 sf retail)	7 acres	529,727	213,417	73%	Rezoned from AD to PD	573	81 du/acre	87 du/acre	93%
First Street Village 315 N. First St	Mixed Use (275 apt units, 21,265 sf retail/ restaurant)	2.99 acres	247,483	17,996	93%	Rezoned from BCC-2 to PD	275	94 du/acre	87 du/acre	108%
624-628 San Fernando Blvd	Mixed use (42 apt units and 14,800 sf commercial use)	0.71 acres	56,075	14,535	79%	BCC-3	42	59 du/acre	43 du/acre	137%
Former Fry's Electronics 2311 N. Hollywood Way	Mixed Use (862 units, 151,800 sf office, 9,700 sf commercial uses)	10.43 acres	647,203	161,500	80%	C-3	862	82 du/acre	58 du/acre	141%
Premier on First 103 E Verdugo Ave	Mixed Use (154 units, retail, restaurants, hotel or office.)	1.1 acres	150,770	177,777	46%	Proposed rezoning from M-2/ C-3 to C-2 or PD	154	140 du/ac	87 du/acre	161%
Bob Hope Cntr 3201 W. Olive Ave	Mixed Use (123 units, ground floor retail)	1.41 acres	123,000	5,000	96%	MDC-3	123	87 du/acre	58 du/acre	150%

Project	Description	Parcel Size	Residential Use (Sq. Ft.)	Commercial Use (Sq. Ft.)	% Building Residential	Zoning	# Units	Proposed Residential Density	Maximum Allowable Density	% of Maximum Density
3700 Riverside	Mixed Use (49-unit condo, 2,000 sf restaurant/ retail)	0.61 acres	80,582	2,141	97%	MDC-3	49	80 du/acre	58 du/acre	138%
4100 Riverside	Mixed Use (44 units, retail)	0.70 acres	62,694	22,013	74%	MDC-3 and MDR-4	44	63 du/acre	58 du/acre & 27 du/acre	109% MDC-3 233% MDR-4
3000 W Empire Ave	340-unit residential building	1.97 acres	233,183	0	100%	M-2	340	173 du/ac	58 du/acre	298%
3001 W Empire Ave	131-unit residential building	0.68 acres	93,908	0	100%	M-2	131	191 du/ac	58 du/acre	335%

100% Commercial Projects

921 W. Olive Ave	Medical office building	5,000 sf	0	1,653	0%	C-2	n/a	n/a	n/a	n/a
2501 W. Olive Ave	Gas station and convenience store	10,840 sf	0	1,342	0%	MDC-3	n/a	n/a	n/a	n/a
1200 N. Hollywood Way	Restaurant drive-thru	16,500 sf	0	880	0%	C-2	n/a	n/a	n/a	n/a
1719 N San Fernando Blvd	Commercial building	16,607 sf	0	7,400	0%	NSFC	n/a	n/a	n/a	n/a
3100 Damon Way	Office building	21,301 sf	0	51,809	0%	M-2	n/a	n/a	n/a	n/a
910 S. Mariposa St	Office building	43,560 sf	0	17,238	0%	M-1	n/a	n/a	n/a	n/a
3401 Empire Ave	Dome Media services facility	1.95 acres	0	28,668	0%	M-2	n/a	n/a	n/a	n/a

Allocation of Housing Units by Income Category

To evaluate the adequacy of the potential housing units in relation to the affordability targets established by the RHNA, Housing Element statutes provide for the use of “default densities” to assess affordability. Based on Burbank’s population and its location within Los Angeles County, the City is within the default density of 30 units per acre or higher as appropriate for accommodating the jurisdiction’s share of regional housing need for lower-income households; sites suitable for moderate density households can be provided on sites zoned for at least 16 units per acre. The City has used these default density thresholds as a guide in allocating its sites inventory by income category, as presented in the previous Table 1-38.

There are seven opportunity sites (TOD 2-Kmart, TOD 3-Caltran/IHOP, TOD 11-Victory/Olive, GSSP 1-Lima/Avon, GSSP 2-N. Hollywood Way, GSSP 3, Valhalla, and GSSP 4-Logix) and part of one site (TOD 1-Carl’s Jr.) with a current maximum residential density of 27 units per acre, and thus moderate and above moderate income housing units are allocated to these opportunity sites. The distribution between moderate and above moderate income units is assumed at 50/50. The other opportunity sites have maximum residential densities ranging from 58 to 120 units per acre, well above the 30 unit per acre default density, and therefore can be designated as suitable for development with lower income units. The distribution between the very low and low income units is 65/35 respectively, to reflect Burbank’s RHNA distribution among lower income units. However, in order to allocate units more consistent with the City’s RHNA distribution, some of these higher density sites have been allocated to moderate and above moderate income households.

Site Size

Per State law, sites smaller than half an acre or larger than 10 acres are not considered adequate to accommodate lower income housing need unless it can be demonstrated that sites of equivalent size were successfully developed during the prior planning period, or other evidence is provided that the site can be developed as lower income housing.

While the City’s site inventory does not include any opportunity sites that total less than one-half acre, individual parcels that comprise several sites are less than one-half acre. The City has recent and ongoing experience facilitating small-lot consolidation, with the five projects presented in Table I-45 all involving the aggregation of multiple small parcels. In each of these instances, property owners were able to acquire adjacent small parcels that were either physically underdeveloped and/or economically underutilized to create a viable site which was then developed to a higher economic use. Four of the five projects took advantage of density bonuses and provided affordable units. As presented in the Site Exhibits in Appendix D, Opportunity Sites containing small parcels share similar characteristics of physical and/or economic underutilization (TOD sites 1,2,4,6,7,8,9,11,12 and GSSP sites 1,2,3,7), and in several instances are already under common ownership. With the increased densities and economic incentives to be provided under the TOD and GSSP specific plans, these small parcels will be ripe for consolidation and development.

Table 1-45
Examples of Small Lot Consolidation

Project Address	# Units/ Affordable Units	# / Size of Combined Parcels	Planning Entitlement	Other Incentives/Waivers
624 - 628 San Fernando Blvd	42/ 4 VLI, 1 LI	Four (1,750 sf, 4,950 sf, 6,280 sf, 18,000 sf)	CUP, DR, Lot Line Adjustment, and Density Bonus	35% increase in the allowed base density and eight other waivers
601 - 615 E. Cedar Ave.	46/ 2 VLI, 6 LI	Four (8,600 sf, 8,600 sf, 8,600 sf, 9,030 sf)	Development Review (DR) with Density Bonus	35% increase in the allowed base density and waivers from setbacks, heights and number of stories
3700 Riverside	49/ 4 VLI	Three (3,625 sf, 4,220 sf, 18,600 sf)	CUP, DR, and Density Bonus	35% increase in the allowed base density and waivers from setbacks
2321 N. Naomi	8	Two (7,000 sf and 6,700 sf)	DR and Lot Line Adjustment	None
529 - 537 E. Palm Ave.	24/ 4 LI	Two (7,750 sf and 7,750 sf)	DR with Density Bonus	50% increase in the allowed base density and waivers from heights, number of stories and landscaped open space

Source: Burbank Community Development Department, Planning Division, March 2022.

Income categories: VLI -Very Low Income; LI - Low Income

The City facilitates small-lot consolidation in several ways. First, the City's multi-family zoning districts provide for higher densities on larger, combined parcels, with the highest density tier for parcels of 24,000 square feet or larger; the GSSP and Downtown TOD Specific Plans will similarly include tiered densities to encourage lot consolidation. Second, the City provides for an expedited, administrative lot line adjustment process that property owners can complete prior to submitting a formal development application (BMC Section 11-1-109). And third, as shown in Table I-45, the City has a track record of granting both density bonuses and waivers from development standards to facilitate development. To supplement these actions, a Lot Consolidation program has been included in the Housing Element. As part of the program, the City will first conduct outreach to property owners to identify meaningful incentives to facilitate lot consolidation and redevelopment. The City will then develop specific incentives such as flexible development standards and a streamlined permit processing.

Additionally, two opportunity sites (TOD 4-Old IKEA and TOD 6-Burbank Town Center) are each over 10 acres and are included in the lower income Site Inventory. As shown in the entitled and pending projects listed in Table 1-40, the City has a current example of a 10.4-acre site south of the Hollywood Burbank Airport formerly developed with a Fry's Electronics store that was approved by the City Council in 2021 for development with 862 units, including 80 units for very low income households.

The Fry's site is similar to the Old IKEA and Burbank Town Center sites in several ways. All three represent sites where the existing retail uses were no longer economically viable due to the declining market for conventional brick and mortar retail stores throughout the region. Each of these sites have similar assets

supportive of residential use including: a) being located within ½ mile of major transit facilities that provide increased accessibility to local and regionally serving public transit connections; and b) being located in the midst of a major center of employment. Given the many existing amenities in the Downtown, the Old IKEA and Town Center sites are particularly attractive for residential development, as confirmed by both the sites' property owners pursuing development of major residential/commercial mixed use projects. And while the 13.8-acre Old IKEA and 16.8-acre Town Center sites are larger than the 10.4-acre Fry's site, the projects being proposed for each of these three sites include a mix of residential and commercial uses, so that the acreage dedicated to residential is just a portion of the total site acreage. The Fry's site is being proposed for development at 82 units/acre under a density bonus in exchange for the provision of ten percent (80) very low income units; the Old IKEA and Town Center sites are permitted to develop at densities up to 87 units/acre (though realistic capacity has been calculated at 70% of the maximum), with affordable units provided pursuant to the City's inclusionary housing requirements and potential density bonus requests. In summary, the similarities between these sites demonstrate that the Burbank housing market supports development on large, 10+ acre sites with the on-site inclusion of affordable units.

