



North San Fernando Boulevard Master Plan



NORTH SAN FERNANDO BOULEVARD MASTER PLAN

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North San Fernando Boulevard

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1.0 INTRODUCTION

This Master Plan is a policy document that provides a strategy to guide future development and streetscape improvements along the segment of North San Fernando Boulevard between Interstate 5 and Burbank Boulevard (see Figure 1-1). It also includes recommendations to improve the surrounding residential and commercial streets (see Figure 1-1).

Today, North San Fernando Boulevard is characterized as an auto-oriented commercial corridor that primarily serves the surrounding residential neighborhoods. Overtime, the community of Burbank envisions this area to be improved with new commercial and mixed-use developments and streetscape enhancements. All improvements are intended to create an attractive boulevard that links the Empire Center to the Burbank Town Center and Downtown Burbank. The corridor will contain a mix of commercial, hotel, and mixed-use developments that provide convenient services to local residents and visitors. The corridor will include amenities that encourage walking, bicycling, and transit ridership.

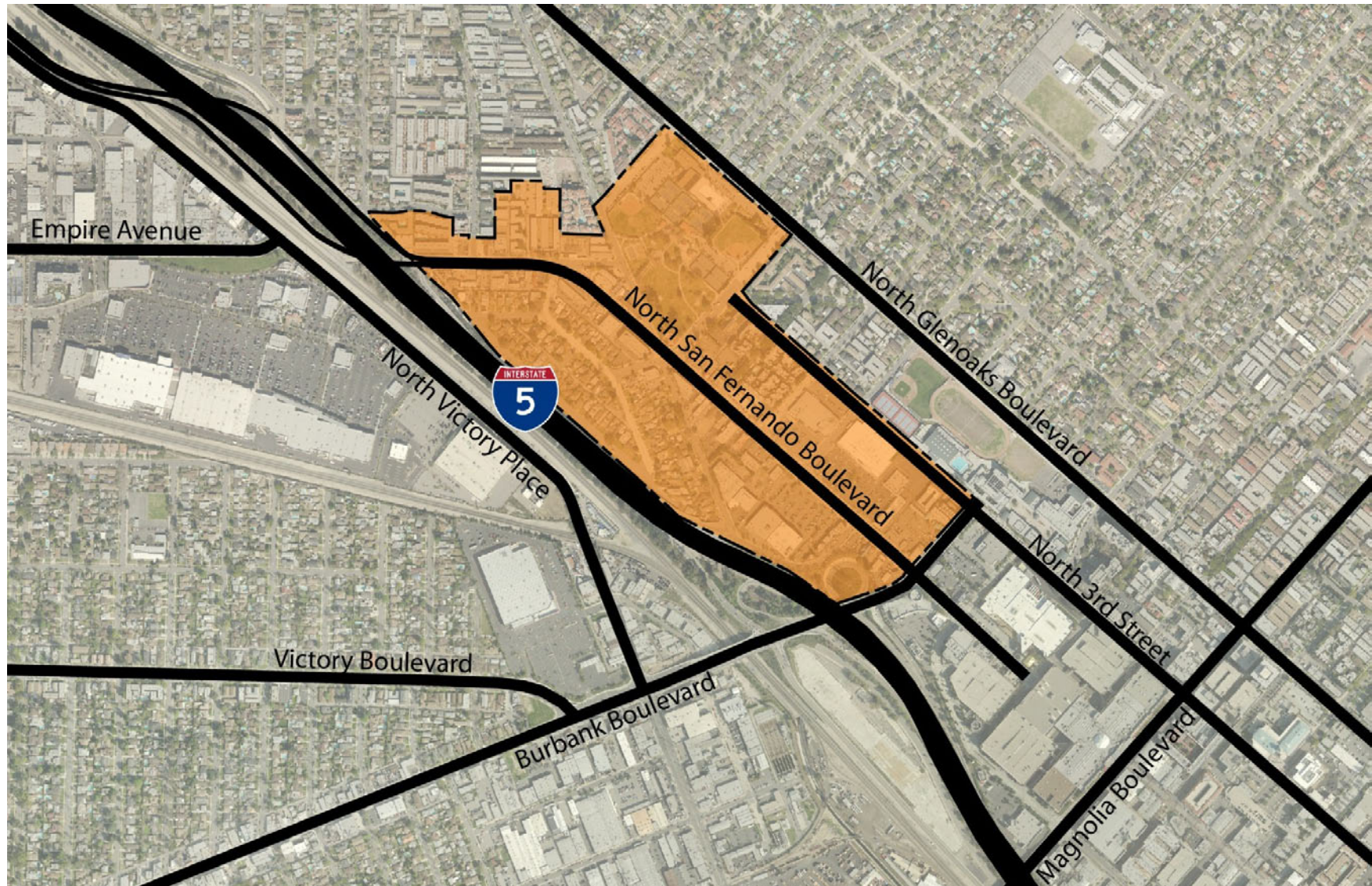
The residential and commercial streets near North San Fernando Boulevard will also be improved with streetscape enhancements to improve pedestrian and bicycle access between residential neighborhoods, North San Fernando Boulevard, and Burbank High School. Neighborhood gateway monuments and neighborhood protection features that help reduce vehicle speeds will also be installed in the neighborhood between North San Fernando Boulevard and Interstate 5. These features will also discourage commercial traffic from entering the neighborhood.

This document is divided into the following sections:

- **2.0: Background:** An overview of why this plan was created and a description of the community-based visioning process that was used to guide the development of the plan.
- **3.0: Urban Design Principles:** A description of the key urban design principles that were developed to guide future improvements along and near North San Fernando Boulevard.
- **4.0: Streetscape Improvement Concepts:** An overview of the general streetscape improvement concepts for North San Fernando Boulevard and surrounding streets.
- **5.0: Implementation Strategy:** A description of a phased strategy to implement the planned improvements for the North San Fernando Boulevard Planning Area.

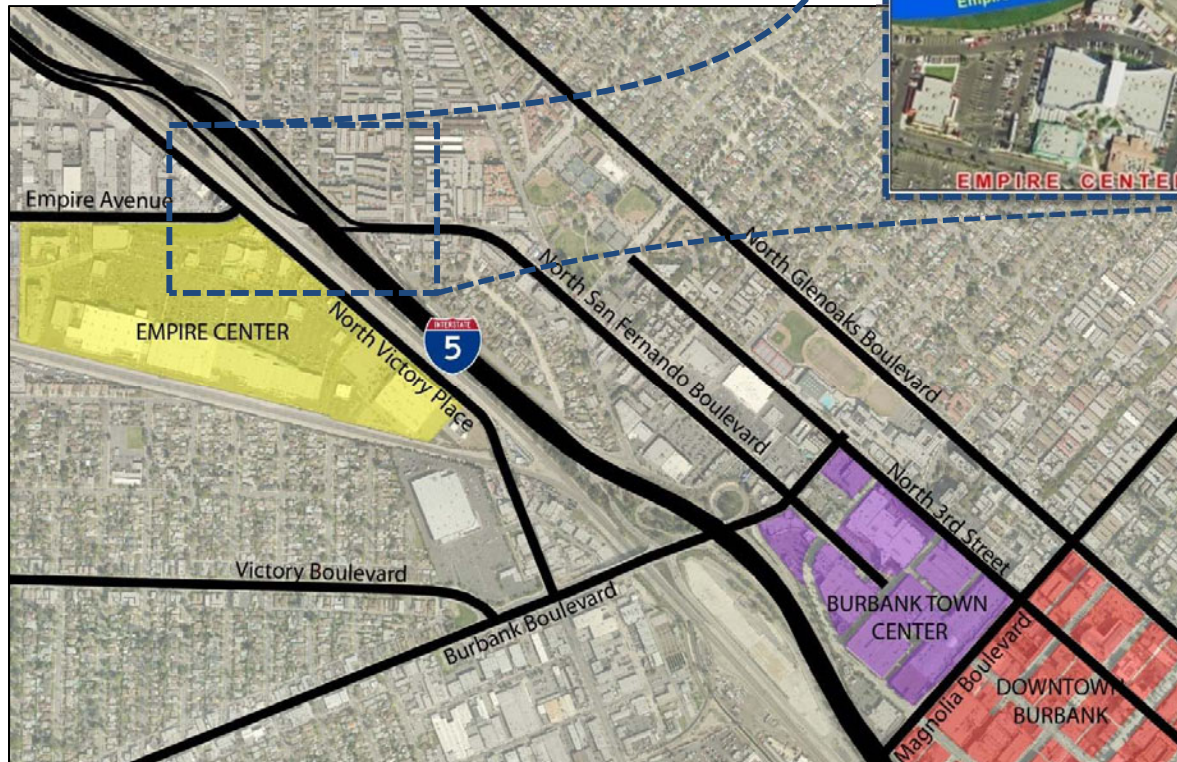
North San Fernando Boulevard

Figure 1-1: North San Fernando Boulevard Planning Area



2.0: BACKGROUND

In the summer of 2011, Caltrans began the construction of the Interstate 5 Empire Avenue Interchange Project. This project will link Interstate 5, Empire Avenue, and North San Fernando Boulevard by creating a full freeway interchange. When completed, the interchange will likely create new economic development opportunities along the segment of North San Fernando Boulevard between Interstate 5 and Burbank Boulevard, as the corridor will become a major route between the City's main shopping and entertainment districts: the Empire Center, the Burbank Town Center, and Downtown Burbank.



North San Fernando Boulevard

In anticipation of future development applications and changes along North San Fernando Boulevard, the City of Burbank Planning and Transportation Division, in partnership with Jones Planning + Design and MindMixer, initiated a community-based visioning process to brainstorm opportunities to enhance the segment of North San Fernando Boulevard between Interstate 5 and Burbank Boulevard. The purpose of the process was to be proactive and to define what the community would like the area to become in the future, rather than having to react to a variety of development proposals that may or may not be appropriate for the area.

To promote the visioning process, City staff created a webpage, mailed 2,800 fliers to community members, issued a press release, posted fliers at City Hall, conducted briefing meetings with the Chamber of Commerce and the Kiwanis Club, and hand-delivered posters and fliers to businesses along the corridor.

The community-based visioning process began in January of 2011. Residents, property and business owners, and real estate professionals participated in a variety of visioning events, including a property owner briefing, a community workshop, walking tours, focus group meetings with residents and business owners, and interviews with real estate professionals. The visioning efforts concluded with an open house, where City staff and the consultant team gave a report of what they heard from the community and presented a draft vision for the future of North San Fernando Boulevard. The major themes of the draft vision were:

- Add bicycle lanes to North San Fernando Boulevard
- Create a more pedestrian-friendly environment
- Improve access to bus transit
- Plant larger street trees that provide more shade for pedestrians
- Install landscaped island planters

- Enhance crosswalks at intersections
- Maintain a neighborhood scale (2 to 3 story buildings)
- Encourage neighborhood-oriented businesses, entertainment uses, and boutique hotels
- Install streetscape furniture and amenities
- Place new buildings closer to the sidewalk with parking behind buildings
- Install signs and neighborhood protection features that help reduce vehicle speeds in residential neighborhoods and discourage commercial cut-through traffic and parking
- Enhance parking lots with landscaping
- Improve traffic flow
- Allow mixed-use developments
- Improve wayfinding signage



Photographs of community visioning activities

Following the initial visioning efforts, the City and MindMixer launched an on-line outreach program to gain additional input from community members. The City's on-line Townhall discussion program (www.BurbankTownHall.com) was used to give community members an opportunity to post and discuss ideas to improve North San Fernando Boulevard and the surrounding residential neighborhoods. After several weeks of on-line discussion, participants voted on their favorite ideas, and a prioritized list of ideas was generated. The top ten ideas for improving North San Fernando Boulevard were consistent with the major ideas generated during the visioning workshops, focus group discussions, and walking tour:

- More Street Trees (Score: 31)
- Bike Racks (Score: 23)
- More Access to Burbank Transportation (Score: 21)
- More and Better Crosswalks (Score: 21)
- Lighting and Streetscape Furniture (Score: 20)
- Wider Sidewalks (Score: 17)
- Bus Stops Need Shade (Score: 16)
- Paint the Town Red With Wild Flowers (Score: 16)
- Nicer Looking Buildings (Score: 15)
- Eliminate Urban Blight (Score: 13)

In addition, community members participated in an on-line visual preference survey to express their ideas on the types of buildings and urban design improvements that they would like to see along the Boulevard. Bike lanes, mixed-use buildings with a neighborhood scale and character (one to three stories), street trees, outdoor patios and cafes, sidewalk dining, and improved pedestrian crosswalks were the concepts that gained the most support from the community.



Images from the visual preference survey with favorable scores

After the in-person and on-line visioning efforts, a double-sided poster was developed by Jones Planning + Design and William Block Architect to graphically illustrate and describe the community-based vision for North San Fernando Boulevard (see Figure 2-1a and Figure 2-1b). The vision poster was presented to the community, Planning Board, and City Council at workshops and public hearings in March and April of 2011. At the City Council public hearing, the Council authorized City staff to move forward with Phase II of the project: the preparation of a Master Plan and Regulating Code to implement the vision.

North San Fernando Boulevard

Figure 2-1a: North San Fernando Boulevard Vision Poster (Front)

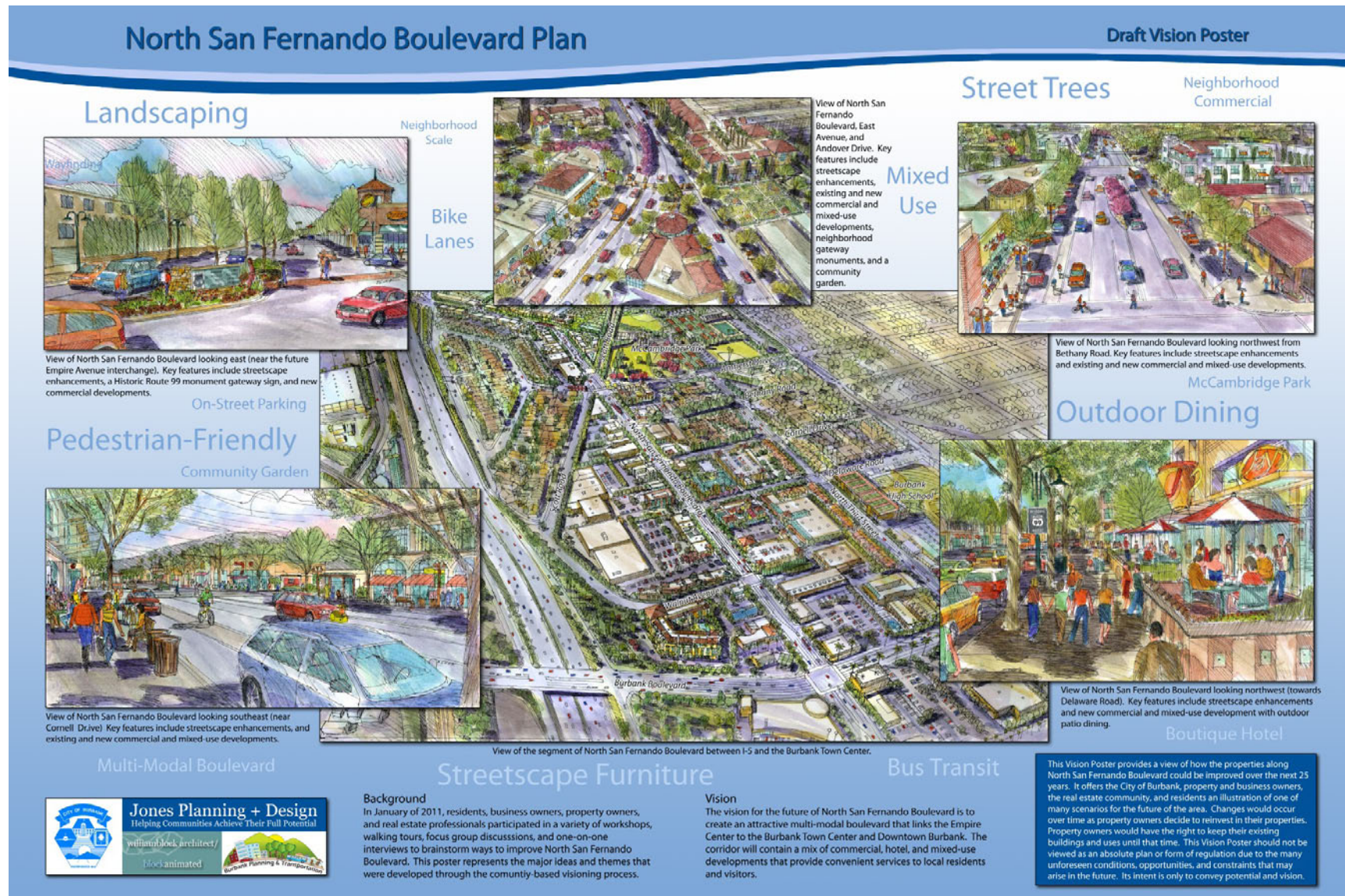
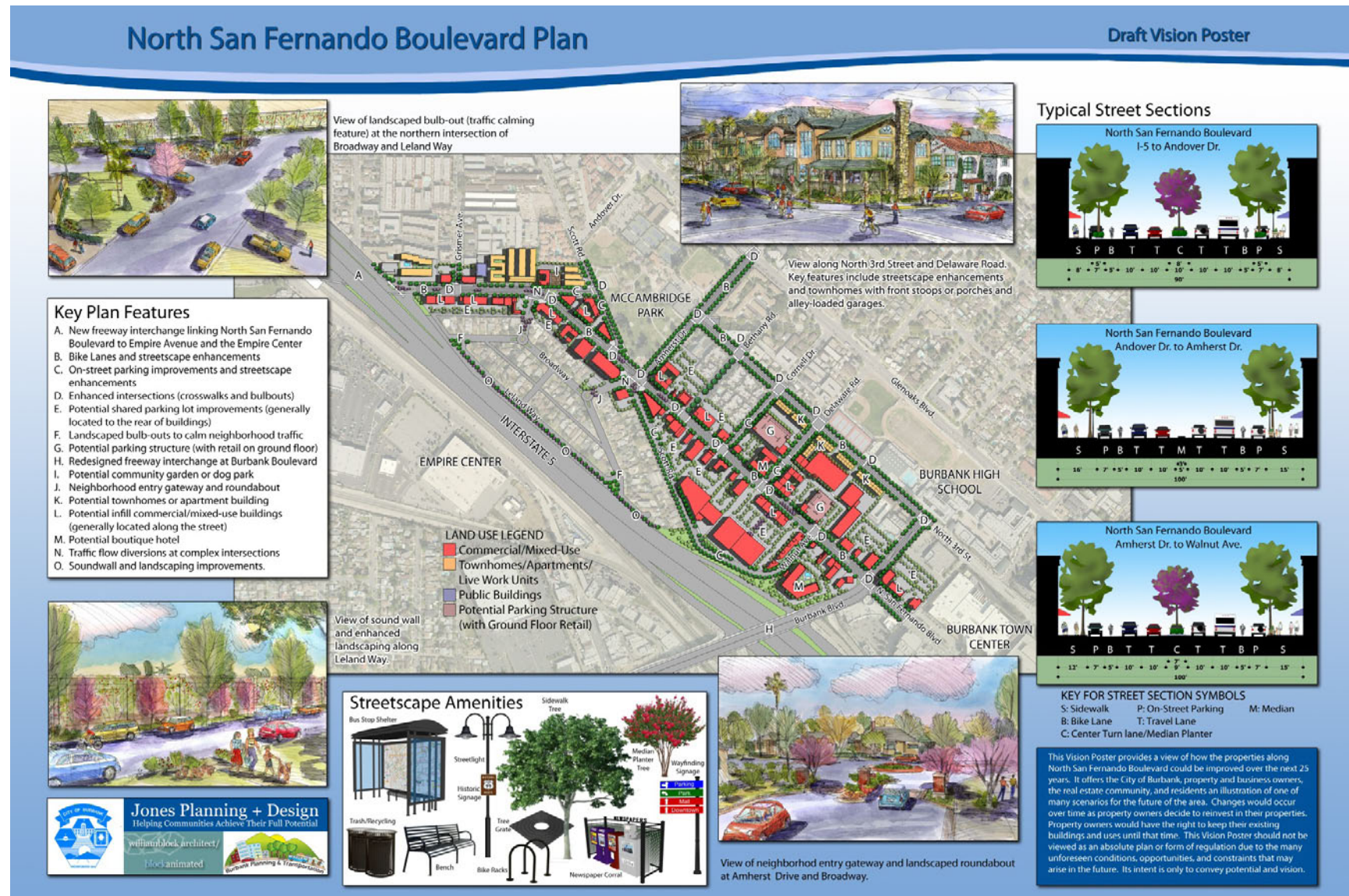


Figure 2-1b: North San Fernando Boulevard Vision Poster (back)



North San Fernando Boulevard

3.0 URBAN DESIGN PRINCIPLES

This chapter describes and illustrates the key urban design principles that will guide future changes to the North San Fernando Boulevard corridor.

Create an attractive boulevard that encourages walking, bicycling, and transit

North San Fernando Boulevard is envisioned to be transformed from an auto-oriented commercial corridor to a multi-modal Boulevard that encourages walking, bicycling, and bus transit. In compliance with the bicycle Master Plan, the street will be improved with dedicated bike lanes, enhanced bus stops, and a variety of sidewalk and crosswalk improvements to encourage alternative modes of transportation. These improvements will not reduce the number of vehicle lanes on North San Fernando Boulevard.



Illustrations by William Block Architect

Accommodating Bike Lanes on North San Fernando Boulevard

To add bike lanes to North San Fernando Boulevard, 10' of the existing right-of-way will need to be reconfigured to create 5' bike lanes in each direction. There are a variety of ways to reconfigure the street to add bike lanes, including:

- Option 1: Reduce the width of the parking lanes, travel lanes, and center left-turn lane.
- Option 2: Eliminate parallel parking on one side of the street and slightly reduce the width of the travel lanes.
- Option 3: Eliminate the center left turn lane.
- Option 4: Reduce the width of the existing sidewalks and slightly reduce the width of travel lanes and the center left-turn lane.

All of the above solutions should be considered for various segments of North San Fernando Boulevard between Interstate 5 and Burbank Boulevard. In general, Option 1 is the preferred approach, as it would maintain the existing number of parking lanes and travel lanes and it would not reduce the width of the existing sidewalks. To implement this approach, vehicle lanes will need to be reduced to 10' in most locations and the center left-turn lane will need to be reduced to 9' to 10'. While these lane widths are narrower than what is commonly practiced in Burbank, they are not uncommon in communities throughout the United States. A study by the Transportation Research Board found that "Four percent of highway agencies have used 8 ft lanes on urban arterials, while 42 percent of the agencies have used lanes of 9 ft or narrower, and 88 percent of the agencies have used lanes of 10 ft or narrower."¹ The same study also found that "Projects involving narrower lanes nearly always reduce accident rates".

¹ Harwood, Douglas W., "Effective Utilization of Street Width on Urban Arterials," National Cooperative Highway Research Program Report 330, Transportation Research Board, August 1990.

Option 2 would eliminate on-street parking on one side of the street and slightly decrease parking, travel, and center left-turn lane widths. Many merchants along North San Fernando Boulevard rely on on-street parking to meet their customer needs. On-street parking also creates a barrier between moving traffic and the sidewalk, which helps create a safer and more enjoyable environment for pedestrians. Therefore, eliminating on-street parking is not an ideal solution and should only be used when absolutely necessary.

Option 3 would eliminate the center left-turn lane. This would essentially prevent left turn access to driveways along the street. The elimination of center left-turns could have a negative impact on businesses, as access to parking lots would be reduced. Therefore, this option is not an ideal solution and should only be used when absolutely necessary.

Option 4 would narrow the widths of the existing sidewalk to increase the width of the roadway. One of the Urban Design Principles of the project is to encourage walking. Reducing sidewalk widths would generally conflict with this principal. In addition, this option would be very expensive because of the costs required to demolish the existing sidewalks, re-grade the street, install new stormdrain infrastructure, and reconstruct curbs, gutters and sidewalk. Therefore, this option is less than ideal and should only be used when absolutely necessary.

The streetscape concept for North San Fernando Boulevard (presented in Chapter 4) shows how the street could be improved by utilizing the above options for various segments of the street. In general, option 1 is used in most locations. When engineering plans are prepared for the North San Fernando Boulevard streetscape improvements, design engineers may elect to use other options or solutions to accommodate bikes along the corridor.

North San Fernando Boulevard

Enhance pedestrian comfort and safety

The sidewalks and crosswalks along North San Fernando Boulevard are envisioned to be improved to create a safer and more desirable pedestrian environment. Street trees, pedestrian-scaled streetlights, benches, trash and recycle receptacles, bike racks and newspaper corrals will be installed along sidewalks. Curb extensions at intersections and striped crosswalks will make pedestrian crossing shorter and safer. Storefronts, cafes, and outdoor dining areas are also envisioned along the corridor to generate pedestrian activity.

Streetscape Amenities



Maintain neighborhood scale and character

North San Fernando Boulevard will primarily be developed with neighborhood-serving commercial and mixed-use buildings. Larger commercial developments that have a regional draw are not anticipated. One to three story buildings that create the image and character of a neighborhood town center are envisioned along the corridor.



Place new buildings along North San Fernando Boulevard and orient storefront entrances towards the sidewalk

Properties along North San Fernando Boulevard are envisioned to be developed with new buildings that are oriented towards the street and placed close to the sidewalks along North San Fernando Boulevard. Parking will be located to the rear or the side of these buildings. This will create a more desirable street to walk along, as pedestrians will primarily have views of storefronts and buildings rather than parking lots.



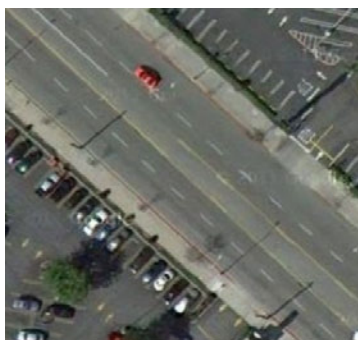
North San Fernando Boulevard

Improve the visual character of North San Fernando Boulevard

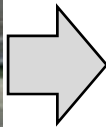
Views along North San Fernando Boulevard will be improved by removing overhead utility lines and installing new streetscape amenities along the corridor, including pedestrian-scaled streetlights, tree grates, benches, trash and recycle receptacles, bike racks, and newspaper corrals. In addition, sign clutter along the corridor will also be reduced by removing illegal commercial signs, and by replacing pole mounted signs with new monument signs and building signs.

Expand the tree canopy

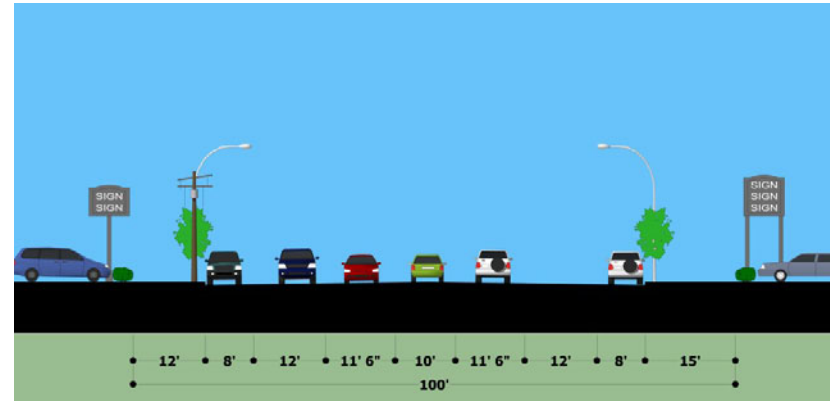
North San Fernando Boulevard is envisioned to be enhanced by expanding the number of street trees along the corridor. A tree species with a tall canopy will be selected to provide shade for pedestrians, to maintain views of storefronts and commercial signs, and to provide adequate clearance for buses and commercial delivery vehicles. Landscaped median islands with smaller accent trees will also be constructed in select locations to enhance the visual character of the street. Streets that intersect with North San Fernando Boulevard will also be enhanced with new trees. Recycled water lines will be installed to irrigate trees and planted areas.



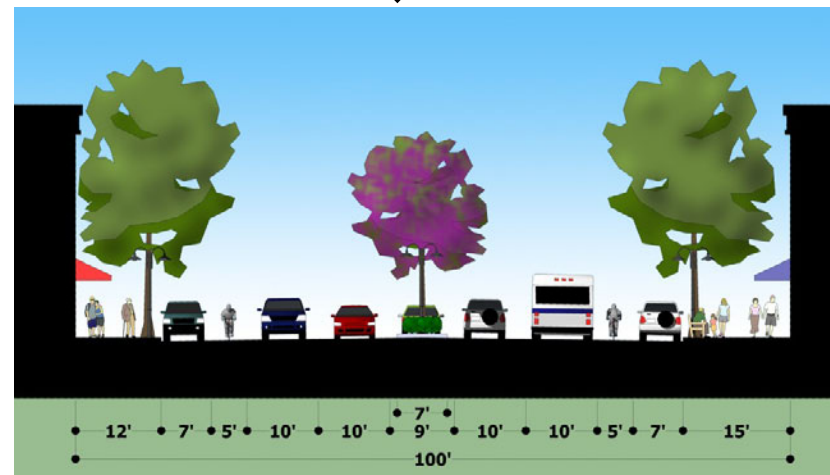
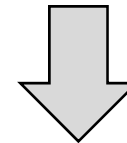
Existing



Envisioned



Existing Street Section of North San Fernando Boulevard (Typical)



Envisioned Street Section of North San Fernando Boulevard

Allow mixed-use developments

Property owners along North San Fernando Boulevard will have the opportunity to construct mixed-use developments along North San Fernando Boulevard. Both vertical mixed-use and horizontal mixed-use projects could be developed. Vertical mixed-use incorporates residential or office uses above ground floor commercial uses. Horizontal mixed-use projects would provide residential units behind the commercial buildings along North San Fernando Boulevard. New residential uses will increase the resident population that patronizes commercial uses along the corridor.



Commercial and vertical mixed-use buildings along North San Fernando Boulevard at East Avenue and Andover Drive



Commercial and vertical mixed-use buildings along North San Fernando Boulevard between Bethany Road and McCambridge Park



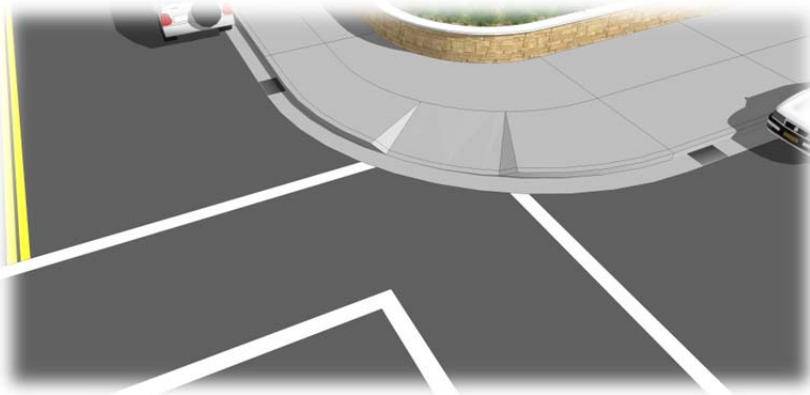
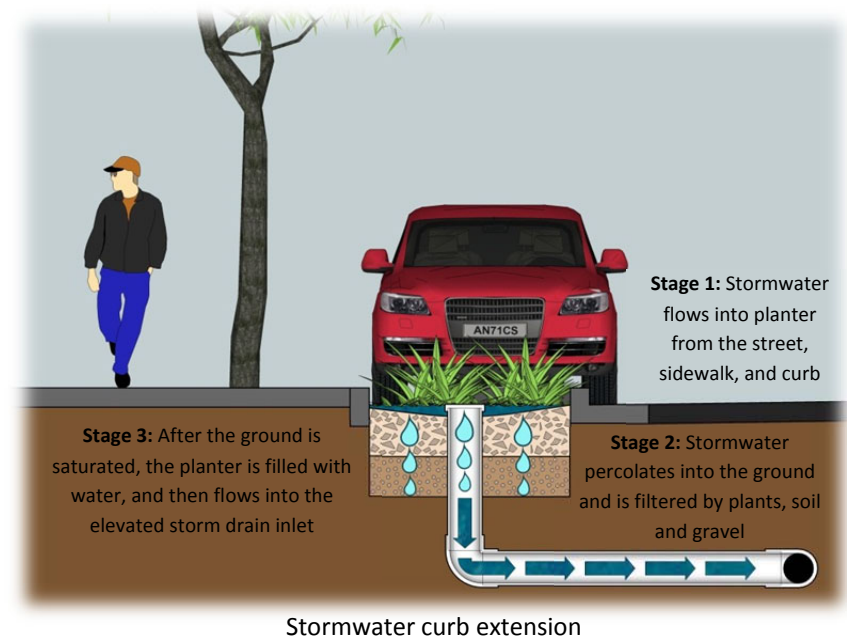
Townhomes that are located behind commercial buildings along North San Fernando Boulevard as part of a horizontal mixed-use development

Illustrations by William Block Architect

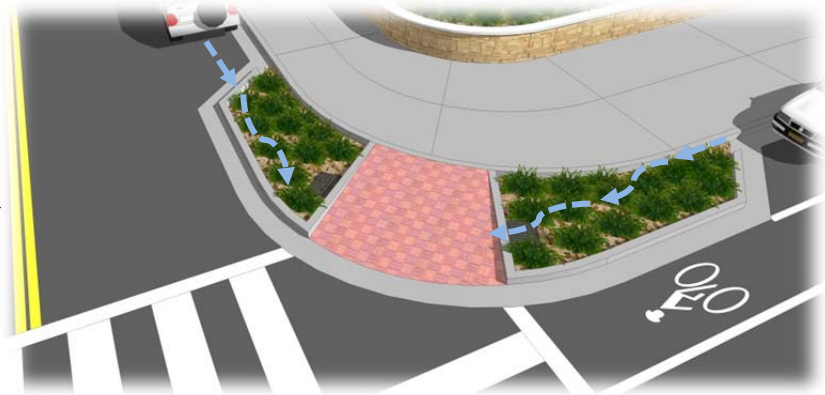
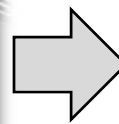
North San Fernando Boulevard

Improve stormwater infrastructure

North San Fernando Boulevard and several intersecting streets are envisioned to be improved with stormwater curb-extensions. Stormwater curb extensions are landscaped areas along sidewalks that capture and filter stormwater runoff. The filtration process removes oil, grease, and sediment from runoff and improves the water quality of downstream creeks and rivers. Stormwater curb extensions are primarily constructed at intersections (where parking is not allowed) or along wide streets that can be narrowed without reducing the number of vehicle lanes. When located at intersections, they also function as pedestrian bulb-outs. Bulb-outs increase pedestrian safety and comfort by reducing the length of the crosswalk and the time required to cross the street. On North San Fernando Boulevard, stormwater curb extensions/bulb-outs will be constructed at most intersections. Stormwater curb extensions will also be constructed along several surrounding streets to remove excess asphalt and to add landscaping and street trees.



Existing Intersection along North San Fernando Boulevard (Typical)



Intersection improved with stormwater curb extensions/bulb-outs. The blue lines show the direction of stormwater flow through the planted area to the drainage inlet.

Allow commercial uses to share parking

Property owners along North San Fernando Boulevard will have the opportunity to institute shared parking systems. Under a shared parking system, each business does not have to provide all of their required parking spaces on-site. Rather, a pooled supply of parking is provided for all businesses that are within the shared parking system. Shared parking systems can reduce the total amount of parking required for the businesses because different types of businesses have peak parking demands that vary based on the time of day or week. Table 2-1 provides a simple example of how two businesses (an office and a restaurant) would benefit from a shared parking approach. In this example, the office business needs 30 parking spaces to meet its peak parking demand, which occurs midday on weekdays. Conversely, the restaurant needs 50 parking spaces to meet its peak parking demand, which occurs during evenings on the weekend. Under a conventional parking approach (where parking is not shared), 80 spaces would be required for both businesses (30 for the office and 50 for the restaurant). Under a shared parking approach, the total number of parking spaces could be reduced to accommodate peak demand (54 spaces), the most parking needed at any given time for both uses). This would result in a parking reduction of 32.5 percent. The reduction could occur because the peak parking demands for each business occurs at completely different times: the peak demand for office occurs during the midday on weekdays, and the peak demand for restaurants occurs during evenings on weekends.

By allowing shared parking, the overall cost of development can be reduced, as each parking space constructed can cost between \$1,500 to \$2,000 for surface parking, and \$18,000 to \$30,000 for structured or underground parking.

All shared parking solutions will be based on a Shared Parking Study prepared in compliance with City requirements. Shared parking solutions and agreements will require approval of a Conditional Use Permit.

Table 2-1: Example Table Showing the Benefits of Shared Parking

Business	Weekday Parking Demand (Spaces)		Weekend Parking Demand (Spaces)		Parking Required (Conventional Approach)
	Midday	Evening	Midday	Evening	
Office	30	4	2	1	30
Restaurant	24	30	34	50	50
TOTAL	54	34	36	51	80
Parking Required (Shared Approach)	54 (Highest Total from above: Weekday during the midday)				
Reduction in parking requirements under shared approach: 32.5% (80 spaces – 54 spaces)/80 spaces x 100 = 32.5%					

North San Fernando Boulevard

Reduce vehicle speeds in the adjacent residential neighborhoods

The residential streets that intersect with North San Fernando Boulevard will be improved to reduce vehicle speeds and improve pedestrian safety in residential neighborhoods. Neighborhood protection features, including lane chokers, island planters, stormwater curb extensions/bulb-outs, and lane diverters, will be installed at various locations to help reduce vehicle speeds through neighborhoods. Neighborhood entry monuments, roundabouts, and “No Commercial Parking” signs will also be installed at the entrances to the neighborhood between Interstate 5 and North San Fernando Boulevard.



Conceptual view of landscaped curb extensions at the northern intersection of Broadway and Leland Way



Conceptual view of lane chokers, island planter, neighborhood entry monuments and roundabout at the intersection of Amherst Drive and Broadway.

Illustrations by William Block Architect

4.0 Streetscape Improvement Concepts

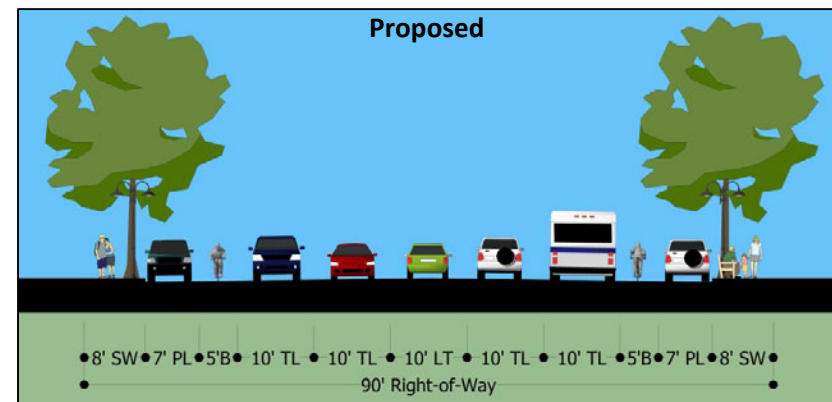
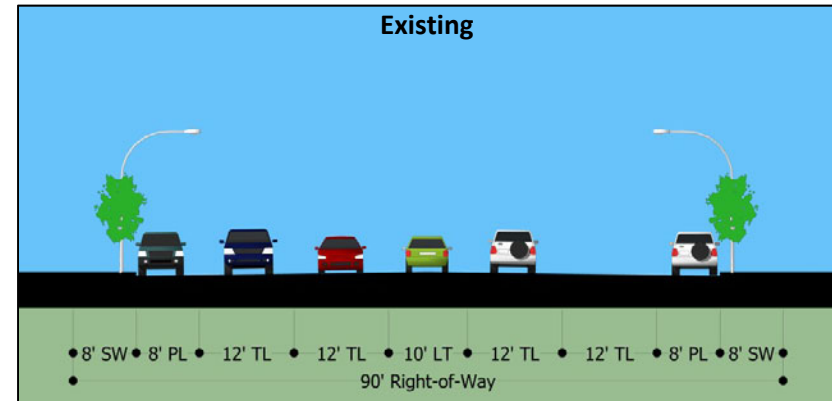
This section provides descriptions and conceptual illustrations of the proposed streetscape improvement concepts within the North San Fernando Boulevard Planning Area.