Sites Identified in Previous Housing Elements

Government Code Section 65583.2(c) specifies that a non-vacant site identified in the previous planning period or a vacant site that has been included in two or more previous consecutive planning periods cannot be used to accommodate the lower income RHNA unless the site is subject to a policy in state housing element law requiring rezoning within three years of the beginning of the planning period to allow residential use by right for housing developments in which at least 20 percent of the units are affordable to lower income households.

Two sites included in this Housing Element Site Inventory for lower-income housing were also in the previous Burbank Housing Element (5th Cycle).²² These sites are identified as The Premier on First and 529-537 E. Palm Avenue. Both of these housing projects are pending entitlement and include lower-income housing units. The Premier on First includes eight very low and 16 low income units and the 529-537 E. Palm Avenue includes one very low and one low-income unit. The City will monitor the pending entitlement of these projects, and pursuant to Government Code Section 65583.2(c), if projects are not approved as indicated, will allow for by-right approval of any future projects on these sites that set-aside at least 20 percent of units as affordable to lower income households (refer to Housing Element Program 7).

²² While the 2720 Thornton Avenue housing project was included in the previous Housing Element, the two new units are affordable to above moderate income households and are not included in the lower-income site inventory.

Accessory Dwelling Units

Accessory dwelling units (ADUs) are small, self-contained dwelling units that provide a kitchen, bathroom and sleeping area. The unit can be attached to the main home with a separate entrance or can be a small detached unit in the rear yard or above a garage. Because of their small size, ADUs typically rent for less than apartments, and can provide affordable rental options for smaller households, and can provide rental income for the homeowner.

ADUs are becoming an integral segment of Burbank's housing stock, with 542 building permits issued over the most recent three-year period 2019-2021, an average of 181 ADU permits per year, with 322 ADU permits issued in 2021 alone.²³ The City has instituted an all-electronic submittal process and has contract staff dedicated to ADU processing and is now able to process ADU permits quickly and efficiently, in contrast to when the City initially began implementing its ADU ordinance in 2017 and 2018 and had significant backlogs and time delays. Pursuant to AB 671, the Housing Element includes *Program #6a Promote Accessory Dwelling Units* to further incentivize the production of affordable ADUs, including pre-approved ADU plans, expedited review for small ADUs, and reduced development processing fees from \$2,197 to \$1,638, with further reductions for ADUs that incorporate accessibility features.

Given Burbank's strong track record in providing ADUs, combined with additional incentives, the sites inventory projects a minimum of 200 new ADUs to be produced annually, or 1,600 over the 2021-2029 planning period. The projected affordability of these ADUs is based on SCAGs *Regional Accessory Dwelling Unit Affordability Analysis* (December 2020), with actual affordability to be reported based on ADU rental information collected at the time of building permit issuance. Housing Element *Program #6b Track and Monitor Accessory Dwelling Units* commits the City to review of ADU production and affordability every two years: if actual production and affordability is far from projected trends (more than 25% below projections) and impacts the City's ability to address its RHNA, the City will rezone an additional site(s) to offset any lower income RHNA shortfall; if actual production and affordability is near projected trends, the City will conduct expanded marketing and outreach.

Committed Assistance

Government Code Section 65583.1(c) permits jurisdictions to rely on existing units to fulfill up to 25 percent of their residential sites requirement (RHNA) in the Housing Element, pursuant to specified criteria. The following activities may be eligible:

- Substantial rehabilitation of substandard rental housing
- Conversion of multi-family rental or ownership units from non-affordable to affordable
- Preservation of at-risk housing

To qualify, a community must provide "committed assistance" to specified projects within the first three years of the planning period through a legally enforceable agreement. Units must be provided at affordable rent levels to very low and/or low income households, with affordability terms ranging from 20 – 55 years. As presented in Table C-2 in Appendix C, Burbank has fulfilled a portion of its regional share for lower income households (115 units) during the prior planning period, rendering the City eligible to utilize the alternative sites program.

²³ Between January 1 – May 13, 2022, the City received 33 new applications and issued 85 building permits for ADUs. Extrapolating this rate over a one-year period equates to 236 permits, demonstrating the continued demand for ADUs in the community.

Through the City's ongoing partnership with the Burbank Housing Corporation, the City is committed to providing financial assistance towards the acquisition, rehabilitation, and conversion of multi-family rental units from non-affordable to affordable. Within the first three years of the housing element planning period (by October 2024), the City will commit \$5 million toward the conversion of ten market rate units to permanent affordable housing, and is seeking to apply credits towards the City's RHNA obligations. (Refer to **Appendix E** - Adequate Sites Program Alternative Checklist for documentation on compliance with the statutes).

Availability of Infrastructure and Public Services

Given that Burbank is a built-out city, the necessary infrastructure is already in place to support future development. All land designated for residential and mixed use development is served by sewer and water lines, streets, storm drains and telephone, cable and electric power and gas lines. All sites are adjacent to existing public roadways and are serviceable by police and fire departments. However, as with any older community, much of the City's infrastructure is aging and will require select improvements or replacement. Upgrades and improvements are accomplished as needed on an on-going basis consistent with the City's Capital Improvement Program (CIP). Development impact fees help offset the costs of infrastructure upgrades and the development of new infrastructure. The Environmental Impact Report which analyzed the Housing Element update found that adequate infrastructure and public service capacity are available to serve the projected residential development allowed under the Element. No specific parcels during the 2021-2029 planning horizon are constrained by infrastructure availability and all sites identified in the sites inventory can be served by existing and planned infrastructure.

State law requires water and sewer providers to grant priority for service allocations to proposed developments that include units affordable to lower income households. Pursuant to these statutes, upon adoption of this Housing Element, the Community Development Department will send the element to BWP and the Public Works Department, along with a summary of the regional housing needs allocation.

Additional family housing in Burbank—especially affordable housing—will benefit the local school district. Over the past several years, Burbank Unified School District reports they have been in a declining enrollment environment.²⁴ Expanding the supply of housing for young families will help to boost school enrollment.

²⁴ Between 2016-2020, the District's resident-based enrollment decreased by approximately 5.3 percent (a decrease of 745 students); during the same period, there was an increase in the number of inter-district permits that the District issued to address the decrease and sustain necessary average daily attendance. Source: Draft Environmental Impact Report for the Burbank Housing and Safety Element Update, November 2021.

Financial Resources

The extent to which the City of Burbank can achieve the housing goals and objectives set forth in the Housing Element is in large part dependent upon the availability of financial resources for implementation. Due to both the high cost of developing and preserving housing and limitations on the amount and uses of funds, a variety of funding sources will be required to achieve the City's housing goals. An important consideration in the use of these funds, however, is the requirement to pay prevailing wage, estimated to increase the costs of construction anywhere from around 10 percent to 35 percent.

The primary source of funds for affordable housing activities in Burbank was previously derived from the Redevelopment Agency housing set-aside fund. The elimination of redevelopment agencies in the State of California prompted the creation of the Successor Agency to the Redevelopment Agency of the City of Burbank governed by the Oversight Board. The duties of the Successor Agency are primarily to make payments on the former Redevelopment Agency enforceable obligations and to wind down the activities of the former Redevelopment Agency. With the passage of AB 1484 in June 2012, the Supplemental Educational Revenue Augmentation Funds (SERAF) borrowed by the State from Redevelopment Agencies Low and Moderate-Income Housing Funds were required to be repaid and deposited into each Successor Agency's Housing Asset Fund. As of fiscal year 2020/21, the City had a balance of \$1.6 million in the Housing Asset Fund. The last debt repayment to the Successor Housing Agency will be in 2022/23, resulting in approximately \$5 million available during the planning period to support affordable housing.

An additional source of funds available to Burbank is the Affordable Housing Trust Fund. The fund was established in conjunction with the Inclusionary Housing Ordinance adopted by City Council in 2006 for deposit of in-lieu fee housing revenues. Monies from the trust fund must be used to increase and improve the supply of housing affordable to very low-, low- and moderate-income households. The City has had one recent contribution to the Trust Fund of approximately \$90,000, with most of the recent larger projects electing to take advantage of density bonus incentives and provide inclusionary housing units on-site. The in-lieu fee amount will be updated in conjunction with the update to the Inclusionary Housing Ordinance to reflect current market conditions.

As a federal entitlement jurisdiction, Burbank also receives HOME and Community Development Block Grant (CDBG) funds directly from the Department of Housing and Urban Development (HUD). The City's annual HOME entitlement is approximately \$625,000 and annual CDBG funds approximately \$1,050,000. While HOME funds are directed entirely towards affordable housing activities, CDBG funds are typically directed towards community development activities and services to Burbank's lower income populations, including emergency homeless services and rapid re-housing.

The Burbank Housing Authority receives close to \$9 million annually for implementation of the Section 8 housing choice voucher programs. Through the Continuum of Care, the Housing Authority has secured approximately \$500,000 in annual Permanent Supportive Housing Vouchers to provide rental assistance to individuals and families who meet the definition of chronic homelessness.

The Building Homes and Jobs Act (SB 2, 2017), established a \$75 recording fee on real estate documents to increase the supply of affordable housing through creation of a Permanent Local Housing Allocation (PLHA). Burbank has submitted its PLHA Plan to HCD, and is projected to receive \$2.8 million in PHLA funds between 2020-2023, with additional funding allocations in future years. The City anticipates allocating a majority of PLHA funds to assist in providing emergency, transitional and supportive housing, consistent with the priorities established in Burbank's Homelessness Plan.

Table 1-46 below identifies a variety of funding programs currently available on a competitive basis to leverage local funding for affordable housing activities including new construction, acquisition/rehabilitation, preservation of at-risk housing and homebuyer assistance, among others.

Table 1-46
Financial Resources Available for Housing Activities

Program Name	Description	Eligible Activities
Metro Affordable Transit Connected Housing (MATCH) Program www.matchfundla.com	Loans for development projects within 1/2 mile of high frequency transit node: 1. Predevelopment loans for affordable housing providing 100% of units at or below 60% AMI (min. 49 unit project size) 2. Loans for 20+ unit apartments with market rents affordable to low-income households with capacity to be redeveloped with at least double the existing units.	<ul style="list-style-type: none"> ▪ New construction ▪ Substantial rehabilitation ▪ Land Purchase ▪ Acquisition of Existing Housing
Low-income Housing Tax Credit (LIHTC) www.treasurer.ca.gov/ctcac	Tax credits to enable developers of low-income rental housing to raise project equity through the sale of tax benefits to investors. 4% and 9% credits available, with 4% credits often coupled with tax-exempt bonds.	<ul style="list-style-type: none"> ▪ New construction ▪ Acquisition/ ▪ Rehabilitation
CalHFA Residential Development Loan Program www.calhfa.ca.gov/multifamily/special/rdlp.pdf	Loans to cities for affordable infill, owner-occupied housing developments. Links with CalHFA's Downpayment Assistance Program to provide subordinate loans to first-time buyers.	<ul style="list-style-type: none"> ▪ Site acquisition ▪ Pre-development costs
Workforce Housing Program cscda.org/Workforce-Housing-Program	Government bonds issued to cities to acquire market-rate apartments and conversion to affordable for moderate/ middle income households, generally households earning 80% to 120% of AMI.	<ul style="list-style-type: none"> ▪ Acquisition of market rate apartments and conversion to affordable
Golden State Acquisition Fund (GSAF) www.goldenstate-fund.com	Short term loans (up to 5 years) to developers for acquisition or preservation of affordable housing.	<ul style="list-style-type: none"> ▪ Preservation ▪ Site acquisition

State HCD Funding Sources

Affordable Housing and Sustainable Communities Program www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml	Provides grants and/or loans to projects that achieve Greenhouse Gas reductions and benefit Disadvantaged Communities through increasing accessibility of: <ul style="list-style-type: none"> ✓ Affordable housing ✓ Employment centers ✓ Key destinations 	<ul style="list-style-type: none"> ▪ New construction ▪ Acquisition/Rehabilitation ▪ Preservation of affordable housing at-risk ▪ Conversion of non-residential to rental
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Table 1-46
Financial Resources Available for Housing Activities

Program Name	Description	Eligible Activities
CalHome www.hcd.ca.gov/fa/calhome	Grants to cities and non-profit developers to assist individual homeowners with homebuyer assistance and rehabilitation and ADU/JADU assistance (construction, repair, reconstruction, or rehabilitation). Program also includes loans to developers for homeownership projects.	<u>Homebuyer assistance:</u> <ul style="list-style-type: none"> ▪ Downpayment assistance ▪ Rehabilitation ▪ Acquisition/Rehabilitation ▪ ADU/JADU <u>Developer assistance:</u> <ul style="list-style-type: none"> ▪ Site acquisition, development
Infill Infrastructure Grant Program www.hcd.ca.gov/fa/iig/ www.hcd.ca.gov/grants-funding/active-funding/iigp.shtml	Funding of public infrastructure (water, sewer, traffic, parks, site clean-up, etc.) that supports higher-density affordable and mixed-income housing in infill locations.	<ul style="list-style-type: none"> ▪ Parks and open space ▪ Utility service improvements ▪ Streets, parking structures, transit linkages ▪ Traffic mitigation features ▪ Sidewalks and streetscape improvements
Local Housing Trust Fund (LHTF) Program www.hcd.ca.gov/grants-funding/active-funding/lhtf.shtml	Matching grants (dollar for dollar) to local housing trust funds that are funded on an ongoing basis from both private and public contributions or public sources.	<ul style="list-style-type: none"> ▪ Rental & ownership hsg. ▪ Transitional housing ▪ Emergency shelters ▪ Min. 30% of allocation required to assist ELI
Multifamily Housing Program (MHP) www.hcd.ca.gov/grants-funding/active-funding/mhp.shtml	Deferred payment loans with 55-year term for cities, for-profit and nonprofit corporations, limited equity housing cooperatives and individuals, and limited partnerships. Three percent simple interest on unpaid principal balance.	<ul style="list-style-type: none"> ▪ New construction, rehabilitation, or acquisition/rehab of permanent or transitional rental housing
National Housing Trust Fund Program www.hcd.ca.gov/grants-funding/active-funding/nhtf.shtml	Deferred payment and forgivable loans for non-profit and for-profit developers and local public entities to support development of housing for extremely low-income households.	<ul style="list-style-type: none"> ▪ New Construction
Predevelopment Loan Program www.hcd.ca.gov/grants-funding/active-funding/pdlp.shtml	Provides predevelopment short term loans to cities and non-profit developers to finance the start of lower income housing projects.	<ul style="list-style-type: none"> ▪ Predevelopment costs to construct, rehabilitate, convert or preserve assisted housing

Table 1-46
Financial Resources Available for Housing Activities

Program Name	Description	Eligible Activities
Supportive Housing Multi-Family Housing Program (SHMHP) www.hcd.ca.gov/grants-funding/active-funding/shmhp.shtml	Deferred payment loans to local governments, non-profit and for-profit developers for new construction, rehabilitation and preservation of permanent affordable rental housing that contains a min. 35% supportive housing units.	<ul style="list-style-type: none"> ▪ New construction ▪ Rehabilitation ▪ Acquisition/Rehabilitation ▪ Conversion of non-residential to rental ▪ Social services within project
Transit-Oriented Development (TOD) Housing Program www.hcd.ca.gov/grants-funding/active-funding/tod.shtml	Low-interest loans available to developers as gap financing for rental housing developments near transit that include affordable units. Grants also available to cities for infrastructure improvements necessary for the development of specified housing developments.	<ul style="list-style-type: none"> ▪ Rental housing development ▪ Infrastructure necessary to support specified housing development, or to facilitate connections between development and transit stations.
Veterans Housing and Homeless Prevention Program (VHHP) http://hcd.ca.gov/grants-funding/active-funding/vhhp.shtml	Loans for development multi-family rental housing with min. 55 years affordability restrictions. Projects must include permanent supportive housing units and affordable units for Veterans and their families.	<ul style="list-style-type: none"> ▪ Multi-family rental housing that provides at least 25% or 10 units (whichever is greater) to Veterans. Min. 45% of these units for ELI Veterans.

Source: Karen Warner Associates, 2021.

Administrative Resources

In addition to the financial resources available for the creation and maintenance of affordable housing, several public and non-profit agencies are devoted to the task of addressing Burbank's affordable housing needs. These agencies play an important role in meeting residents' housing needs and are integral in implementing activities for acquisition/rehabilitation, preservation of assisted housing and the development of affordable housing.

City of Burbank Community Development Department: The Community Development Department is made up of five divisions: Administration; Building & Safety; Housing & Economic Development; Planning; and Transportation. The Burbank Housing Authority administers the City's Section 8 rental assistance program and former Redevelopment Agency housing assets. The Burbank Housing Authority and federal housing grants functions are all staffed within the Community Development Department, facilitating coordination among these agencies.

Burbank Housing Corporation (BHC): BHC is a non-profit housing developer actively involved in the purchase and management of affordable housing in the community. Chartered in 1997 with past assistance of the Burbank Redevelopment Agency, the Corporation's mission is twofold: 1) to develop, upgrade and preserve affordable housing opportunities for lower- and moderate-income Burbank households, and 2) to provide services to enrich the quality of life for residents, especially for children and youth. BHC owns and manages 300+ rental units, four activity centers, and two nationally accredited child development centers.

Nonprofit Developers and Service Providers: The City has a history of collaborating with affordable housing developers and service providers to accommodate the housing needs of Burbank residents. The following are housing developers and service providers with prior or current involvement in Burbank.