4.1 North San Fernando Boulevard

The segment of North San Fernando Boulevard between Interstate 5 and Burbank Boulevard will be enhanced with a variety of streetscape improvements. The corridor will be improved with new street trees, tree grates, streetlights, streetscape furniture, bus shelters, stormwater curb extensions/bulb-outs, bicycle lanes (Class II), and crosswalks with a highly-visible striping pattern. Island planters, medians, and pedestrian refuge islands will also be installed in a few locations. Recycled water lines will be installed within the street and will be used to irrigate street trees and landscaping in medians, island planters, and stormwater curb-extensions/bulb-outs. Parallel parking will remain on both sides of the street between Interstate 5 and Walnut Avenue. Parallel parking will be eliminated between Walnut Avenue and Burbank Boulevard to provide an additional travel lane to access Interstate 5.

The following figures compare the existing conditions to the conceptual improvements for North San Fernando Boulevard. The conceptual improvements are illustrated with typical street sections (see Figure 4-1a through 4-1e) and plan view graphics (Figures 4-2a through 4-2x). The street section and plan view graphics are for illustrative purposes only and are subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

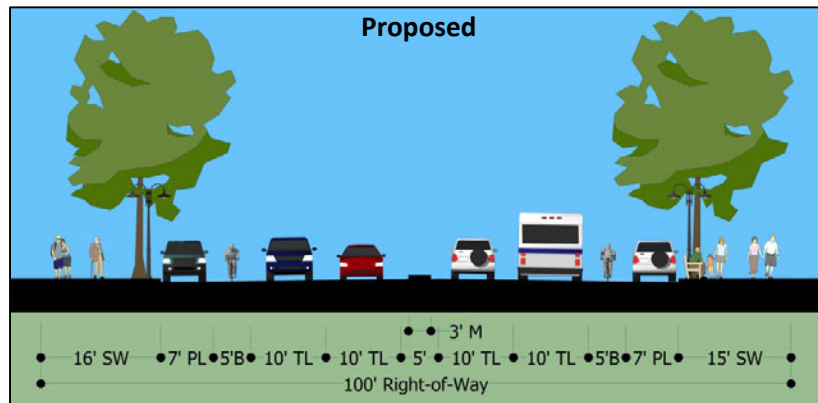
Figure 4-1a: North San Fernando Boulevard: Typical Section from Interstate 5 to Andover Drive (Looking West)



Key: SW: Sidewalk PL: Parking Lane TL: Travel Lane
LT: Left-Turn Lane B: Bike Lane

North San Fernando Boulevard

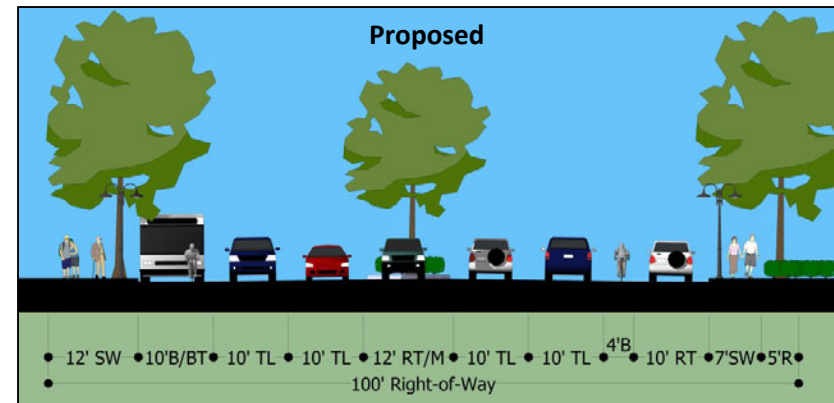
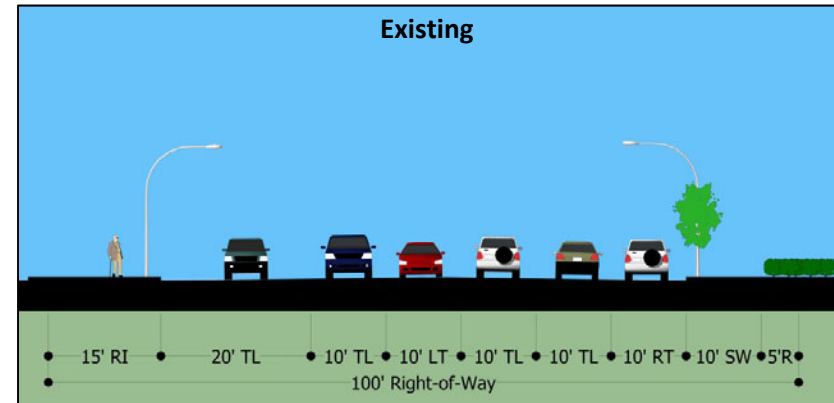
Figure 4-1b: North San Fernando Boulevard: Typical Section from Andover Drive to Scott Road (Looking Northwest)



Key: SW: Sidewalk PL: Parking Lane TL: Travel Lane
LT: Left-Turn Lane B: Bike Lane M: Median

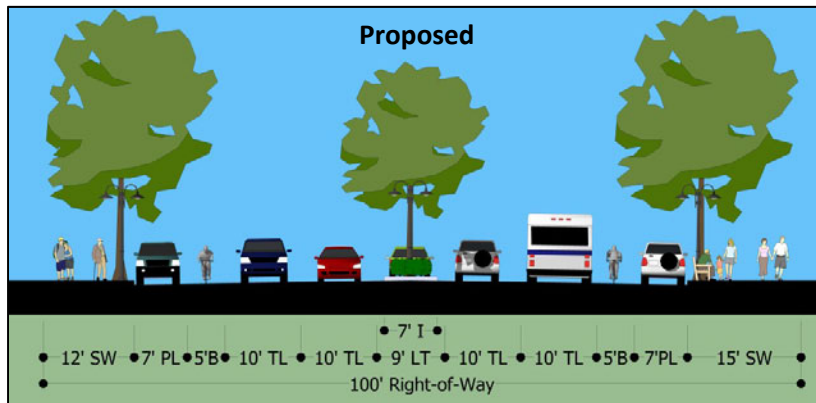
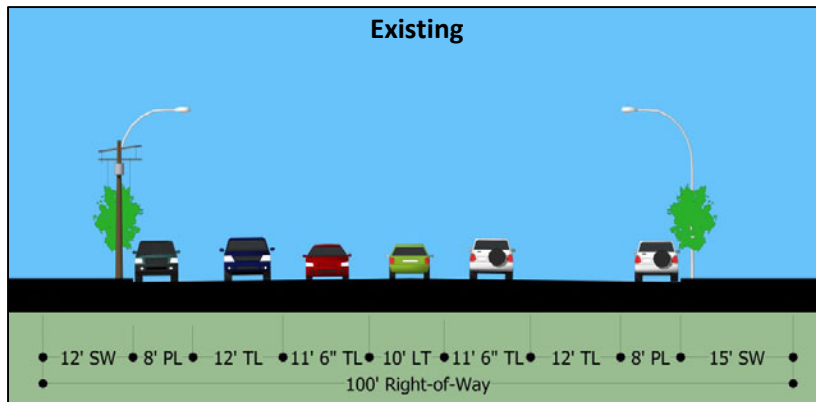
Note: When North San Fernando Boulevard turns near Andover Drive and East Avenue, travel lane would be 12' wide.

Figure 4-1c: North San Fernando Boulevard: Typical Section from Scott Road to Amherst Drive (Looking Northwest)



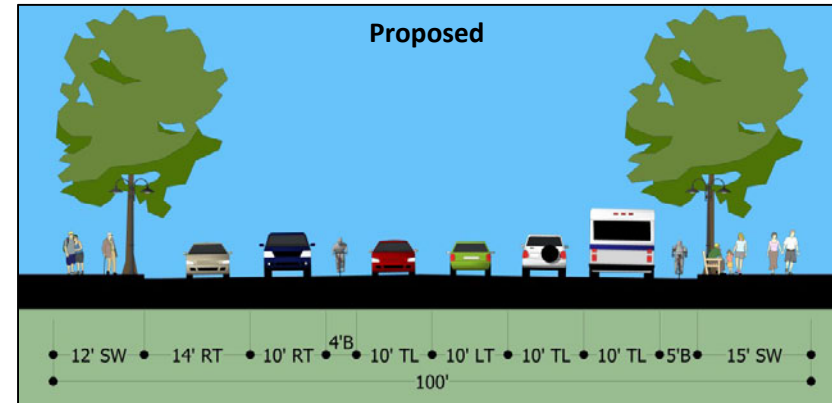
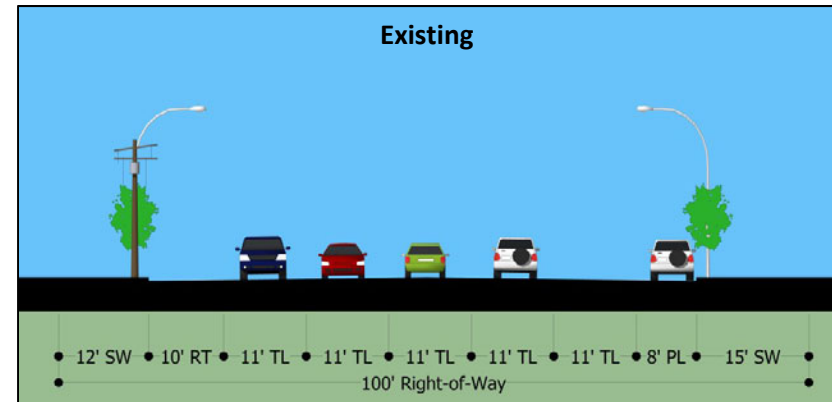
Key: SW: Sidewalk TL: Travel Lane TR: Right-Turn Lane
LT: Left-Turn Lane B: Bike Lane M: Median
RI: Refuge Island BT: Bus Turn-out
R: Rose Garden in McCambridge Park

Figure 4-1d: North San Fernando Boulevard: Typical Section from Scott Road to Walnut Avenue (Looking Northwest)



Key: SW: Sidewalk PL: Parking Lane TL: Travel Lane
LT: Left-Turn Lane B: Bike Lane I: Island Planter
(Island planters are only provided in select locations)

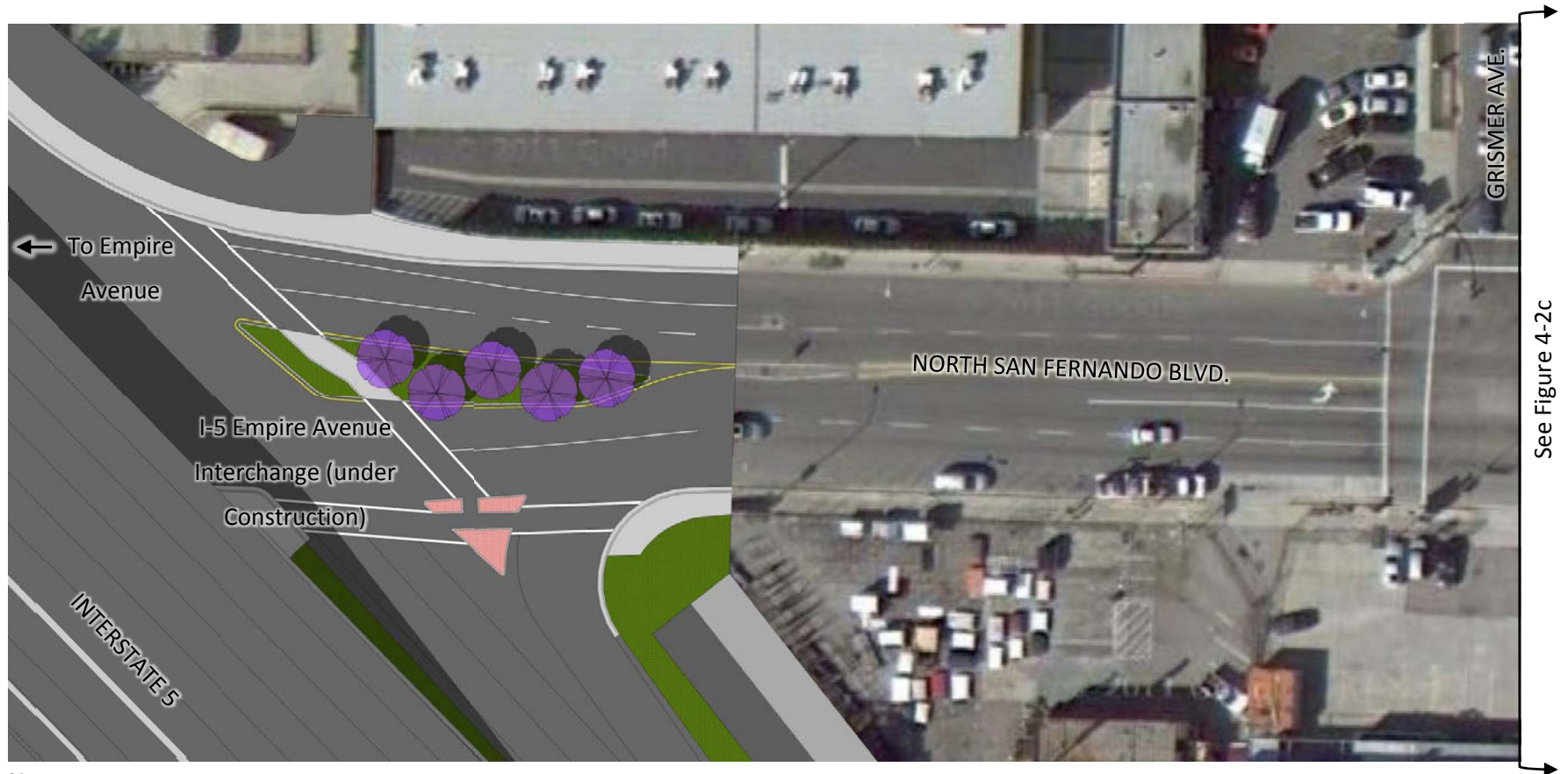
Figure 4-1e: North San Fernando Boulevard: Typical Section from Walnut Avenue to Burbank Boulevard (Looking Northwest)



Key: SW: Sidewalk PL: Parking Lane TL: Travel Lane
LT: Left-Turn Lane B: Bike Lane I: Island Planter
RT: Right Turn Lane

North San Fernando Boulevard

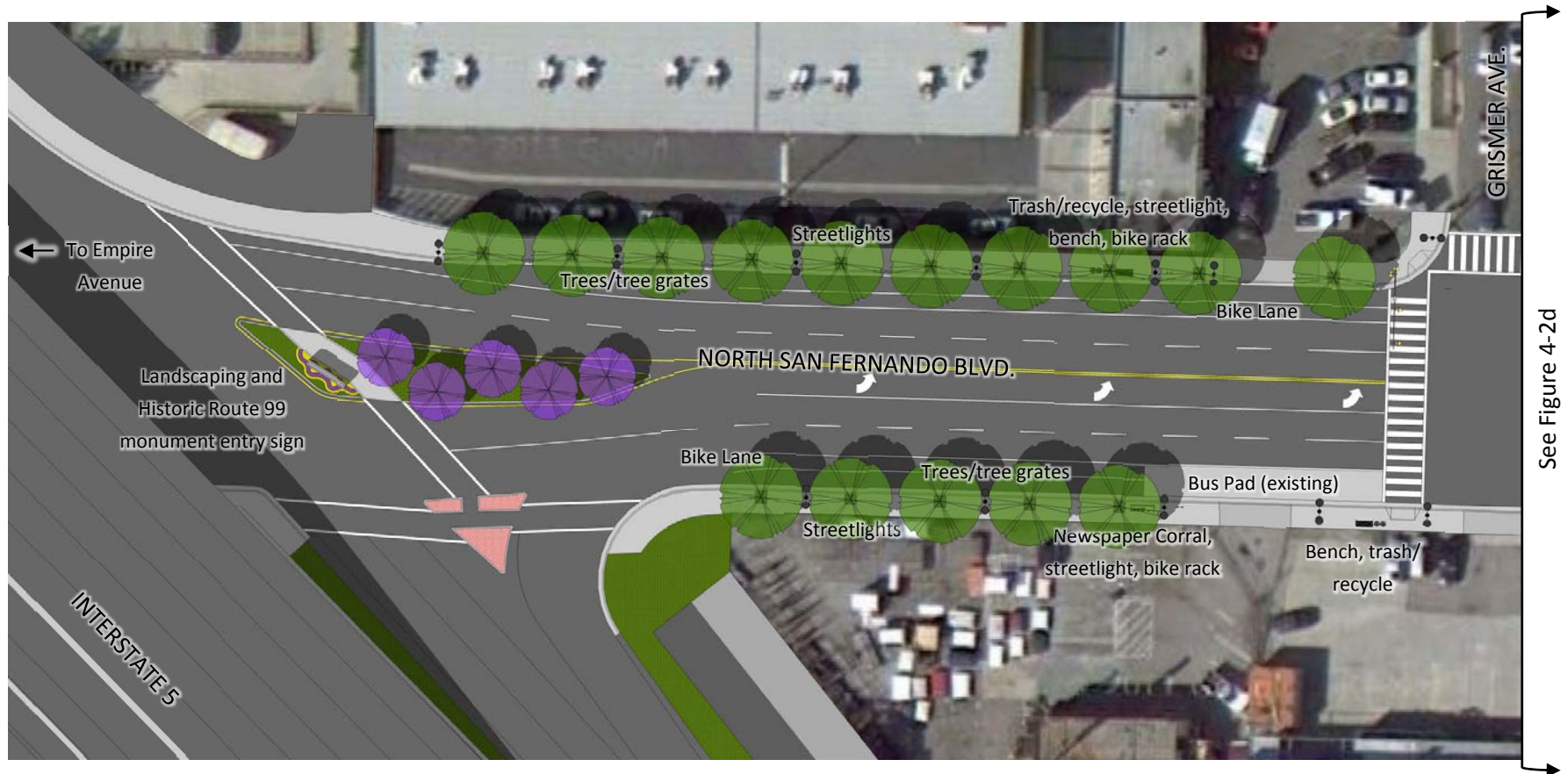
Figure 4-2a: North San Fernando Boulevard: Existing Conditions



Notes:

1. The above graphic shows the I-5 Empire Avenue Interchange improvements, as they would be constructed prior to the improvements on North San Fernando Boulevard.