- Meta Housing Corporation is a Southern California-based developer of affordable and market-rate apartments for both families and seniors, developing more than 10,000 units since the firm's inception in 1969. The former Burbank Redevelopment Agency worked with Meta as the developer for the 141-unit, mixed-income Senior Artists' Colony. This project has won several national awards, including the National Association of Home Builder's gold award for multi-family housing and the National Endowment for the Arts Creativity and Aging award.
- Habitat for Humanity is a non-profit, (faith-based) organization that builds and repairs homes for very low-income families with the help of volunteers and homeowner/partner families. Habitat homes are sold to partner families at no profit with affordable, no interest loans. The former Burbank Redevelopment Agency worked with the San Fernando Valley Chapter of Habitat for Humanity to develop eight new homes for first-time homebuyers in the Elmwood neighborhood; and with the Greater L.A. Habitat Chapter to build seven new housing units and rehabilitate one unit in the Peyton Grismer focus neighborhood.
- Family Promise of the Verdugos (FPV) operates interim/emergency housing programs in Burbank and Glendale for homeless families and leases a housing unit from BHC to offer a Day Center to their program participants. FPV implements the Lifting People Up program to provide supportive services that assist with financial and career goals to the residents living in BHC Communities. In February 2019, BHC and FPV completed the rehabilitation of a three-unit property, Jerry's Promise, to provide transitional housing to homeless families in the FPV Shelter Program.
- Family Service Agency (FSA) provides professional mental health care, counseling and family support services. FSA operates and provides support services to residents in BHC's transitional

housing facilities for victims of domestic abuse, homeless families with children, and homeless young adults and emancipated youth.

- New Directions for Veterans (NDVets) offers veterans comprehensive services and housing, including transitional & permanent supportive housing, job assistance, substance abuse treatment, and mental health services. NDVets serve residents in BHC's newly completed project, the eleven unit Burbank Veteran Bungalows.
- The Burbank YMCA serves over 14,000 community members with programs focusing on youth development, healthy living and social responsibility. Targeted programs reach very low income and marginalized youth who do not pay any fee to participate. The YMCA has submitted a pre-application review to the City for a new YMCA Community Center facility at its current location in downtown Burbank to include 308 apartment units, including at least 66 affordable family units.

Opportunities for Energy Conservation

The *Burbank2035* General Plan includes numerous goals, policies and programs to address sustainability and promote energy conservation. The Plan includes an Air Quality and Climate Change Element that addresses ways to reduce air pollution and greenhouse gas (GHG) emissions, protect people and places from air contaminants and odors, comply with statewide GHG emission reduction goals, and adapt to environmental conditions caused by a changing climate. The General Plan includes goals and policies in place to help promote energy conservation. The Open Space and Conservation Element sets forth the following goal: “Burbank conserves energy, uses alternative energy sources, and promotes sustainable energy practices that reduce pollution and fossil fuel consumption”. The City’s Greenhouse Gas Reduction Plan examines communitywide activities that result in GHG emissions and establishes strategies to reduce those emissions in existing and future development through both voluntary and mandatory actions.

The City provides the following information regarding sustainability on its website:

- Air Quality – information about the Clean Air Choices program through the South Coast Air Quality Management District.
- Green Building – the City of Burbank adopts the mandatory requirements in Chapters 4 and 5 of the California Green Building Standards Code. A link to the U.S. Green Building Council website is also provided.
- Water - the City adopts and enforces regulations on the use of water for landscape irrigation and in residential and business locations. All construction projects must comply with requirements in CAL Green and the California Plumbing Code. The City also has a water conservation page.
- Energy - The revised California 2019 Building Energy Efficiency Standards went into effect January 1, 2020, and improve upon the prior Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings.

Burbank Water and Power Programs

Burbank Water and Power has a variety of conservation and assistance programs for customers, including:

- Lifeline: offers income qualified customers an exemption from the monthly Customer Service Charge, the Utility User’s Tax, and a reduced rate on Electric Service.
- Residential Rebates & Programs:
 - Rebates for Energy Star rated appliances, AC unit replacement, or home upgrades;
 - Green Choice Program – Voluntary program for customers to opt-in to pay an additional 1.8 cents over their regular residential rate to support Renewable Energy in California;
 - Low income customers can exchange their refrigerator with a free Energy Star certified model;
 - Residents can select up to three free shade trees to help keep air conditioning costs lower;
- Other Rebates
 - Electric Vehicle and Charger rebates
 - Turf replacement rebates through SoCal Water\$mart
- Other Programs & Information
 - Information on how to save energy and water at home as well as guides for solar installation.

HOUSING PLAN

The Housing Plan sets forth Burbank's programs to address the community's identified housing needs.

Housing Programs

The goals and policies presented in the Introduction of the Element address Burbank's identified housing needs, and are implemented through a series of housing programs. Housing programs define the specific actions the City will undertake to achieve the stated goals and policies, and are organized around Burbank's five housing goals. The City's Housing Element programs encompass existing programs; programs revised in response to the review of program accomplishments and the current and projected funding situations; and new programs added to address unmet housing needs and new statutory requirements. Burbank's 2021-2029 Housing Plan encompasses the following twenty-seven programs:

Existing Housing and Neighborhood Conditions

1. Neighborhood Revitalization/Community Building
2. Community Preservation Program
3. Preserve and Protect Existing Housing and Tenants
4. Rental Assistance Vouchers
- 1a. Committed Assistance

Adequate Housing Sites

5. Housing Opportunity Sites and Rezone Program
- 6a. Promote Accessory Dwelling Units (ADUs)
7. Monitoring No Net Loss and Development on Sites from Prior Planning Periods
8. Public/Private Partnerships on City Land
- 6b. Track and Monitor ADUs

Development of Affordable Housing

9. Facilitate Development of Affordable Housing on Non-Vacant Sites
10. Inclusionary Housing Ordinance
11. Density Bonus Ordinance
12. Affordable Homeownership Program
13. Employer Assisted Housing
14. Development Impact Fees for Affordable Housing
15. Sustainability and Green Building Design
16. Transitional and Supportive Housing

Remove Constraints to Housing

17. Objective Development Standards
18. Updated Multi-family Development Standards
19. Development Fee Waivers
20. Lot Consolidation Program
21. Zoning Text Amendments for Special Needs Housing
22. Updated Project Appeal Procedures

Equal Housing Opportunities

23. Fair Housing/ Affirmatively Furthering Fair Housing
24. Landlord - Tenant Services and Mediation
25. Homeless Housing and Services
26. Housing for Persons with Disabilities
27. Housing for Extremely Low Income Households

Existing Housing and Neighborhood Conditions

1. Neighborhood Revitalization/Community Building

The City continues its partnership with the Burbank Housing Corporation (BHC) to invest in neighborhoods to upgrade the housing stock, provide long term affordable housing and provide neighborhood assets including childcare centers, after-school activity centers, and community gardens. The acquisition/rehabilitation component of the Neighborhood Revitalization program continues to be a major component of Burbank's affordable housing efforts. Based on funding available through the federal HOME program, the City's goal will be to acquire and rehabilitate an average of three housing units annually, for a total of 24 units over the eight-year planning period (7 extremely low, 13 very low, and 4 low income units). In addition, the City and BHC will explore site opportunities to partner with developers on larger projects using outside funding sources, such as low income housing tax credits.

Objective: Acquire and rehabilitate 24 housing units and preserve as long-term affordable housing.

Agency/Department: Community Development Department/Housing and Economic Development Division

Funding Sources: HOME; Low and Moderate Income Housing Asset Fund; State Permanent Local Housing Allocation (PLHA); other State and county funds

Time Frame: Ongoing

1a. Committed Assistance

As detailed in the Resources chapter of the Element, the City has committed to providing financial assistance to purchase affordability covenants on market rate units in conjunction with the acquisition/rehabilitation of rental properties described in Program #1 above. The City will commit \$5 million toward the conversion of ten market rate units to permanent affordable housing, and is seeking to apply credits towards the City's RHNA obligations. (Refer to **Appendix E - Adequate Sites Program Alternative Checklist** for documentation on compliance with the statutes).

Objective: Acquire, rehabilitate and purchase affordability covenants on ten market rate rental units within the first three years of the Housing Element to qualify for RHNA credit.

Agency/Department: Community Development Department/Housing and Economic Development Division

Funding Sources: HOME; Low and Moderate Income Housing Asset Fund

Time Frame: By October 2024, enter into a legally enforceable agreement. Report to HCD on the status of purchasing affordability covenants no later than July 1, 2025, and to the extent an agreement is not in place, amend the Housing Element as necessary to identify additional sites.

2. Community Preservation Program

The City currently administers a residential code enforcement program through the Building & Safety Division. The City's goal is to focus on training of current code enforcement personnel to focus on community preservation efforts that emphasize ongoing outreach and education to property owners on property maintenance and other neighborhood preservation issues.