Figure 4-2b: North San Fernando Boulevard: Concept Plan



Notes:

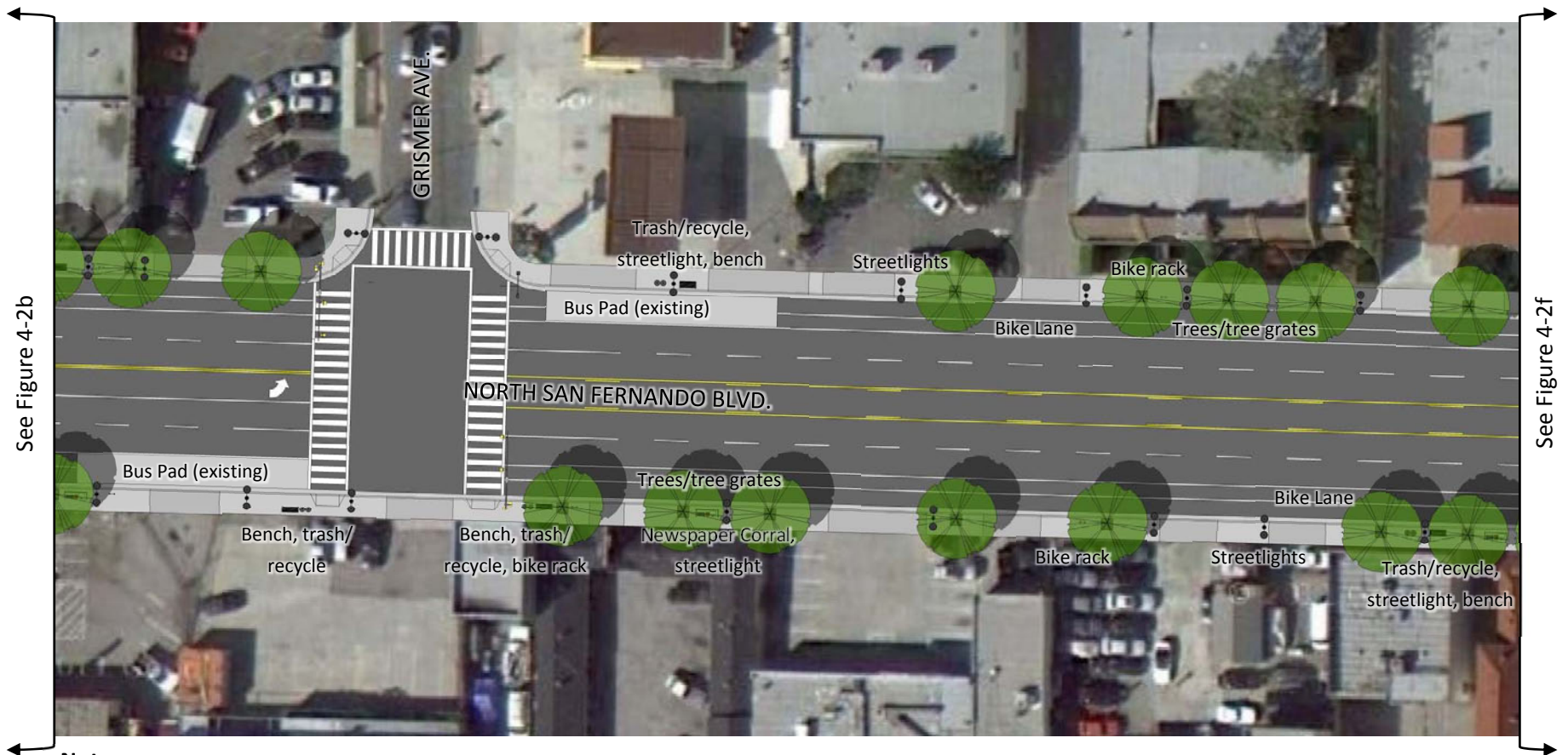
1. The above graphic shows the I-5 Empire Avenue Interchange improvements, as they would be constructed prior to the improvements on North San Fernando Boulevard.
2. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

Figure 4-2c: North San Fernando Boulevard: Existing Conditions



Figure 4-2d: North San Fernando Boulevard: Concept Plan



Notes:

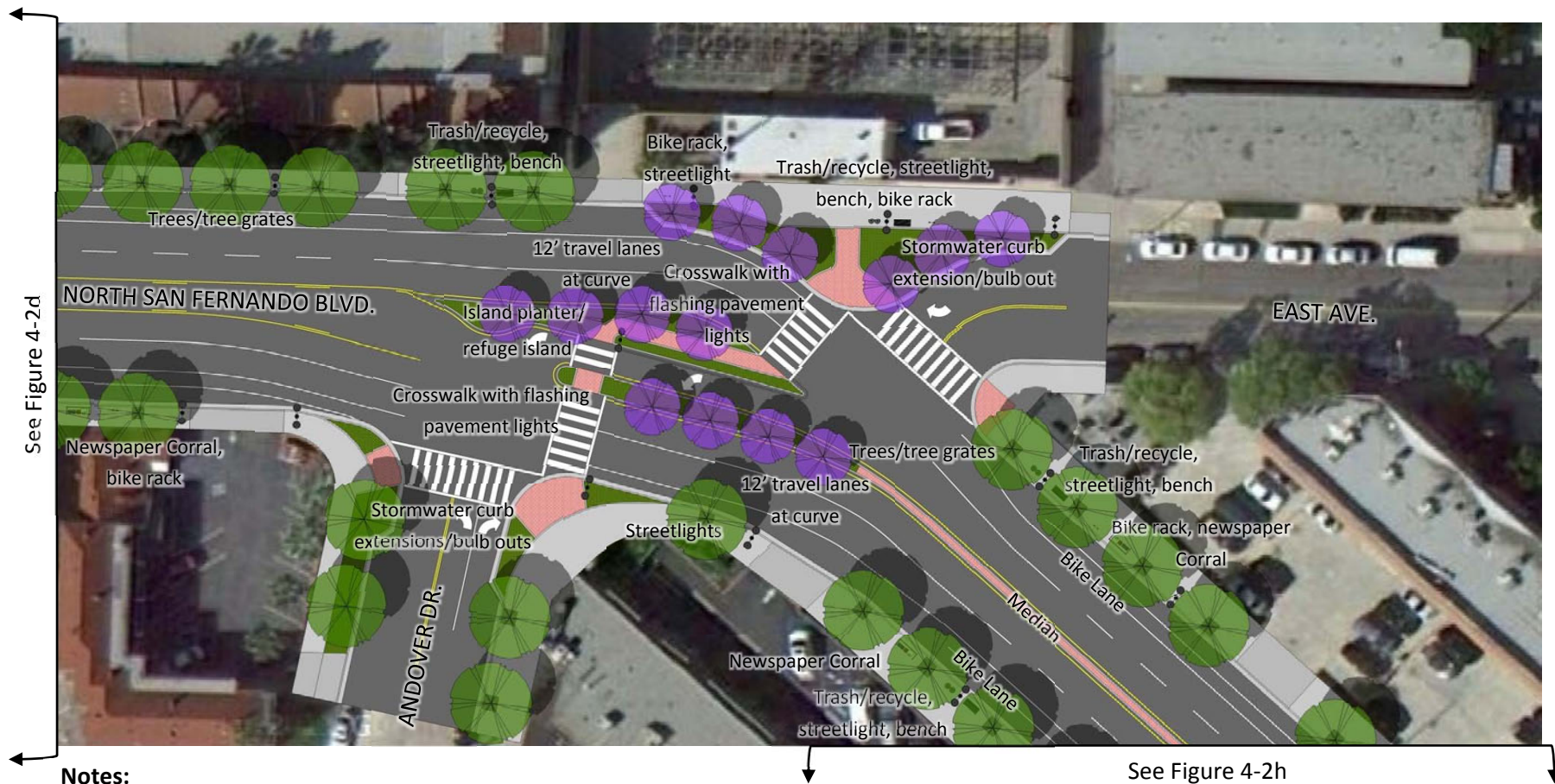
1. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

Figure 4-2e: North San Fernando Boulevard: Existing Conditions



Figure 4-2f: North San Fernando Boulevard: Concept Plan



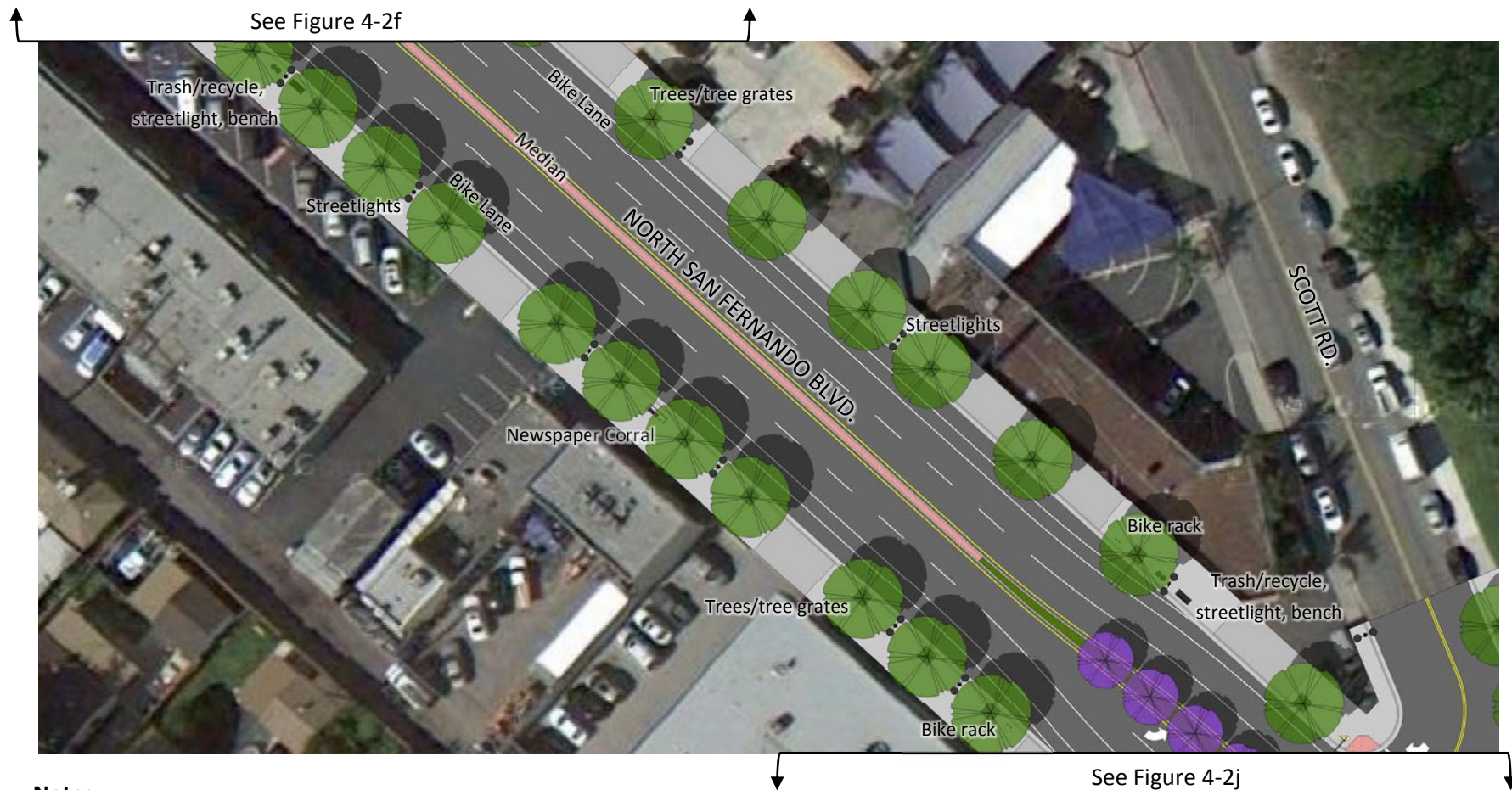
1. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

Figure 4-2g: North San Fernando Boulevard: Existing Conditions



Figure 4-2h: North San Fernando Boulevard: Concept Plan



Notes:

1. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

Figure 4-2i: North San Fernando Boulevard: Existing Conditions

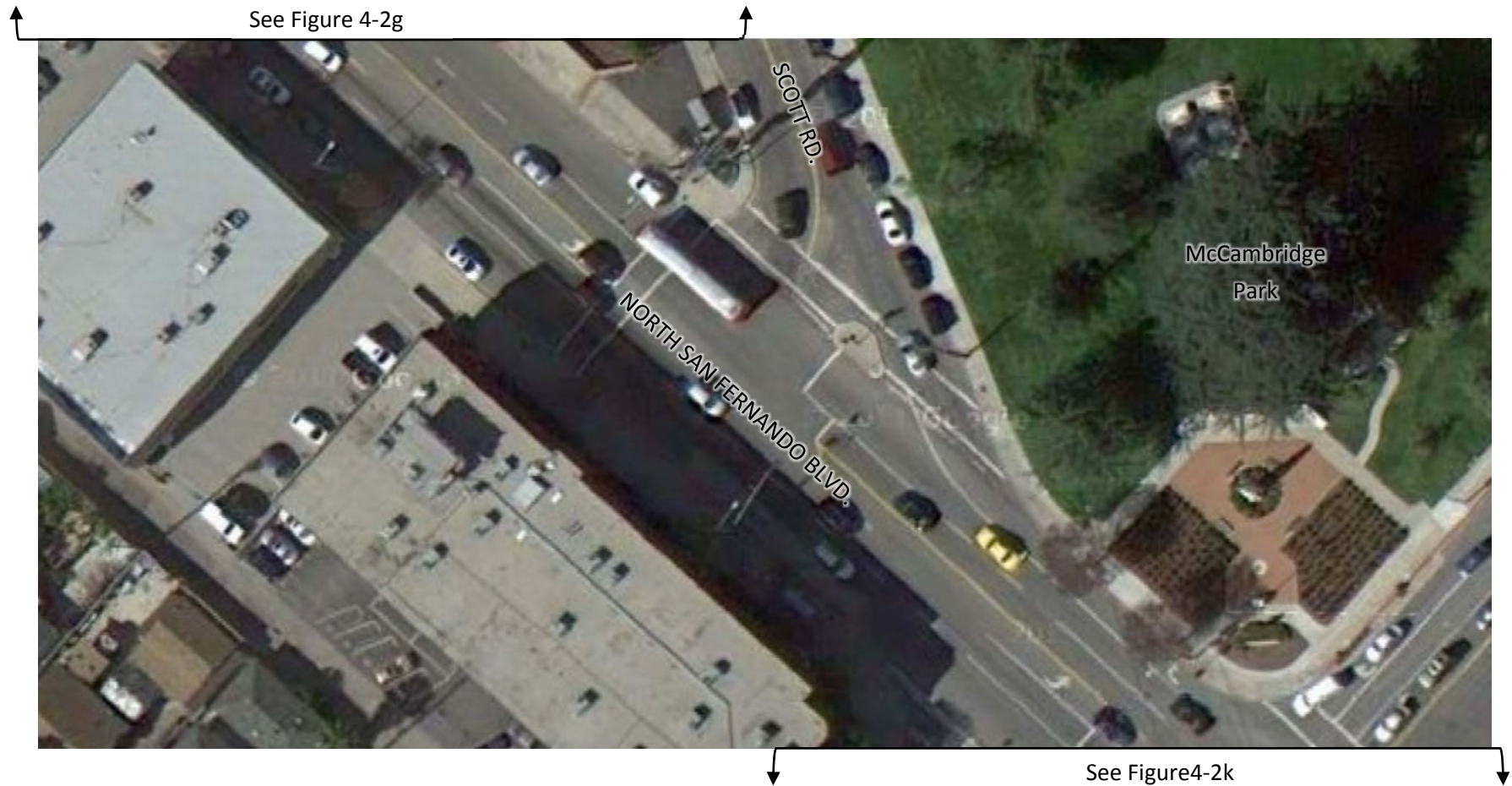
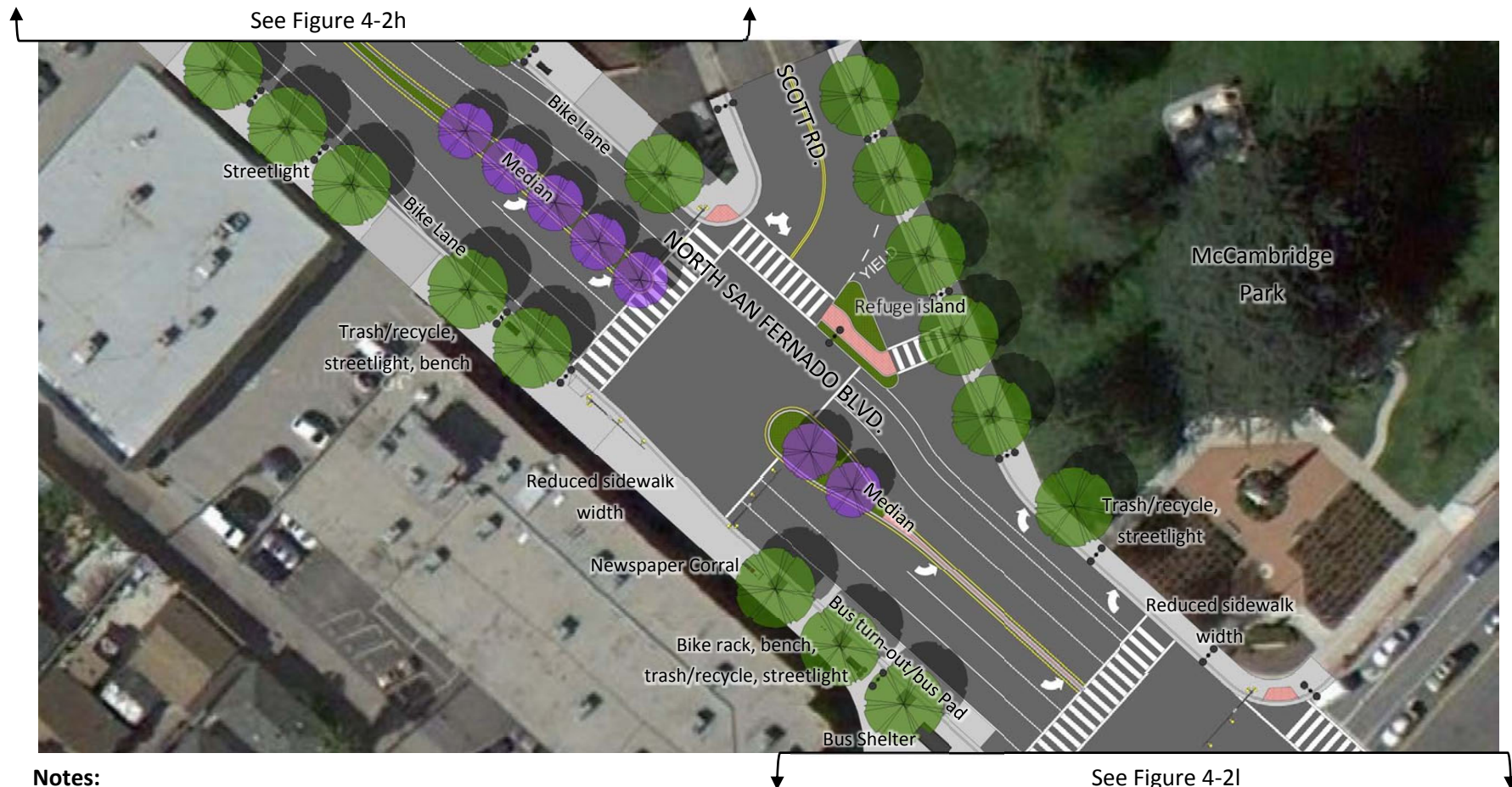


Figure 4-2j: North San Fernando Boulevard: Concept Plan



Notes:

1. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

Figure 4-2k: North San Fernando Boulevard: Existing Conditions

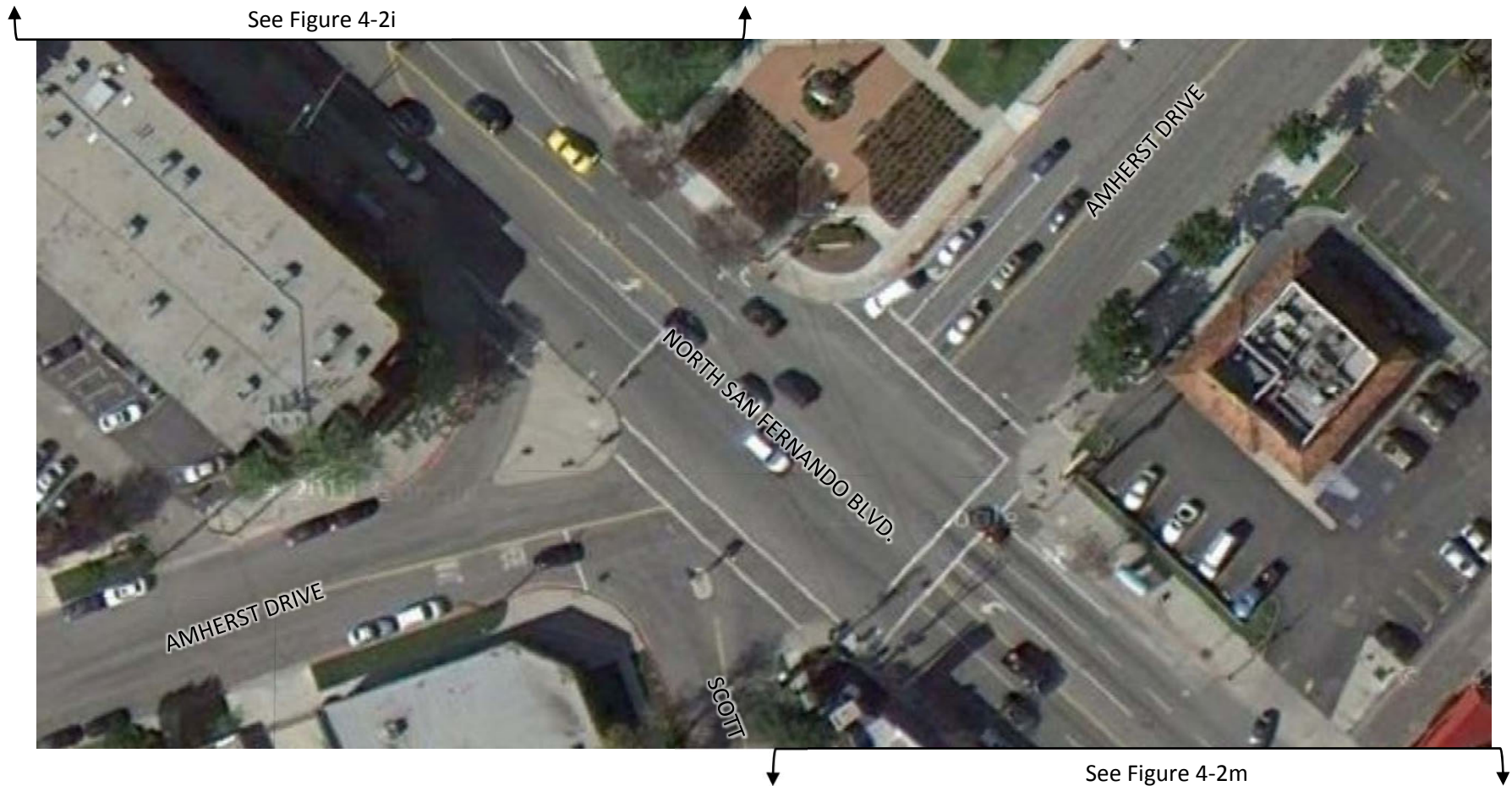
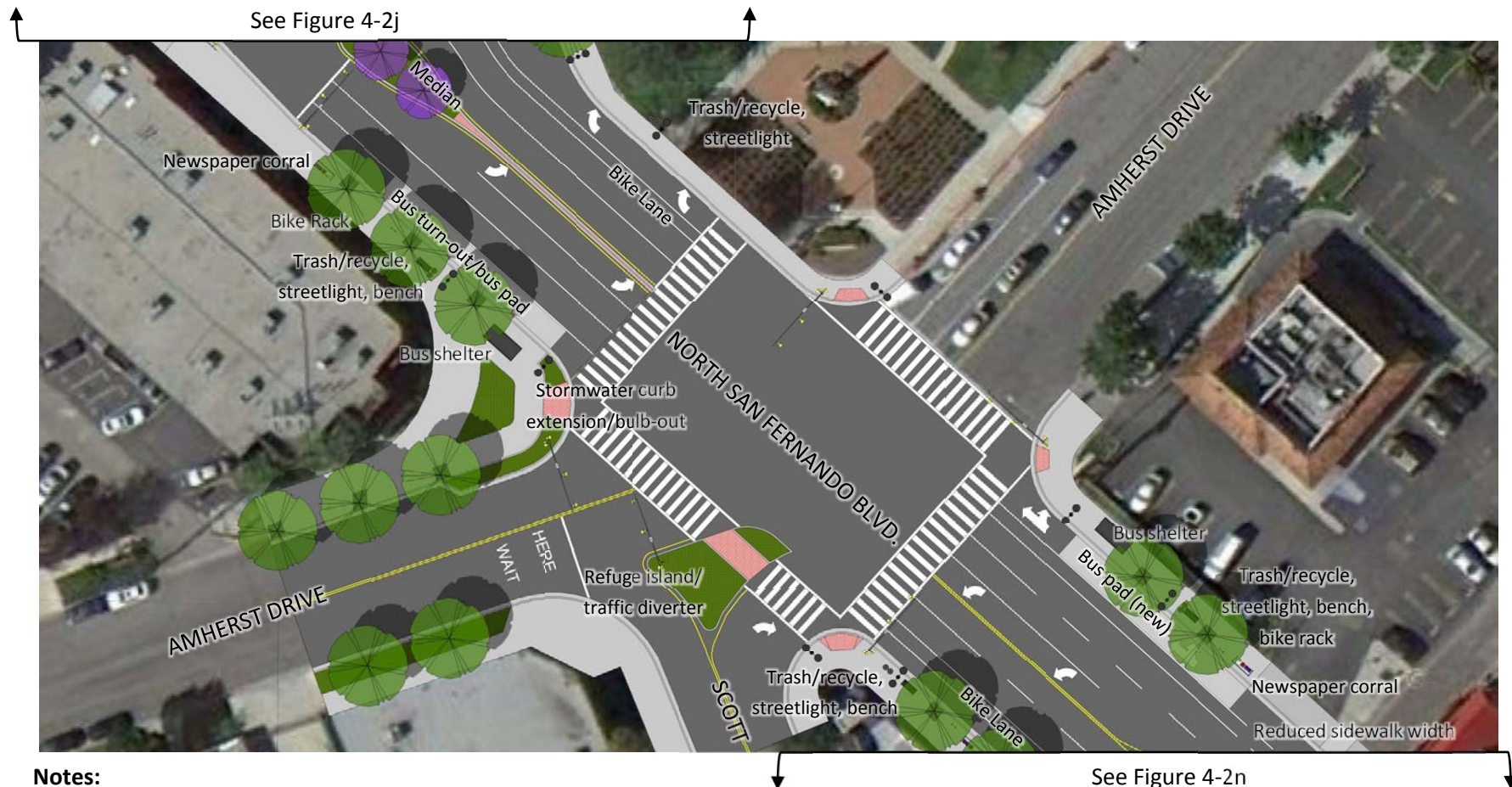


Figure 4-2l: North San Fernando Boulevard: Concept Plan



Notes:

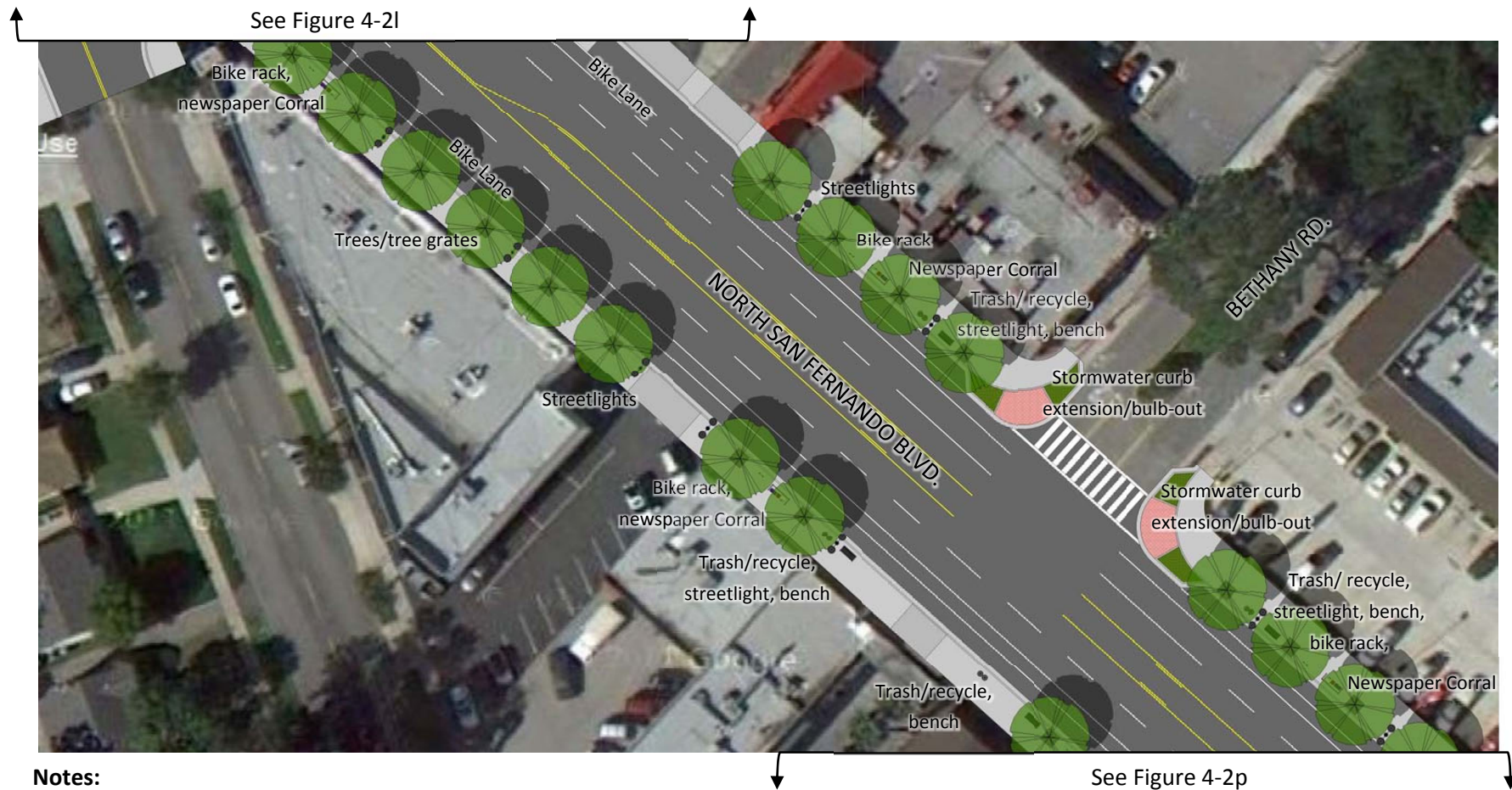
1. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

Figure 4-2m: North San Fernando Boulevard: Existing Conditions



Figure 4-2n: North San Fernando Boulevard: Concept Plan



Notes:

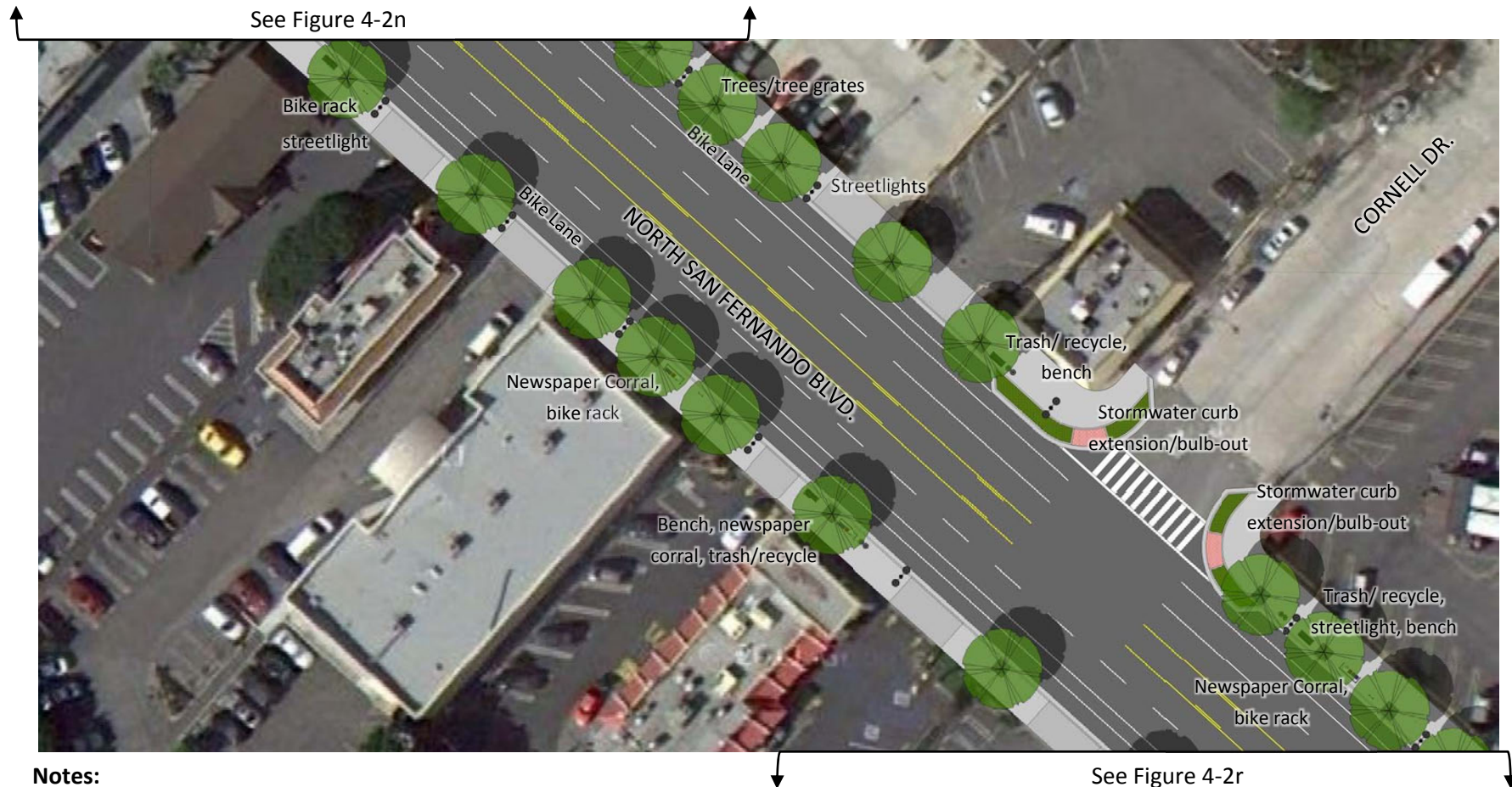
1. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

Figure 4-2o: North San Fernando Boulevard: Existing Conditions



Figure 4-2p: North San Fernando Boulevard: Concept Plan



Notes:

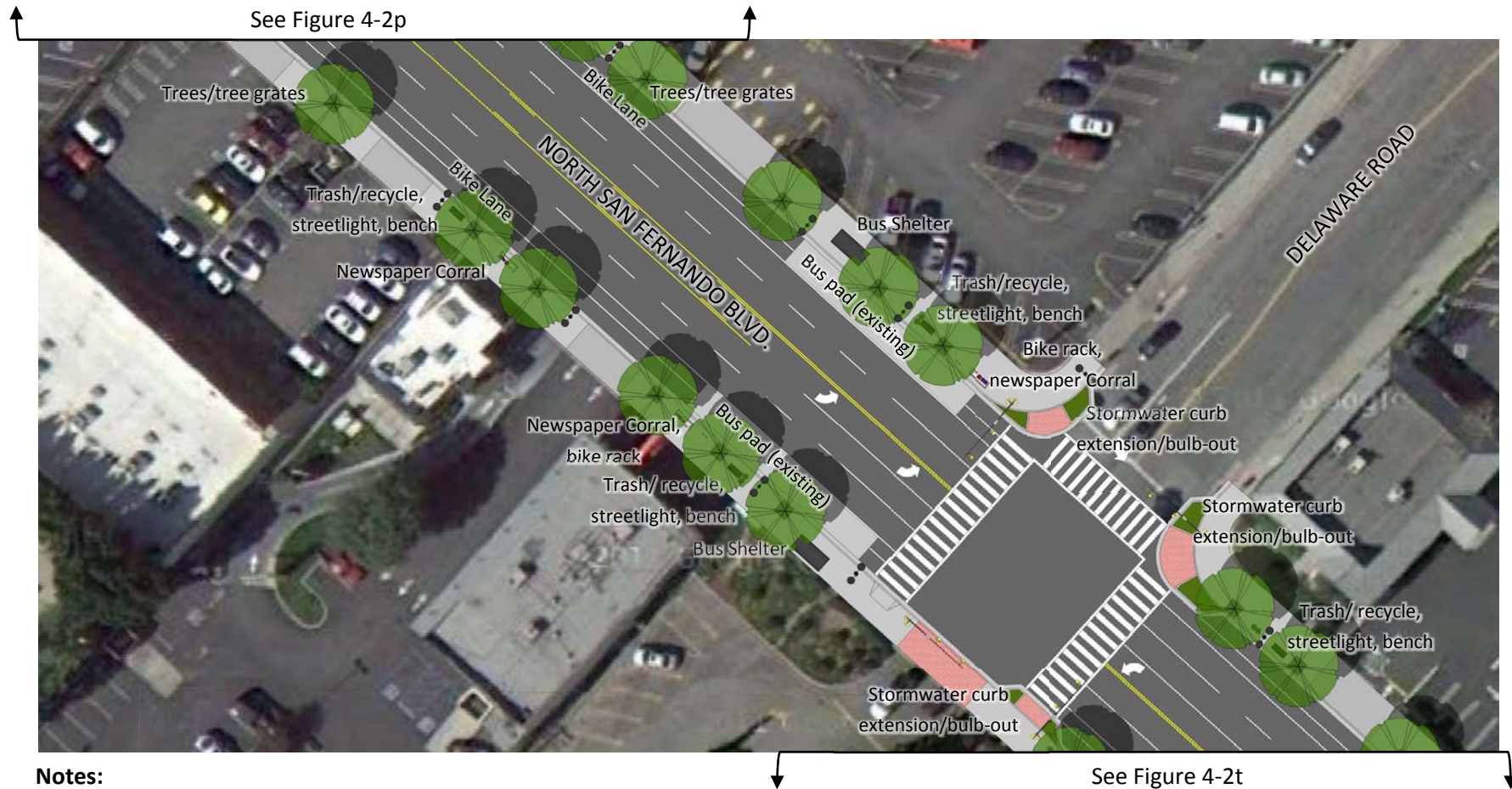
1. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

Figure 4-2q: North San Fernando Boulevard: Existing Conditions



Figure 4-2r: North San Fernando Boulevard: Concept Plan



Notes:

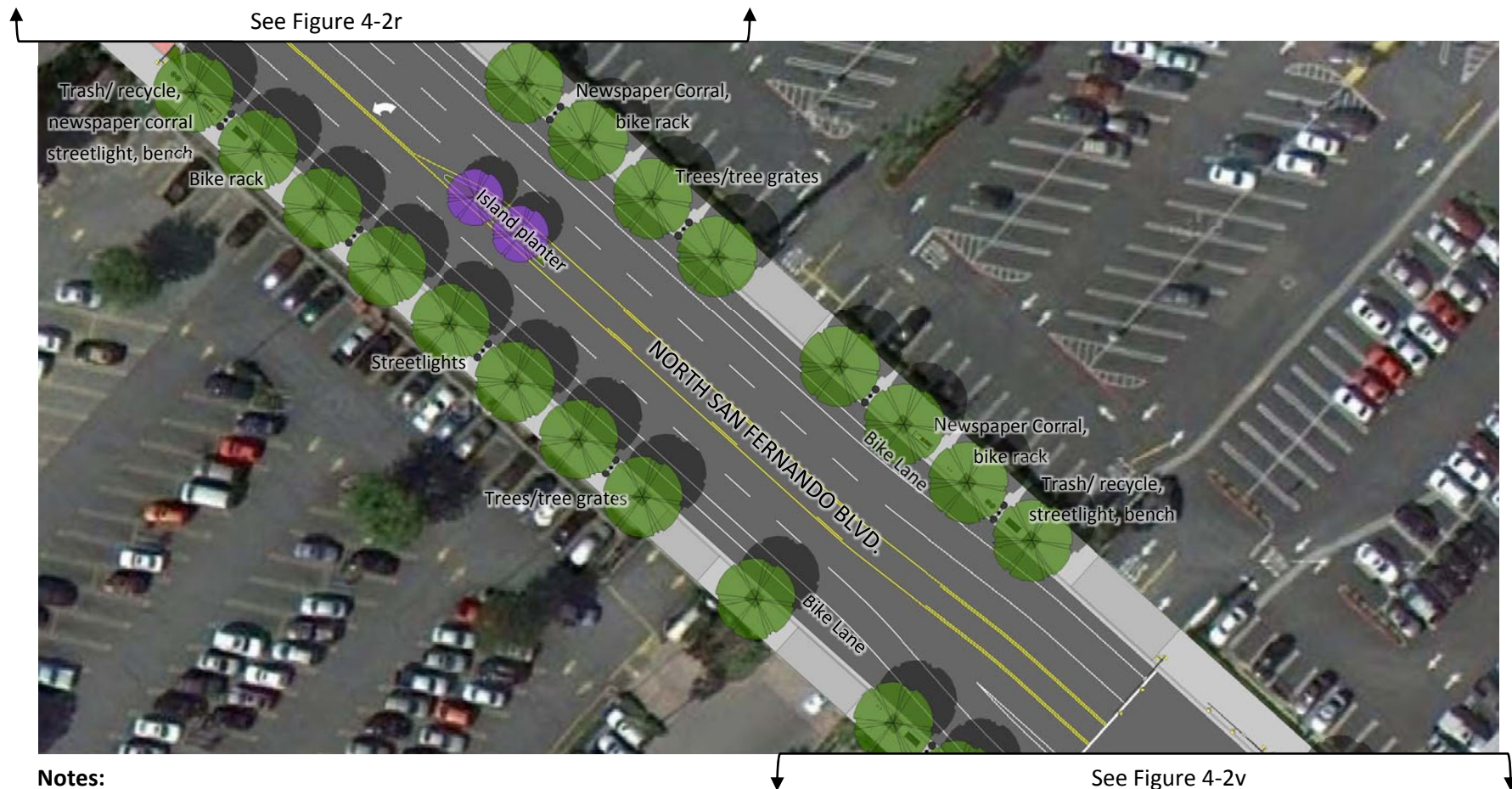
1. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