Objective: Preserve and protect Burbank's existing neighborhoods

Agency/Department: Community Development Department/Building & Safety Division

Funding Sources: General Fund

Time Frame: Implement Community Preservation Program by 2023

3. Preserve and Protect Existing Tenants and Housing

Burbank carries out several anti-displacement programs aimed at protecting existing tenants. These include:

- Limiting rent increases and prohibiting evictions and non-renewal of leases without “just cause” for tenants that have resided in their units for more than 12 months, including relocation fees for eligible no fault evictions under the law (AB 1482);
- Banning the approval of development projects on sites that would eliminate existing units unless the units are replaced with affordable units (AB 330);
- Requiring any development on Housing Element sites occupied by lower income households within the last five years, or any site proposed for density bonus occupied by lower income households within the last five years, to be replaced with affordable units (AB 1397, SB 1818);
- Requiring tenant relocation fees and first right of refusal for existing tenants to return to the new development when state or federal funds are utilized;
- Providing rent mediation and other conflict resolution services through the Landlord-Tenant Commission;
- Providing rental assistance vouchers through the Burbank Housing Authority and providing preference on the wait list for residents spending more than half their incomes on rent (at-risk of displacement); and
- Assisting very low income households at risk of homelessness to increase their incomes, secure employment and maintain their housing through the new Lifting People Up program.

The City has conducted extensive education and outreach on the Tenant Protection Act (AB 1482) through the Landlord-Tenant Commission, and informs developers of the replacement housing requirements under SB 330, AB 1397 and density bonus law. In addition, information is posted on the City’s website, and the rental and just cause protections under the law have been shared with the community via an ongoing outreach strategy aimed to keep the community informed, including information on the education and mediation services of the Commission, and other landlord tenant related laws and topics. Staff coordinates outreach with Burbank’s Public Information Office and shares information via social media and printed material distributed to City offices such as the libraires, senior centers and Burbank Water and Power lobby.

Objective: Adopt a City Council goal as part of Burbank’s Affordable Housing Strategy that acknowledges and disseminates the rules and requirements of state and federal laws to protect existing tenants from displacement, including the current work of the Landlord Tenant Commission to educate tenants and landlords of their rights and responsibilities, and programs to assist households at risk of homelessness and displacement.

Agency/Department: Community Development Department/Planning Division, Housing and Economic Development Division, and Burbank Housing Authority

Funding Sources: General Fund and Burbank Housing Authority Funds

Time Frame: Adopt Council goal by 2023

4. Rental Assistance Vouchers

The federal housing choice voucher program extends rental subsidies to extremely low and very low income households, including families, seniors and the disabled. The Burbank Housing Authority (BHA) administers the program, with a total of 1,116 vouchers available, including targeted vouchers for VASH (Veterans Affairs Supportive Housing) and Permanent Supportive Housing. Through the Family Self-Sufficiency Program, BHA assists families in obtaining employment to allow them to become self-sufficient. BHA distributes information on housing opportunities throughout the City, providing landlord apartment listings as available, as well as informational brochures to encourage landlords to participate in the housing choice voucher program.

As a means of affirmatively furthering fair housing (AFFH) to ensure vouchers are utilized throughout Burbank, the City will provide voucher holders with a map delineating higher resourced areas to encourage leasing in these areas. Furthermore, annual notice will be provided to landlords in higher resource areas about source of income protections under the FEHA and to educate them that Landlord Housing Incentive funds for security deposits and moving expenses may be available if a unit is leased to a voucher holder (2023).

Objective:	Maintain current levels of assistance and continue to apply to HUD for additional funding as available
Agency/Department:	Burbank Housing Authority
Funding Sources:	HUD and other Federal funding
Time Frame:	Ongoing

Adequate Housing Sites

5. Housing Opportunity Sites & Rezone Program

In 2019, the City Council established a housing goal to build 12,000 new dwelling units through 2035, mainly along the I-5 freeway corridor, which includes the Downtown area, Airport District (Golden State), and parts of the Media District. This housing goal is intended to facilitate responsible development that results in new housing for all economic segments, included much needed workforce housing. In order to achieve this goal, the City is undertaking the following Specific Plans to provide the necessary zoning, objective development standards and processing procedures to facilitate the production of housing:

- Downtown TOD Specific Plan
- Golden State Specific Plan
- Media District Specific Plan

Adoption of these Specific Plans is projected to occur in fiscal year 2022-2023 after adoption of the Housing Element, resulting in a temporary shortfall of sites with zoning in place to address Burbank's regional housing needs (RHNA) for 985 moderate income and 588 above moderate income households. As permitted under Housing Element law, the City is addressing this shortfall by including a program in the Element to identify sites for rezoning within one year of the start of the planning period.²⁵

As described earlier, the Specific Plans will incorporate numerous incentives for development on identified sites, including by-right processing for projects with 100 units or less and reduced parking consistent with density bonus law. The City's Economic Development team will develop promotional flyers

²⁵ Because the City does not have a shortfall of sites with zoning in place to accommodate the RHNA for lower income households, the City is not subject to the adequate sites program requirement under Government Code section 65583(f) and 65583.2(h).

for each of the nineteen housing opportunity sites identified in the Specific Plans and will actively market the sites to developers via trade shows, real estate publications and in person meetings.

The specific plans will include plan-level environmental analysis that can be used to streamline the CEQA process on future development projects, thereby reducing time and costs and enhancing affordability.

Objective: Provide adequate sites to accommodate Burbank's RHNA allocation through adoption and update of Specific Plans and provide incentives for site development

Agency/Department: Community Development Department/ Planning Division

Funding Sources: Metro TOD Planning Grant; California High Speed Rail Authority; LEAP Grant; SCAG Sustainable Communities Grant; REAP Grant (Media Center Specific Plan)

Time Frame: Adopt Downtown TOD and Golden State Specific Plans in fiscal year 2022-2023, and Media District Specific Plan in 2023. Market opportunity sites to the development community starting in 2022. Conduct a mid-cycle review in 2025 to evaluate housing production levels in comparison to the RHNA, and if falling significantly short, commit to additional rezoning to increase capacity.

6a. Promote Accessory Dwelling Units (ADUs)

Between 2017-2019, the State adopted a series of additional requirements for local governments related to ADU ordinances. In response to these new ADU laws, the City has continually updated its ordinance to align with state law and better facilitate the production of ADUs and Junior ADUs. Burbank has been successful in these efforts, having issued an average of 181 building permits for ADUs between 2019-2021. The pace of ADUs has continued to accelerate, with 322 ADU permits issued in 2021 and 85 permits in the first four months of 2022. Furthermore, SCAG's affordability analysis estimates that in Los Angeles County, 70 percent of ADUs are provided at rents affordable to lower and moderate income households.

Pursuant to AB 671, the Housing Element is now required to include plans to incentivize and encourage affordable ADU rentals. In addition to the City's current streamlined ADU processing procedures, including electronic application submittals and a Frequently Asked Questions handout, the City will encourage architectural design firms to submit ADU plans that can be pre-approved and customizable at minimal cost to facilitate a more streamlined review and permitting of ADUs. The City will develop a set of at least three pre-approved and customizable plans that can be used to further facilitate ADU development that is consistent with the City's residential development standards, including at least one smaller sized, lower cost option. To further encourage the continued creation of smaller, lower cost ADUs, the City will seek to approve ADUs smaller than 500 square feet in $\frac{1}{4}$ of the time prescribed by State law (currently 60 days). The City has reduced ADU processing fees from \$2,197 to \$1,638, with further reductions for ADUs that incorporate accessibility features which would result in a 50% reduction in building permit and planning fees. Finally, Burbank is working with a firm to establish an ADU calculator to estimate construction costs and rents that it will add to its ADU webpage to assist homeowners in evaluating the financial implications of developing an ADU.

Objective: Achieve the production of an average of 200 ADUs annually, for a total of 1,600 ADUs over the planning period, including 80% in high and highest resource neighborhoods.

Agency/Department: Community Development Department/Planning Division

Funding Sources: General Fund

Time Frame: Add ADU Cost Calculator to City website in 2022. By 2023, establish expedited

processing for smaller ADUs, reduced fees for ADUs that incorporate accessibility features, and pre-approved ADU plans. Annually monitor ADU production as part of Annual Performance Report (APR) on the Housing Element.

6b. Track and Monitor Accessory Dwelling Units

The City will track new accessory dwelling units to collect information on the use and affordability of these units. In order to establish baseline information on how ADUs are being used, the City will send out a questionnaire to all property owners issued an ADU building permit since 2018 to request information on occupancy and rent levels, and moving forward, will incorporate similar questions as part of the City's ADU application. Conduct a review every two years and report to HCD. If actual production and affordability is far from projected trends (more than 25% below projections) and impacts the City's ability to meet its RHNA, rezone an additional site(s) to offset any lower income RHNA shortfall; if actual production and affordability is near projected trends, conduct expanded marketing and outreach.

Objective:	Establish an ADU tracking system to monitor production, affordability and location within high and highest resource neighborhoods
Agency/Department:	Community Development Department/Planning Division
Funding Sources:	General Fund
Time Frame:	Conduct ADU survey and establish tracking system in 2022. Conduct review of production and affordability every two years (2023, 2025, 2027, 2029) and as appropriate, conduct expanded marketing and outreach within 6 months, or rezoning additional site(s) within one year.

7. Monitoring No Net Loss and Development on Sites from Prior Planning Periods

To ensure that the City monitors its compliance with SB 166 (No Net Loss), the City will develop a procedure to track:

- Unit count and income/affordability assumed on parcels included in the Sites Inventory
- Actual units constructed and income/affordability when parcels are developed
- Net change in capacity and summary of remaining capacity in meeting remaining Regional Housing Needs Allocation (RHNA)

Two sites included in the Housing Element Site Inventory for lower-income housing were also in the previous (5th cycle) Burbank Housing Element and have projects pending entitlement: The Premier on First and 529-537 E. Palm Avenue. The City will monitor the pending entitlement of these projects, and pursuant to Government Code Section 65583.2(c), if projects are not approved as indicated, will allow for by-right approval of any future projects on these sites that set-aside at least 20 percent of units as affordable to lower income households.

Objective:	Develop a procedure to monitor the development of sites in the Housing Element Sites Inventory and ensure that adequate sites are available to meet the remaining RHNA by income category. Monitor development entitlements on prior Housing Element sites, and provide by-right development as required under State law.
Agency/Department:	Community Development Department/Planning Division
Funding Sources:	General Fund
Time Frame:	Establish No Net Loss monitoring procedures in 2022. Ongoing monitoring of entitlements on prior Housing Element sites.

8. Public/Private Partnerships on City Land

Public/private partnerships involve collaboration between a government agency and private-sector company that can be used to finance, build and operate projects. To facilitate affordable housing development, the City is considering various options to leverage its land resources including but not limited to the sale and/or leasing of appropriate City-owned properties on a long-term basis to housing developers in exchange for a long-term commitment to maintain all or a portion of the units as affordable housing. As part of the Downtown TOD Specific Plan, the City is proposing expansion of the Civic Center and the introduction of approximately 375 units of housing as part of a larger mixed-use development on City-owned parcels. Since the fall of 2021, the City's Civic Center taskforce comprised of key City executives and land development staff have been working with a consultant team made up of land use planners, economists, urban designers, traffic engineers, and environmental consultants to develop a plan to consider a public private partnership ("P3") for the Civic Center. The Civic Center plan would include amongst other things, the development of housing, office, retail and a new library as well as on-site parking. During this period, the City has undertaken various studies including development of multiple Civic Center conceptual plans, parking analysis, capital cost estimates and an affordability assessment. This effort will culminate in a presentation by City staff and the consultants to the City Council in the last quarter of 2022. It is the intent of this effort to seek City Council authorization to prepare an RFP to solicit proposals from qualified developers to build out the Civic Center in a manner that addresses the various mix of residential, commercial, and civic uses. The RFP development, solicitation of proposals and negotiation would take approximately 12 months to complete in late 2023. It is anticipated that a Civic Center Project would be underway by the summer of 2025.

In the unlikely event that the City Council does not authorize staff to issue an RFP for the Civic Center project, the proposed density increase would still be considered under the TOD Specific Plan, and could be made available as part of a "transfer of development rights" (TDR) program to be used by a developer in another location within the specific plan.

Objective:	Partner with private developers to provide housing on publicly owned land
Agency/Department:	Community Development Department/Planning Division
Funding Sources:	Varied funding sources - local, state, and federal funds and/or City land contribution towards project
Time Frame:	Issue an RFP by 2023 and select a developer for the Civic Center Plan by 2024. Incorporate a TDR program within the Downtown TOD Specific Plan (2022).

Development of Affordable Housing

9. Facilitate Development of Affordable Housing on Non-Vacant Sites

As Burbank's sites inventory relies on nonvacant sites to address the vast majority of its housing needs (just five parcels in the inventory are vacant), it will be important for the City to have an effective program to facilitate their development and enable the City to address its regional housing needs. At the same time, the City will promote the inclusion of affordable housing on each of these sites through its Inclusionary Housing Ordinance and other regulatory and financial incentives. The following are among the incentives the City will offer to promote development on its Housing Element sites:

- Develop promotional flyers for each site and actively market to developers through the City's Economic Development team via trade shows, real estate publications and in person meetings (see Program #5)

- Allow by right development processing for projects 100 units or less that comply with objective development standards to be adopted with the GSSP and Downtown TOD Specific Plans, and provide streamlined discretionary review for larger projects (see Program #17)
- Reduce parking requirements consistent with standards available under density bonus law, with potential further reductions in exchange for provision of community benefits (see Program #5)
- Pursue a public-private partnership for development of approximately 375 units, as well as a new library and other public improvements, on City-owned sites within the Civic Center area (see Program #8)
- Encourage the consolidation of smaller parcels into larger development sites by allowing greater densities and other flexible development standards (see Program #20)
- Waive development impact fees on affordable units (see Program #19)
- Provide gap financing for affordable housing projects (with special consideration for projects that set aside units for extremely low income households and persons with disabilities, including persons with developmental disabilities) through the City's Low and Moderate Income Housing Asset Fund, Affordable Housing Trust Fund, Home funds and other available funding sources

Objective: Provide regulatory and financial assistance as well as outreach to the development community in support of affordable and mixed income housing on Housing Element sites

Agency/Department: Community Development Department/Planning Division, Housing and Economic Development Division

Funding Sources: HOME; Low and Moderate Income Housing Asset Fund; Housing Trust Funds; other State and federal funding sources

Time Frame: Within one year of Housing Element adoption

10. Inclusionary Housing Ordinance

Burbank adopted its Inclusionary Housing Program in 2006, requiring projects with five or more units to include 15% of the units as long-term affordable housing. More specifically, rental projects are required to provide 5% very low income and 10% low income units, and ownership projects are required to provide 15% moderate income units.²⁶ Alternatives to on-site units include off-site affordable units, land donation or payment of an in-lieu fee. As a means of providing incentives for the provision of units for large families and for persons with disabilities, if more than the required number of affordable units are provided for large families (3+ bedrooms), or fully accessible units (in excess of California Building Code Chapter 11A requirements) are provided for the physically disabled, a credit of 1.5 units for every 1 unit is provided.

The City is currently in the process of updating its Inclusionary Housing Ordinance as market conditions have changed since the original Ordinance was adopted over 15 years ago. One of the changes being contemplated is to allow housing developers multiple options to fulfill Inclusionary Housing production requirements, including allowing moderate income units to address the unmet need for moderate income housing under the RHNA. Changes to the Ordinance will be evaluated which are complementary to current state density bonus law and in-lieu housing fee amounts will also be updated. Furthermore, the City will be preparing a study that includes but is not limited to an economic feasibility analysis to evaluate the potential impacts and benefits of the implementation of a prevailing wage and local hire,

²⁶ After the *Palmer* court ruling in 2009, the City suspended its Inclusionary Housing requirements on rental projects. Upon passage of AB 1505 in 2017, the City was again able to impose Inclusionary Housing requirements on multi-family rental projects.

apprenticeship policy to have the skilled construction workforce necessary for new housing developments to support production of an ample supply of mixed-income and affordable housing units, and ensure equitable, sustainable, and livable communities.

Objective: Update the Inclusionary Housing Ordinance to enhance the program's effectiveness in producing affordable housing and continue to provide incentives for units suitable for large families and for persons with disabilities

Agency/Department: Community Development Department/Planning Division, Housing and Economic Development Division

Funding Sources: General Fund

Time Frame: 2022 - 2023

11. Density Bonus Ordinance

State density bonus law (Government Code Section 65915) provides for increases in density, along with other incentives and concessions, for projects that include a specified percentage of affordable units. In conjunction with adoption of the Inclusionary Housing Ordinance in 2006, the Burbank City Council updated its Density Bonus Ordinance to reflect current State requirements and to coordinate with the incentives offered under the Inclusionary Program. Density bonus law has undergone several amendments since that time, and rather than incrementally update the City's ordinance, the City's Code includes automatic incorporation by reference of future amendments to State density bonus law. Burbank has had numerous projects take advantage of State density bonus incentives, as well as the 25% transit density bonus provided for under the General Plan.

Together with the update of the Inclusionary Ordinance, the City is preparing an update of the Density Bonus Ordinance. Part of this update will include establishing a streamlined approach to the menu of available incentives, concessions and waivers, as well as streamlining the appeals process. Furthermore, the City will be preparing a study that includes but is not limited to an economic feasibility analysis to evaluate the potential impacts and benefits of the implementation of a prevailing wage and local hire, apprenticeship policy to have the skilled construction workforce necessary for new housing developments to support production of an ample supply of mixed-income and affordable housing units, and ensure equitable, sustainable, and livable communities.