Figure 4-2s: North San Fernando Boulevard: Existing Conditions



Figure 4-2t: North San Fernando Boulevard: Concept Plan



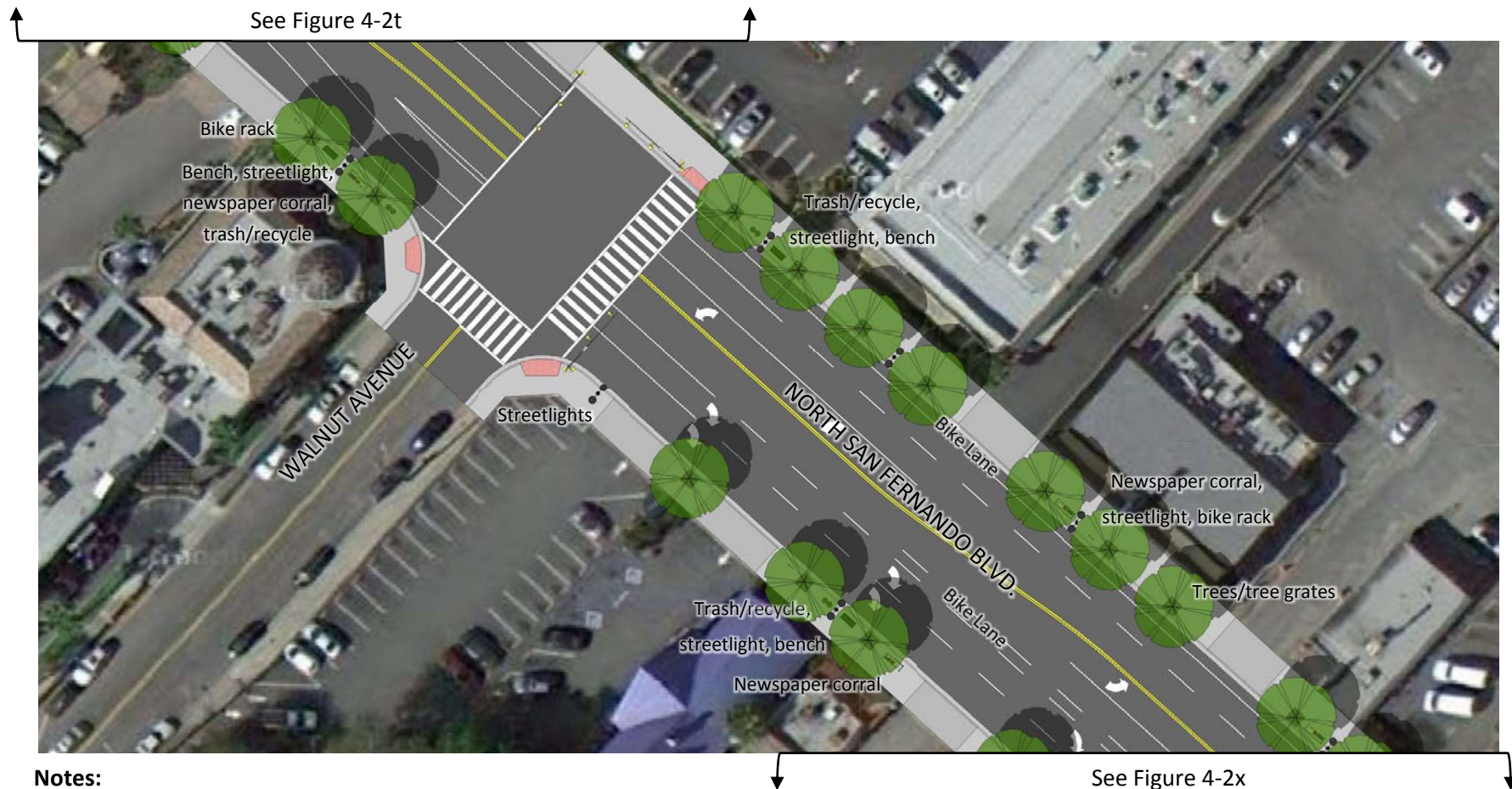
1. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

Figure 4-2u: North San Fernando Boulevard: Existing Conditions



Figure 4-2v: North San Fernando Boulevard: Concept Plan



Notes:

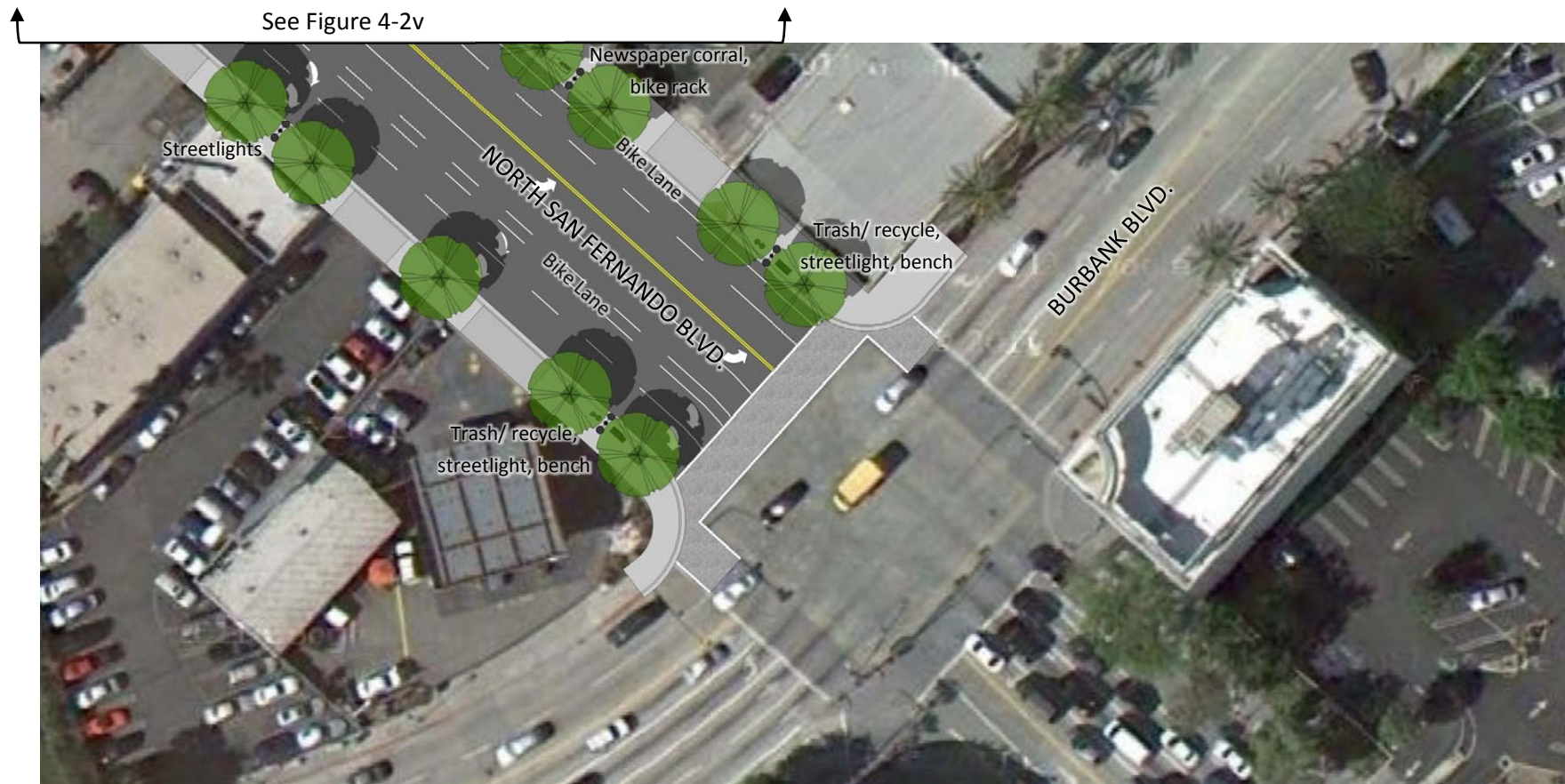
1. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

Figure 4-2w: North San Fernando Boulevard: Existing Conditions



Figure 4-2x: North San Fernando Boulevard: Concept Plan



Notes:

1. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

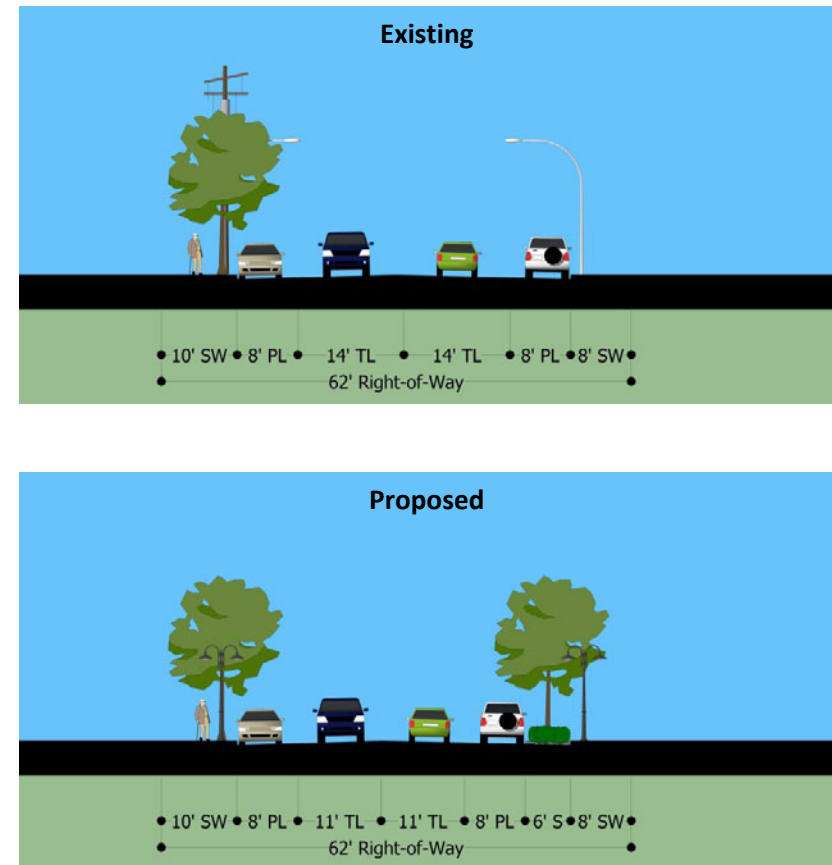
North San Fernando Boulevard

4.2 East Avenue and Scott Road

The segment of East Avenue between North San Fernando Boulevard and Scott Road and the segment of Scott Road between North San Fernando Boulevard and East Avenue will be improved with stormwater curb extensions, bulb-outs, street trees, tree grates, streetlights, and crosswalks with a highly-visible striping pattern. Recycled water lines will be installed within the streets and will be used to irrigate street trees and landscaping in the stormwater curb-extensions and bulb-outs. Parallel parking will remain on both sides of the streets. To implement part of the Bicycle Master Plan, Scott Road will function as a bicycle boulevard, which is a bicycle route (Class III) with neighborhood protection features that help to reduce vehicle speeds. “Sharrow” pavement markings (reminding drivers to share the road with bikes) will be provided on Scott Road.

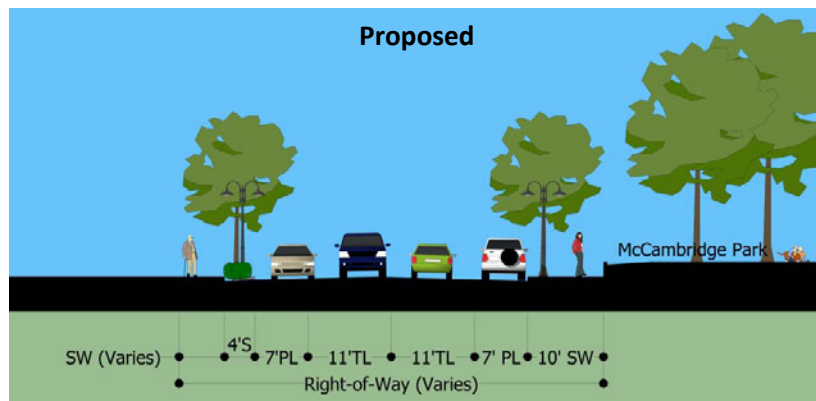
The following figures compare the existing conditions to the conceptual improvements for East Avenue and Scott Road. The conceptual improvements are illustrated with typical street sections (see Figure 4-3a through 4-3b) and plan view graphics (Figures 4-4a through 4-4d).

Figure 4-3a: East Avenue: Typical Section from North San Fernando Boulevard to Scott Road (Looking West)



Key: SW: Sidewalk PL: Parking Lane TL: Travel Lane
S: Stormwater Curb Extension

Figure 4-3b: Scott Road: Typical Section from East Avenue to North San Fernando Boulevard (Looking Northwest)



Key: SW: Sidewalk PL: Parking Lane TL: Travel Lane
S: Stormwater Curb Extension

North San Fernando Boulevard

Figure 4-4a East Avenue and Scott Road: Existing Conditions



Notes:

1. The above graphic shows the proposed improvements on North San Fernando Boulevard, as they would be constructed prior to the improvements on East Avenue and Scott Road.

See Figure 4-4c

Figure 4-4b East Avenue and Scott Road: Concept Plan



Notes:

1. The above graphic shows the proposed improvements on North San Fernando Boulevard, as they would be constructed prior to the improvements on East Avenue and Scott Road.
2. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

See Figure 4-4d

North San Fernando Boulevard

Figure 4-4c East Avenue and Scott Road: Existing Conditions



Notes:

1. The above graphic shows the proposed improvements on North San Fernando Boulevard, as they would be constructed prior to the improvements on East Avenue and Scott Road.

Figure 4-4d East Avenue and Scott Road: Concept Plan



Notes:

1. The above graphic shows the proposed improvements on North San Fernando Boulevard, as they would be constructed prior to the improvements on East Avenue and Scott Road.
2. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

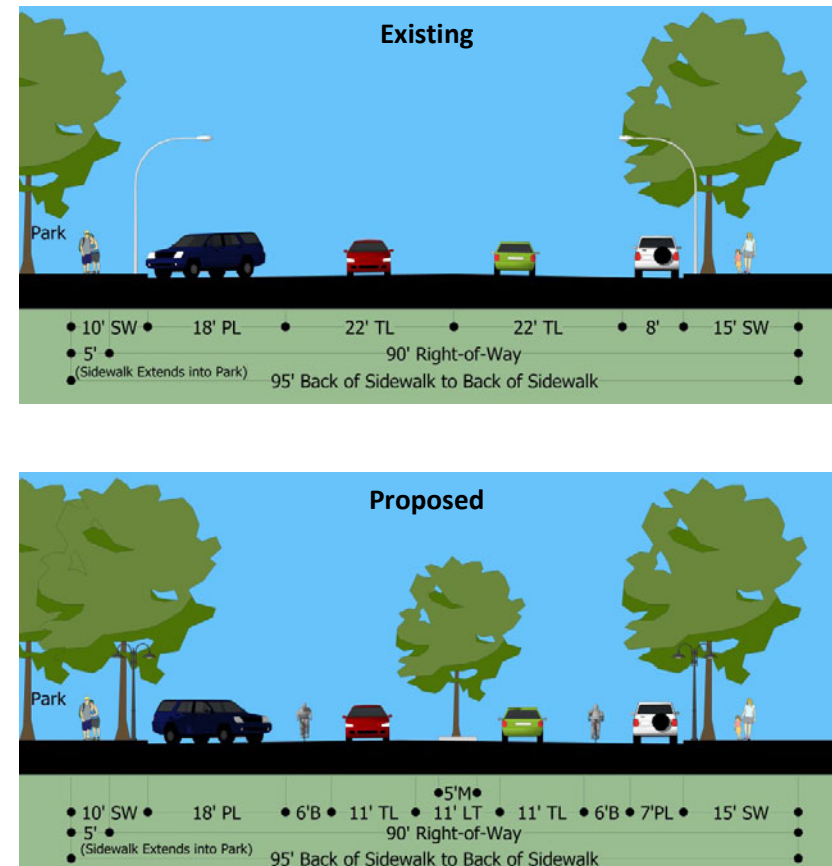
North San Fernando Boulevard

4.3 Amherst Drive

The segment of Amherst Drive between North San Fernando Boulevard and Glenoaks Boulevard will be improved with new streetlights, street trees, tree grates, bicycle lanes, landscaped medians, and crosswalks with a highly-visible striping pattern. Mature and healthy trees on the east side of Amherst Drive would remain. To implement the Bicycle Master Plan, this segment of Amherst Drive will also be improved with bike lanes (Class II). To create a safer bicycling environment, back-in/front-out angled parking will be provided along McCambridge Park. Island planters/traffic diverters and bulb-outs will also be provided at the Amherst Drive/North Third Street, and East Avenue intersection. Recycled water lines will be installed within the street and will be used to irrigate street trees and landscaping in medians, island planters, traffic diverters, and stormwater curb-extensions/bulb-outs.

The following figures compare the existing conditions to the conceptual improvements for Amherst Drive. The conceptual improvements are illustrated with typical street sections (see Figure 4-5) and plan view graphics (Figures 4-6a through 4-6h).

Figure 4-5: Amherst Drive: Typical Section from North San Fernando Boulevard to Glenoaks Boulevard (Looking Northeast)



Key: SW: Sidewalk PL: Parking Lane TL: Travel Lane
B: Bike Lane M: Landscaped Median
LT: Left-Turn Lane

Back-In/Front-Out Angled Parking

When backing out of an angled on-street parking space, the driver's view of bicyclists can often be blocked by parked cars and the vehicle's blind spots. As a result, on-street angled parking can create dangerous conditions for bicyclists.

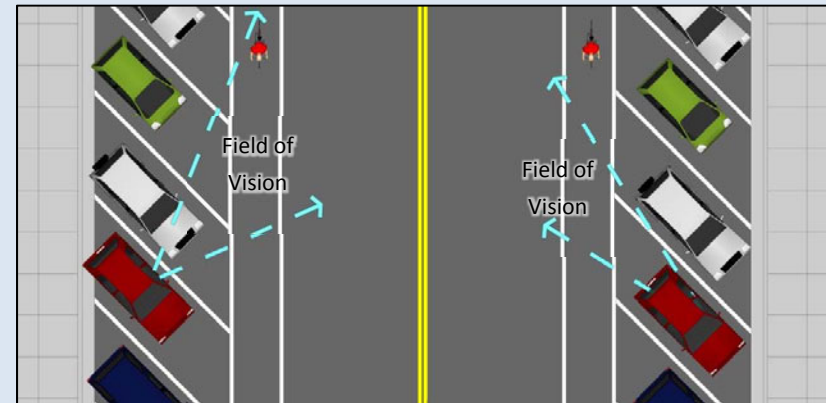
To eliminate this problem, small towns and big cities throughout the nation have reversed the typical direction of the on-street parking spaces to create back-in/front-out angled parking.