Objective: Update the Density Bonus Ordinance to align with State law and the updated Inclusionary Housing Ordinance

Agency/Department: Community Development Department/Planning Division, Housing and Economic Development Division

Funding Sources: General Fund

Time Frame: 2022 - 2023

12. Affordable Homeownership Program

The rate of homeownership in Burbank has fallen, and affordable ownership options are out of reach for many in Burbank's workforce. The former Redevelopment Agency had a history of parcel assembly for ownership housing as well as funding mortgage assistance, but with the dissolution of Redevelopment, these programs are no longer available. The City is committed to facilitating the expansion of homeownership opportunities for first-time homebuyers, and will pursue the following actions:

- Creation of a small lot subdivision ordinance to accommodate single-family infill housing in commercial and multi-family neighborhoods

- Incentivize the construction of missing middle housing of 15-30 units to the acre including smaller apartments, townhome and rowhouse style development
- Evaluate allowing “duet homes” – duplexes which are sold and owned separately – within single-family zones
- Support co-housing communities that are individually owned, private units clustered around common facilities
- Ensure the updated Inclusionary Housing Ordinance facilitates ownership housing
- Pursue mechanisms to provide homeownership assistance, including with the business community to explore opportunities for employer assisted housing and commercial impact fees

Objective: Promote first-time homebuyer opportunities in high resource neighborhoods through both regulatory and financial incentives. Conduct affirmative marketing to promote equal access to homeownership opportunities.

Agency/Department: Community Development Department/Planning Division, Housing and Economic Development Division

Funding Sources: General Fund; Housing Trust Fund; Permanent Local Housing Allocation (PLHA)

Time Frame: 2023

13. Employer Assisted Housing

The most significant generator of housing needs in Burbank is the local workforce of over 130,000 employees. Employers are increasingly recognizing that recruitment and retention of employees is dependent upon the availability of local affordable housing options, as evidenced by the surge of employer assisted housing (EAH) programs being initiated throughout the country, including programs offered by Amazon, Google and LAUSD. EAH can be provided in a variety of ways, including through down payment grants or loans that are forgiven over a period of employment, homeownership counseling and education, rental subsidies, and direct investment in the construction of housing and/or provision of land.

The City will be convening a series of meetings with major employers to provide information on EAH programs and available resources to support in initiating local workforce housing programs.

Objective: Engage major employers in the City to discuss and determine feasibility of establishing employer assisted housing programs

Agency/Department: Community Development Department/Planning Division, Housing and Economic Development Division

Funding Sources: None Required

Time Frame: Ongoing

14. Development Impact Fees for Affordable Housing

Impact fees on non-residential development can be used to expand housing opportunities to offset the impact of such development on the need for affordable housing generated from an increase in lower income workers. As an alternative to paying the impact fee, the commercial/industrial development is typically provided the option of building the affordable units on-site. In order to adopt a development impact fee, a nexus study is required to determine how a reasonable relationship exists between the impact fee and the type of non-residential development project on which a fee would be imposed. The purpose of the fee would be to fill the “affordability gap” for housing development and increase the number of homes available for the local workforce.

More than 30 cities and counties in California have jobs housing linkage fees, with the majority of these programs in the Bay Area and greater Sacramento, though Los Angeles, Glendale and Santa Monica all have fees. Fees are most successful in communities, such as Burbank, with robust employment growth.

Objective: Evaluate establishing an impact fee on non-residential development to provide an additional source of revenue for the Housing Trust Fund

Agency/Department: Community Development Department/Planning Division, Transportation Division

Funding Sources: General Fund

Time Frame: 2023

15. Sustainability and Green Building Design

Burbank continues to implement the Greenhouse Gas Reduction Plan (GGRP), and reports the City's progress to City Council on an annual basis. The City is currently updating the GGRP and will be developing a model template for Department and City reporting. Consistent with the GGRP, the City requires green building practices not only in new construction but also for qualifying residential rehabilitation/home improvement projects, and provides information on resources on the City website and at the public counter.

Objective: Update the GGRP plan and evaluate establishment of additional sustainability/green building development standards for large projects

Agency/Department: Community Development Department/Building & Safety Division; Burbank Water and Power

Funding Sources: None Required

Time Frame: 2022

16. Transitional and Supportive Housing

The City, in cooperation with the Burbank Housing Corporation (BHC) and other development partners, is committed to expanding transitional and supportive housing opportunities to persons experiencing homelessness or at-risk of becoming homeless. BHC currently operates four transitional housing facilities with 19 housing units where residents can live for up to two years while they gain the skills necessary for independent living. BHC also operates an 11 unit permanent supportive housing project for veterans. The City has also entered into a new partnership with Hope of the Valley by adding 38 beds of transitional congregate housing for transitional aged youth experiencing homelessness. Supportive services are offered through Village Family Services in order to stabilize the persons housing needs. The City has updated its Zoning Ordinance consistent with State law to treat transitional and supportive housing as a residential use, and allows supportive housing as a use by right in all zones where multi-family and mixed use is permitted.

Objective: Investigate outside funding sources to augment HOME funds in support of transitional and supportive housing

Agency/Department: Community Development Department/Planning Division, Housing and Economic Development Division

Funding Sources: HOME; Low and Moderate Income Housing Asset Fund; Permanent Local Housing Allocation (PLHA); other State and County funds

Time Frame: Ongoing

Remove Constraints to Housing

17. Objective Development Standards

One of the primary goals of the Golden State Specific Plan, and updates to the Downtown TOD and Media District Specific Plans, is to establish clear and objective development standards that create greater certainty for developers. Under the Specific Plans, projects of up to 100 units that comply with applicable City Density Bonus and Inclusionary Housing regulations and the objective development standards will be considered for by-right approval without the need for further discretionary review including a Conditional Use Permit (CUP) or Planned Development (PD) permit request. Projects greater than 100 units would still be required to go through a discretionary review process and developers would still have the option of City approval of a Planned Development to address the unique aspects of a project.

Objective development standards for micro-units, live/work housing and other non-traditional housing types will be established within the Specific Plans. The result will be a streamlined housing approval process that accelerates housing production.

Objective: Establish objective development standards and streamlined processing procedures in conjunction with the new and updated specific plans

Agency/Department: Community Development Department/ Planning Division

Funding Sources: Metro TOD Planning Grant; California High Speed Rail Authority; LEAP Grant; SCAG Sustainable Communities Grant

Time Frame: Adopt Downtown TOD and Golden State specific plans in 2022, and Media District Specific Plan in 2023

18. Updated Multi-family Development Standards

The City's multi-family development standards are in need of updating to better facilitate responsible development feasibility while protecting and preserving existing neighborhoods. Particularly on smaller parcels, current development standards may preclude the achievement of maximum zoned densities. The City will re-evaluate parking, setbacks, height and other standards and update to enable compact, well-designed multi-family product types.

Objective: Update and simplify the City's multi-family development standards to enhance development feasibility

Agency/Department: Community Development Department/ Planning Division

Funding Sources: General Fund

Time Frame: 2024

19. Development Fee Waivers

The City collects various fees from development to cover the costs of processing permits, as well as impact fees to offset the future impact of development on community facilities, transportation and affordable housing. While the City's fees are considered reasonable and based on cost recovery and/or development impacts, fee reductions can be offered as an incentive for production of affordable housing. Burbank's inclusionary housing and density bonus programs currently provide for development impact fee waivers on affordable units and fee deferrals on market rate units until issuance of certificate of occupancy. In addition, Assembly Bill 571, effective January 2022, now prohibits affordable housing impact fees, including inclusionary zoning fees, in-lieu fees, and public benefit fees, from being imposed on a housing development's affordable units.

Objective:	Continue to waive development impact fees on affordable units
Agency/Department:	Community Development Department/ Planning Division
Funding Sources:	General Fund
Time Frame:	Ongoing

20. Lot Consolidation Program

The success of development within several of the opportunity sites will be dependent upon consolidation of individual parcels into larger development sites. While some of the individual parcels that comprise the Housing Element sites are already under common ownership, many are individually owned. The City will conduct outreach to property owners in these areas to identify meaningful incentives to facilitate lot consolidation and redevelopment. Based on this feedback, within two years of Housing Element adoption, the City will develop a Lot Consolidation Program to include specific incentives such as:

- Flexible development standards such as reduced setbacks, increased lot coverage, increased heights, reduced parking
- Streamlined permit processing through administrative staff review

The lot consolidation incentives will be integrated within the Downtown TOD and Golden State specific plans. The City will work in partnership with property owners that are receptive to lot consolidation to assist them in facilitating the parcel merge process in a streamlined and timely manner.

Objective:	Conduct outreach to property owners and adopt Lot Consolidation Program
Agency/Department:	Community Development Department/ Planning Division
Funding Sources:	General Fund
Time Frame:	2023. Conduct a mid-cycle review in 2025 to evaluate the success of the program and make modifications as necessary

21. Zone Text Amendments for Special Needs Housing

As presented under the Governmental Constraints analysis and pursuant to State law, several revisions to the Burbank Municipal Code have been identified as appropriate to better facilitate the provision of a variety of housing types and for persons with special needs. These Code revisions include:

- Develop by right processing procedures for Low Barrier Navigation Centers in areas zoned for mixed use and non-residential zones permitting multi-family uses, and should the City receive an application for these uses, process them as required by State law. (per SB 48)
- Amend the Zoning Code to allow group homes of more than six persons in all residential zone districts consistent with State law and fair housing requirements.
- Amend the Zoning Code to specify incentives for the development of housing for extremely low income households (30% AMI). Incentives will include priority development processing and flexible development standards.

Objective:	Facilitate housing for Burbank's special needs and extremely low income populations. Develop 10 two plus-bedroom units for large families through non-profit housing partners and BHC.
Agency/Department:	Community Development Department/ Planning Division
Funding Sources:	General Fund
Time Frame:	Amend the Zoning Code by 2024.

22. Updated Project Appeal Procedures

Currently, the City has an appeal process for development projects detailed in Burbank Municipal Code Section 10-1-1907.1 through Section 10-1-1907.3, wherein any person may file an appeal within 15 days after a decision on a housing project undergoing a discretionary review process is made by the Community Development Director. Persons filing an appeal are required to explain the reasons for the appeal, although reference to specific Municipal Code sections justifying the appeal are not currently required. Additionally, the existing appeal process allows an appellant to seek City Council determination on an appeal by challenging Planning Board's decision on the appeal. To streamline the project review and approval process, the City Council will consider the following revisions to the appeal process as follows:

- The City will update its appeal process as established in the BMC, including the initial and final review bodies for housing projects that do not involve any other discretionary reviews. Moreover, amendments to the Code section will be made to end the appeal process for housing projects at the Planning Board by making them the final decision-making body.
- The City will update the appeal form to specify that appellants need to clearly identify the findings/criteria that are the basis of the appeal, making it mandatory for an appellant to specify the applicable Code sections and reasons for the appeal
- The City will update the public notices and agendas with additional language to require that the issues raised by an appellant during the hearing be limited to only those topics that are specified in the appeal form.

Objective: Streamline the project review and approval process

Agency/Department: Community Development Department/Planning Division

Funding Sources: General Fund

Time Frame: Amend the Municipal Code, Update the Project Appeals Form, and Add Applicable Language to Public Notices and Agendas by 2023.

Equal Housing Opportunities and Special Needs

23. Fair Housing/Affirmatively Furthering Fair Housing (AFFH)

Burbank will continue to contract with a qualified fair housing service provider for fair housing services to Burbank residents and property owners. The City will promote fair housing practices, and provide educational information on fair housing to the public through distribution of fair housing brochures, training sessions, workshops, and press releases/public service announcements. Affirmative Marketing Plans will be prepared for all housing developments assisted with local, State, and/or Federal funds. City staff will continue to review Fair Housing Program annual reports to assess any trends, and will implement actions set forth in Burbank's Analysis of Impediments to Fair Housing Choice (AI).

The new Affirmatively Furthering Fair Housing (AFFH) component of the Housing Element, contained in Appendix B, identifies the following as the primary fair housing issues in Burbank:

- Need for Affordable Housing of Various Types and Sizes
- Need for Public Education of Fair Housing Services and Fair Housing Rights
- Need for Fair Housing for the Special Needs Population
- Need for Accessible Housing

- Need for Neighborhood Revitalization and Resources

Table B-11 in the AFFH connects these fair housing issues with evidence and contributing factors, and presents the City's planned actions to address them. The actions identified in Table B-11 are part of the implementation of the Housing Element, and will be reported on as part of the City's Annual Progress Report (APR). Consistent with actions specified in the AFFH, the City will conduct at least two fair housing informational workshops per year and increase education and outreach via social and print media including printed materials to Burbank Water and Power, the Libraries, Senior centers and Activity Centers.

24. Landlord -Tenant Services and Mediation

Landlord-Tenant services are provided both through the Burbank Housing Authority (BHA) and Landlord-Tenant Commission, as well as through the City's fair housing service provider the Housing Rights Center (HRC). Both the BHA and HRC provide general counseling and referrals over the phone regarding tenant/landlord issues. Complaints requiring mediation are directed to the City's Landlord-Tenant Commission which meets on a monthly basis. The Commission addresses a wide variety of issues, including conflicts involving property maintenance, repairs, lease disagreements, and rent increases. The Commission works to prevent displacement and potential homelessness by minimizing evictions and unjust rent increases through conflict mediation between tenants and landlords.

Objective:	Continue to provide landlord-tenant counseling and referrals, and offer mediation services through the Landlord-Tenant Commission
Agency/Department:	Community Development Department/Housing and Economic Development Division
Funding Sources:	General Fund
Time Frame:	Ongoing

25. Homeless Housing and Services

In 2018, the City adopted a three-year Homeless Plan to provide a strategic approach to addressing homelessness in the community. The Plan presents seven core homelessness strategies, each with associated priority actions for implementation. These strategies include:

- Developing Storage Facilities and Transportation
- Enhancing Quality of Life, Mental Health and Healthcare Awareness
- Building Temporary Housing
- Creating Affordable Housing
- Continuing Outreach, Coordinated Care System, and Community Awareness
- Increasing Homeless Prevention and Rapid Re-housing
- Enforcing Public Health & Safety and Ordinances

Implementation of the Homelessness Plan is well underway, including opening of a Homeless Storage Facility and Navigation Center; Burbank Street Outreach Program; hiring of a Homeless Services Liaison; partnerships with Family Service Agency of Burbank, Providence St. Joseph Medical Center, and other providers for counseling services, health intervention, mental health services, and awareness; funding transportation services for a Winter Shelter Program; and tenant based rental assistance for families at-

risk of homelessness, among numerous other actions. The City is also dedicating funding for establishment of a Tiny Home Village of 26 modular homes on public land (including two ADA-accessible units) which will house up to 51 residents.

Objectives: Implement the strategies and actions identified in the Burbank Homelessness Plan, and update the Plan for the 2022-2027 time period with measurable outcomes, funding and time frames for implementation.

Agency/Department: Community Development Department/Housing and Economic Development Division

Funding Sources: CDBG; HOME; Permanent Local Housing Allocation (PLHA); General Funds

Time Frame: Ongoing. Open Tiny Home Village by July 2024.

26. Housing for Persons with Disabilities

Over ten percent of Burbank's population is identified by the Census as having one or more disabilities. The City will continue to support nonprofit organizations in the construction and rehabilitation of housing targeted for persons with disabilities, including persons with developmental disabilities. Expedited permit processing (by providing technical assistance and pre-application consultation) and inclusionary housing credits will be provided for housing that sets aside units for persons with disabilities beyond the minimum requirements of Americans with Disabilities Act (ADA) or State building codes. The City will continue to coordinate housing near transit centers and door-to-door transit services for persons with disabilities, and coordinate with the Franklin D. Lanterman Regional Center to promote resources available to persons with developmental disabilities. As discussed under Program #6, in order to encourage accessory dwelling units to incorporate accessibility features, the City will establish and promote a program to reduce building permit and planning fees by up to 50% for qualifying ADUs. The City will begin providing developers with State HCD's New Home Universal Design Checklist and encourage them to offer Universal Design features which ensures housing can be used by people throughout their lifespan. The City will also update its 2014 Administrative Procedures for Reasonable Accommodation to be consistent with the guidance provided by HUD/DOJ.

Objectives: Expand the range of housing options available and accessible to persons with disabilities

Agency/Department: Community Development Department/Planning, Housing and Economic Development, Transportation and Building Divisions; Management Services Department and City Attorney's Office

Funding Sources: None Required

Time Frame: Update Reasonable Accommodation Procedures and provide developers with HCDs Universal Design Checklist by 2023

27. Housing for Extremely Low Income Households

The City will encourage the development of housing for extremely low-income (ELI) households through a variety of activities such as coordinating with potential housing developers, providing financial assistance or land write-downs, providing expedited processing, identifying grant and funding opportunities, applying for or supporting applications for funding on an ongoing basis, and/or offering additional incentives beyond the density bonus. The following specific activities will support ELI housing during the planning period:

- Dedicating funding for establishment of a Tiny Home Village of 26 modular homes on public land to house up to 51 residents

- Funding the addition of six rent-restricted ADUs affordable to ELI households on BHC affordable housing properties
- Creating at least three pre-approved and customizable ADU plans, including at least one smaller sized, lower cost option
- Utilizing the City's Permanent Local Housing Allocation (PLHA) and HOME American Rescue Plan funding to provide emergency housing, bridge housing, transitional housing and supportive services and case management to homeless and at risk of homelessness households, including 130 rapid rehousing units and assistance with housing navigation services to 480 individuals
- Amending the Zoning Code to specify incentives for the development of ELI housing, including priority development processing and flexible development standards.

Objectives: Facilitate the provision of a variety of housing types to address the needs of Burbank's extremely low income households

Agency/Department: Community Development Department/Housing and Economic Development Division, Planning Division

Funding Sources: HOME; CDBG; Low and Moderate Income Housing Asset Fund; State Permanent Local Housing Allocation (PLHA); other State and LA County funds

Time Frame: 2022- 2023. Additional funding allocations to be made annually in conjunction with Burbank's Annual Action Plan

Table 1-47
Summary of Quantified Objectives (2021-2029)

	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total
New Construction (RHNA) ¹	1,276	1,277	1,418	1,409	3,392	8,772
Rehabilitation	7	13	4	--	--	24
Preservation ²		1,372				

Notes:

¹ State law requires projecting the housing needs for extremely low income households. The RHNA developed by SCAG does not separately account for this income group. State law allows splitting the very low income group evenly between extremely low and very low income.

² The Preservation objective reflects maintaining all deed restricted rental housing (as presented in Table 1-25) as long-term affordable housing.