Back-in/front-out angled parking is safer because drivers have a straight and clear view of bicyclist, as well as on-coming vehicles, when they are exiting the parking space. Back-in/front-out angled parking is also safer for people that are accessing the trunk of their car, as they can do so from the safety of the sidewalk rather than the street.

Back-in/front out angled parking can be confusing when it is first implemented. Signage should be used to clearly explain how people should back-in and pull out of the parking spots. Essentially, drivers will pull past the parking space, signal, and back-in, just as if they were parallel parking. The only difference is that they do not have to make the final turning movement to parallel park.



Signage explaining back-in/front out angled



Back-In/Front-out Angled Parking:

The driver in the red car has greater field of vision and can see the on-coming bicyclist and vehicle traffic sooner.

Standard Angled Parking:

The field of vision of the driver in the red car is limited by the adjacent vehicle and the blind spots in their car, making it harder to see on-coming bicyclist and vehicle traffic.



Conceptual View of Amherst Drive: Driver's view of on-coming bike and vehicle traffic.

North San Fernando Boulevard

Figure 4-6a Amherst Drive: Existing Conditions



See Figure 4-6c

Notes:

1. The above graphic shows the proposed improvements on North San Fernando Boulevard, as they would be constructed prior to the improvements on Amherst Drive.

Figure 4-6b Amherst Drive: Concept Plan



Notes:

1. The above graphic shows the proposed improvements on North San Fernando Boulevard, as they would be constructed prior to the improvements on Amherst Drive.
2. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

Figure 4-6c Amherst Drive: Existing Conditions

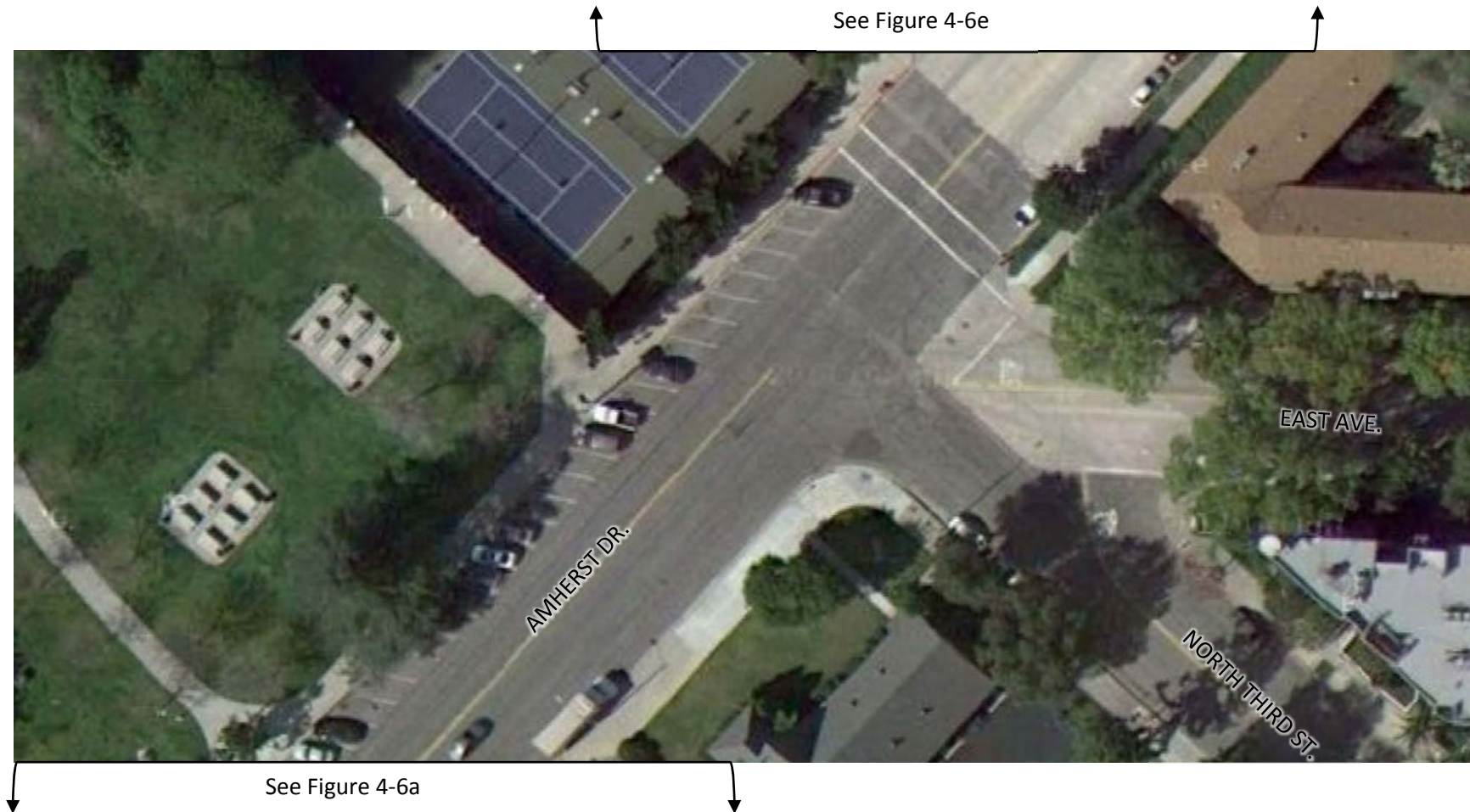
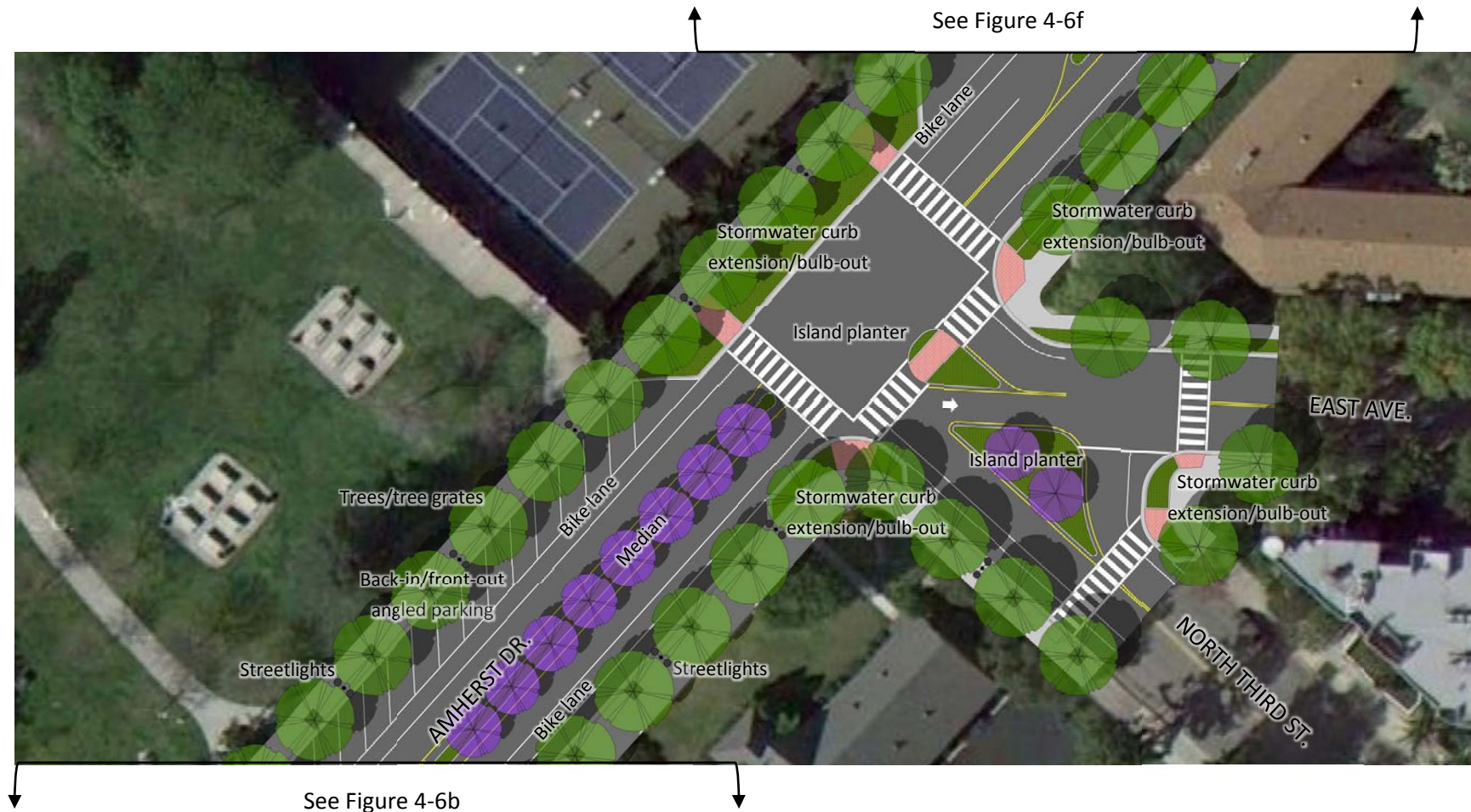


Figure 4-6d Amherst Drive: Concept Plan



Notes:

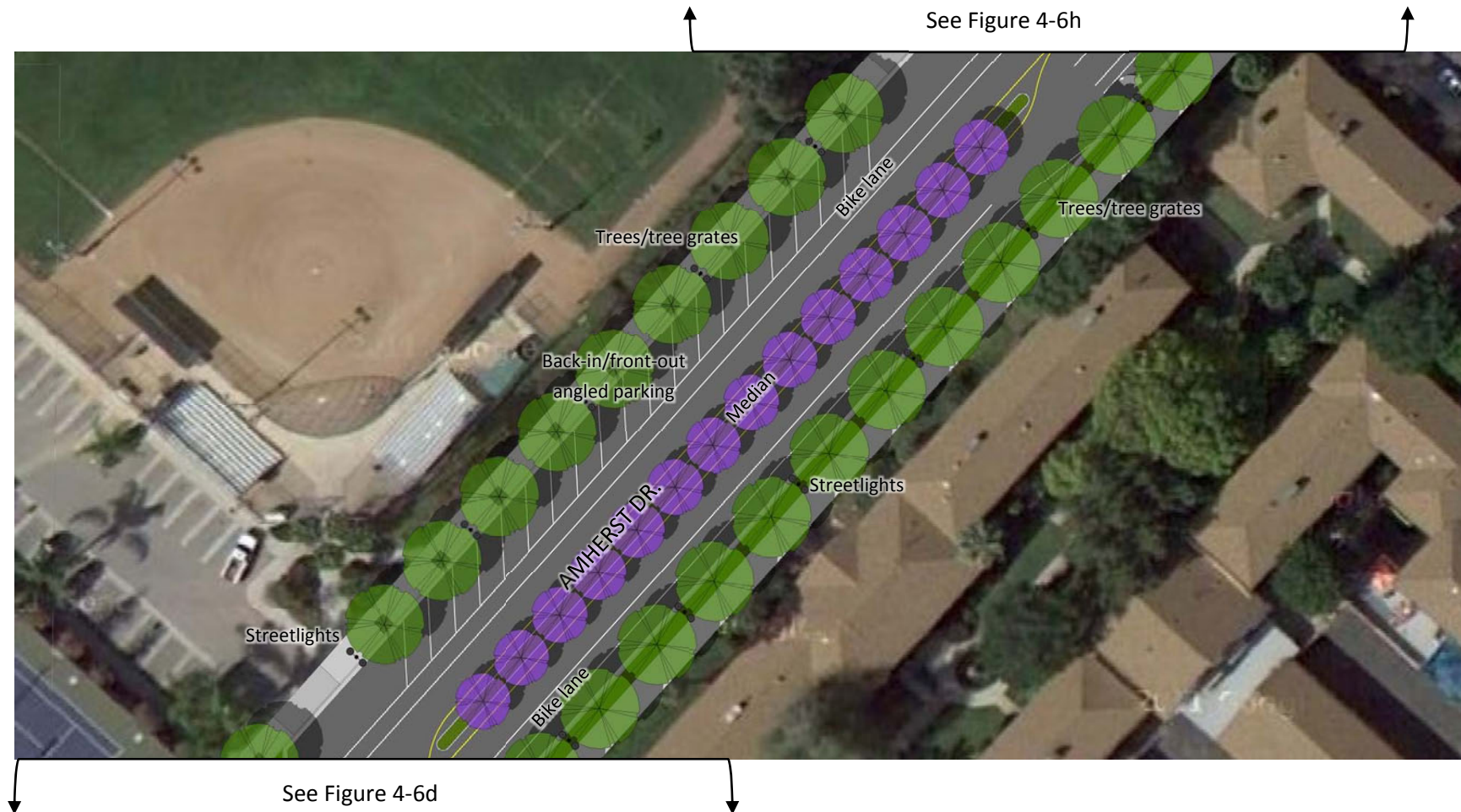
1. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

Figure 4-6e Amherst Drive: Existing Conditions



Figure 4-6f Amherst Drive: Concept Plan

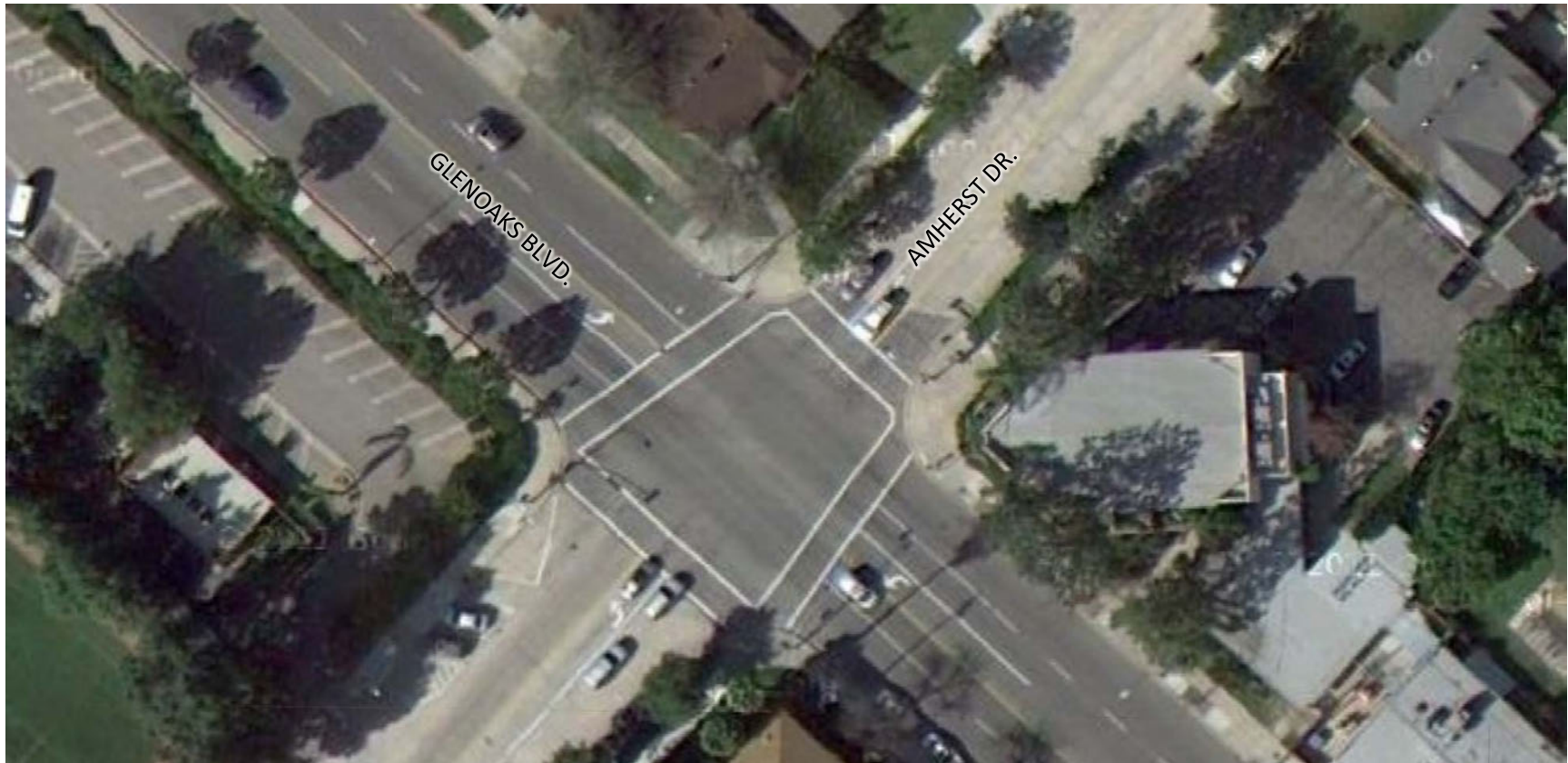


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1. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

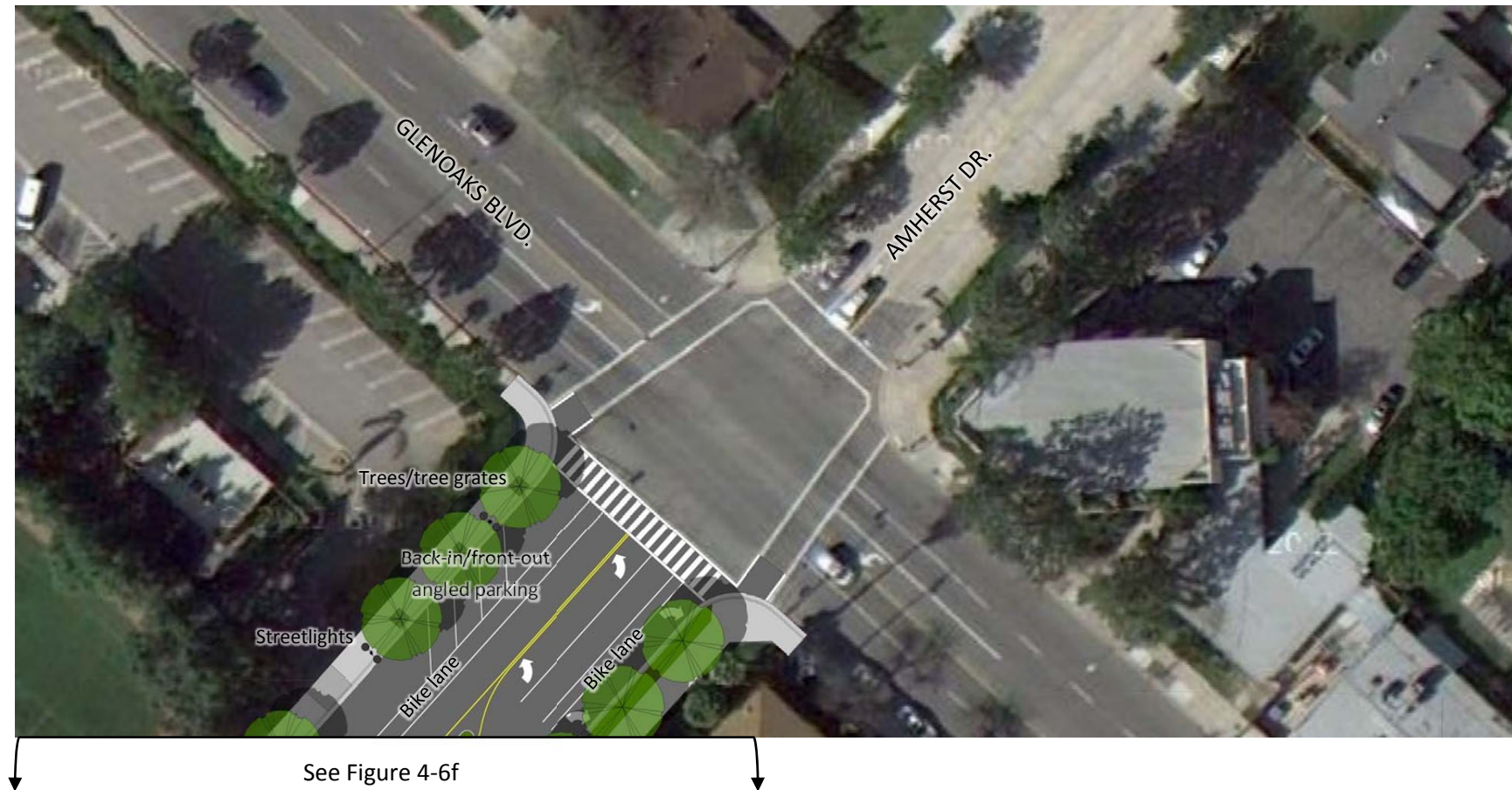
North San Fernando Boulevard

Figure 4-6g Amherst Drive: Existing Conditions



See Figure 4-6e

Figure 4-6h Amherst Drive: Concept Plan



Notes:

1. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

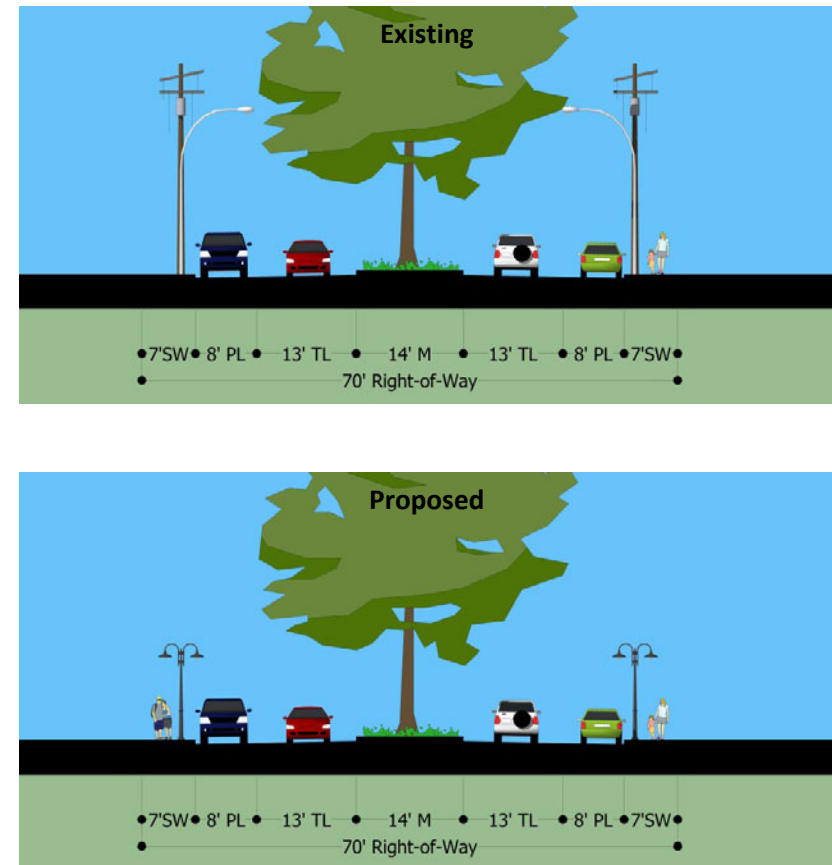
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4.4 Bethany Road

The segment of Bethany Road between North San Fernando Boulevard and North Third Street will be improved with new streetlights and crosswalks with a highly-visible striping pattern. The existing median will also be replanted with new plants (ground cover only). The existing trees in the median will remain. Recycled water lines will be installed within the street and will be used to irrigate street trees and landscaping in the medians.

The following figures compare the existing conditions to the conceptual improvements for Bethany Road. The conceptual improvements are illustrated with typical street sections (see Figure 4-7) and plan view graphics (Figures 4-8a through 4-8d).

Figure 4-7: Bethany Road: Typical Section from North San Fernando Boulevard to north Third Street (Looking Northeast)



Key: SW: Sidewalk PL: Parking Lane TL: Travel Lane
M: Median

North San Fernando Boulevard

Figure 4-8a Bethany Road: Existing Conditions



Notes:

1. The above graphic shows the proposed improvements on North San Fernando Boulevard, as they would be constructed prior to the improvements on Bethany Road.

Figure 4-8b Bethany Road: Concept Plan



Notes:

1. The above graphic shows the proposed improvements on North San Fernando Boulevard, as they would be constructed prior to the improvements on Bethany Road.
2. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

Figure 4-8c Bethany Road: Existing Conditions



See Figure 4-8a

Figure 4-8d Bethany Road: Concept Plan



Notes:

1. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

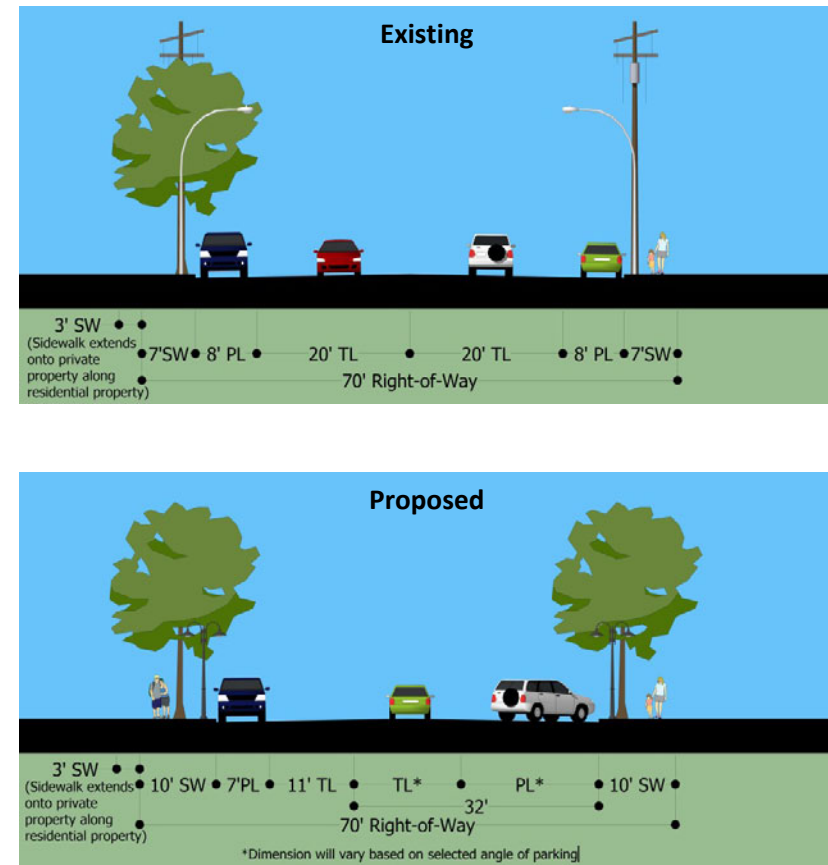
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4.5 Cornell Drive

The segment of Cornell Drive between North San Fernando Boulevard and North Third Street will be improved with wider sidewalks, street trees and tree grates, street lights, angled and parallel parking and crosswalks with a highly-visible striping pattern. Sidewalks will be widened from 7' to 10'. Angled parking will be located on the east side of the street and parallel parking will be provided on the west side of the street. The east side of the street will be planted with new trees. The healthy and mature trees on the west side of the street will remain to the extent feasible. Recycled water lines will be installed within the street and will be used to irrigate street trees.

The following figures compare the existing conditions to the conceptual improvements for North San Fernando Boulevard. The conceptual improvements are illustrated with typical street sections (see Figure 4-9) and plan view graphics (Figures 4-10a through 4-10d).

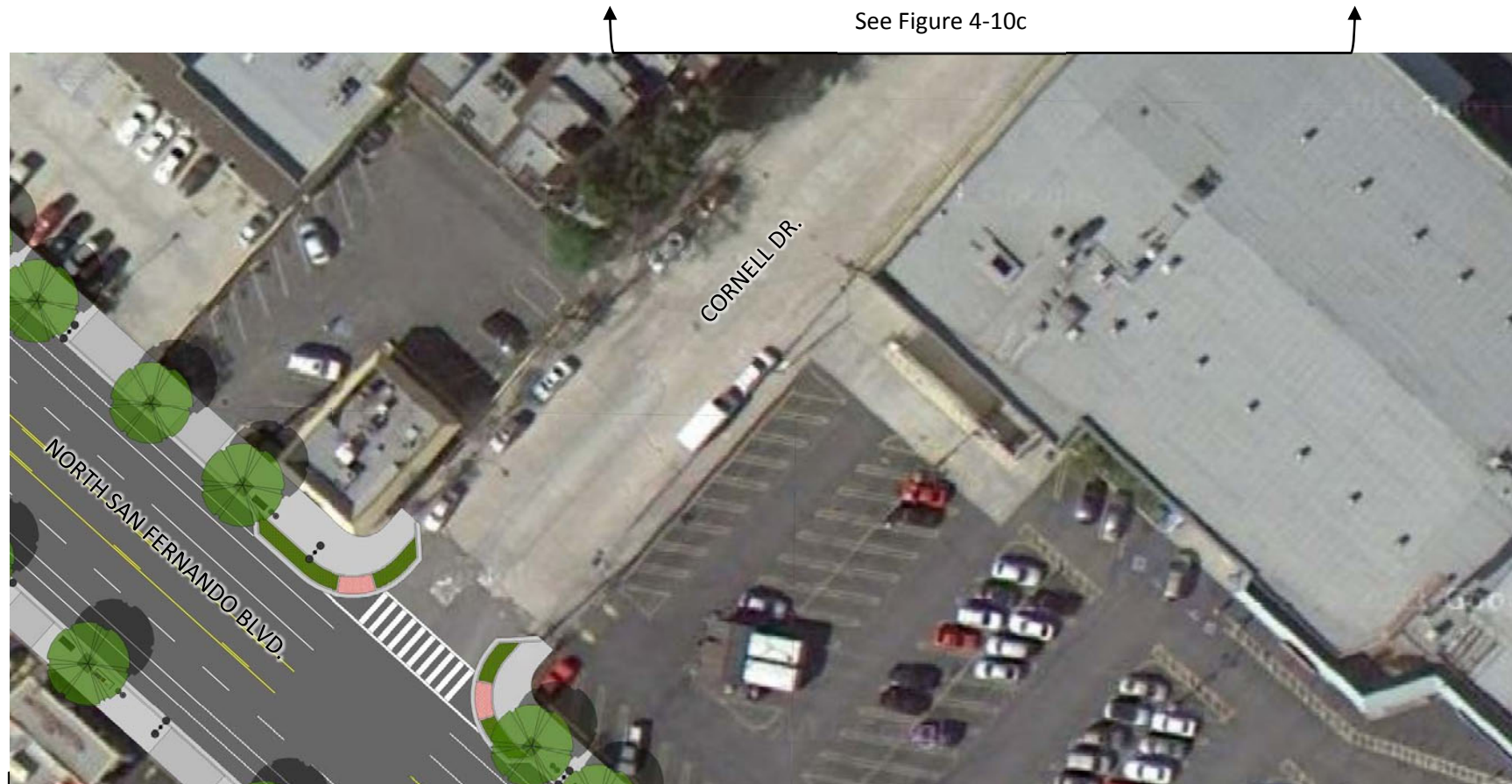
Figure 4-9: Cornell Drive: Typical Section from North San Fernando Boulevard to North Third Street (Looking Northeast)



Key: SW: Sidewalk PL: Parking Lane TL: Travel Lane

North San Fernando Boulevard

Figure 4-10a Cornell Drive: Existing Conditions



1. The above graphic shows the proposed improvements on North San Fernando Boulevard, as they would be constructed prior to the improvements on Cornell Drive.

Figure 4-10b Cornell Drive: Concept Plan



Notes:

1. The above graphic shows the proposed improvements on North San Fernando Boulevard, as they would be constructed prior to the improvements on Cornell Drive.
2. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

Figure 4-10c Cornell Drive: Existing Conditions



Figure 4-10d Cornell Drive: Concept Plan



Notes:

1. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

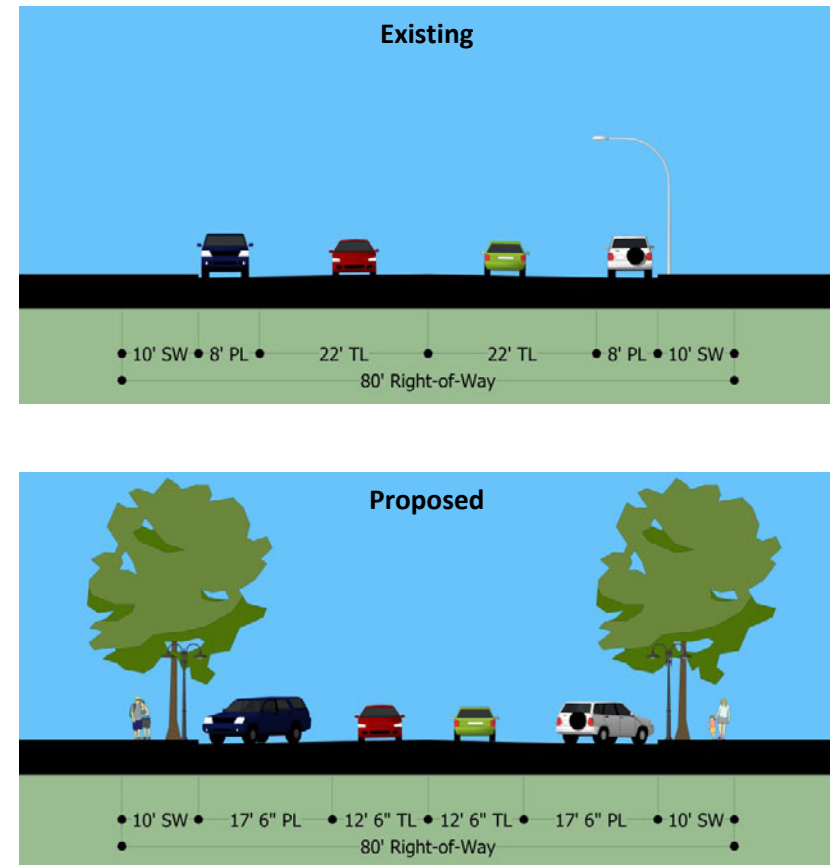
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4.6 Delaware Road

The segment of Delaware Road between North San Fernando Boulevard and North Third Street will be improved with street trees and tree grates, street lights, angled parking, and crosswalks with a highly-visible striping pattern. Recycled water lines will be installed within the street and will be used to irrigate street trees.

The following figures compare the existing conditions to the conceptual improvements for Delaware Road. The conceptual improvements are illustrated with typical street sections (see Figure 4-11) and plan view graphics (Figures 4-12a through 4-12d).

Figure 4-11: Delaware Road: Typical Section from North San Fernando Boulevard to north Third Street (Looking Northeast)



Key: SW: Sidewalk PL: Parking Lane TL: Travel Lane

North San Fernando Boulevard

Figure 4-12a Delaware Road: Existing Conditions



Notes:

1. The above graphic shows the proposed improvements on North San Fernando Boulevard, as they would be constructed prior to the improvements on Delaware Road.

Figure 4-12b Delaware Road: Concept Plan



Notes:

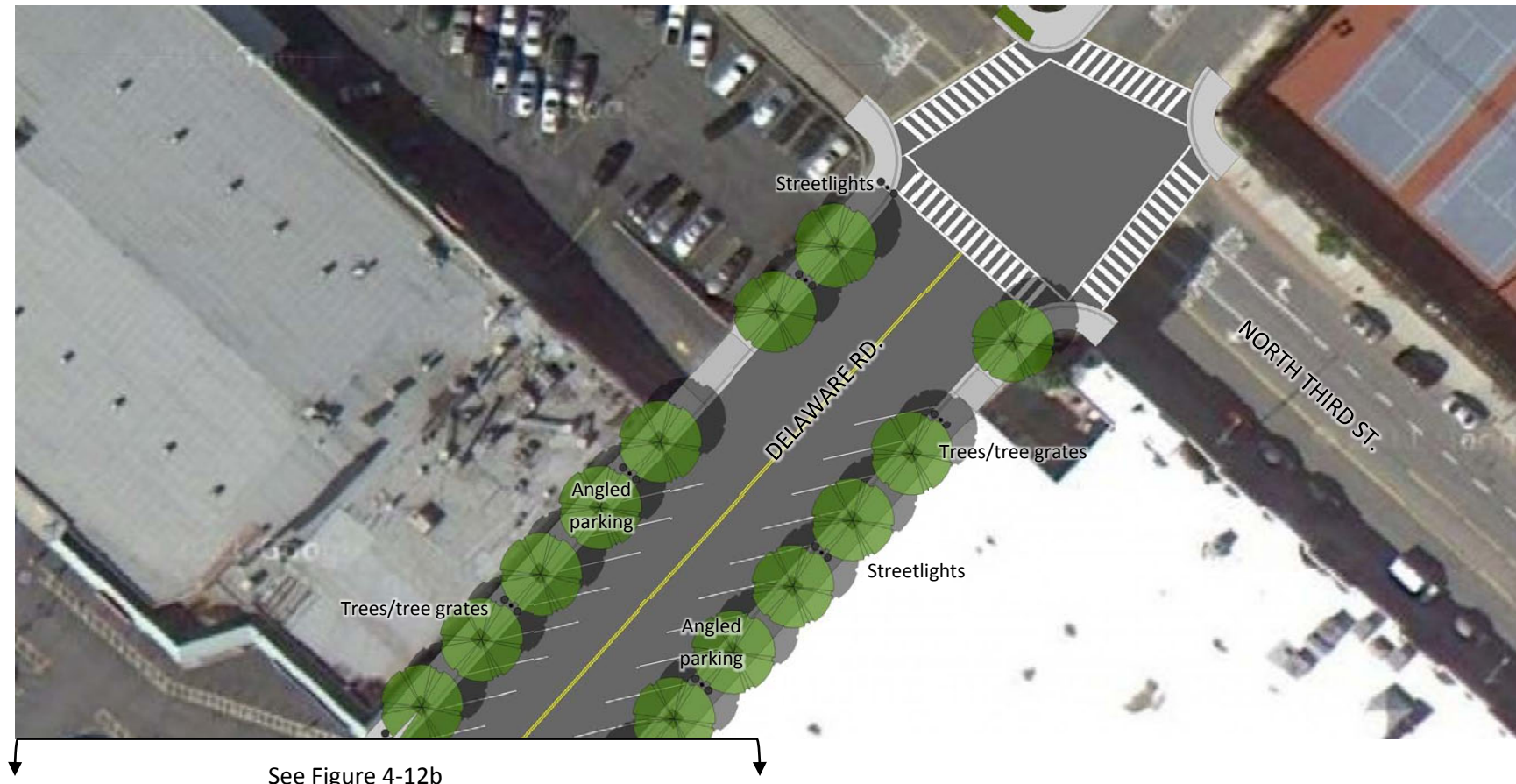
1. The above graphic shows the proposed improvements on North San Fernando Boulevard, as they would be constructed prior to the improvements on Delaware Road.
2. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

Figure 4-12c Delaware Road: Existing Conditions



Figure 4-12d Delaware Road: Concept Plan



Notes:

1. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

4.7 North Third Street

The segment of North Third Street between Amherst Drive and Burbank Boulevard will be improved with street trees and tree grates, street lights, bicycle lanes (Class II), and crosswalks with a highly-visible striping pattern. Parallel parking will remain on both sides of the street. Healthy and mature trees along the street will remain. Recycled water lines will be installed within the street and will be used to irrigate street trees.

The following figures compare the existing conditions to the conceptual improvements for North San Fernando Boulevard. The conceptual improvements are illustrated with typical street sections (see Figure 4-13a through 4-13b) and plan view graphics (Figures 4-14a through 4-14l).

Figure 4-13a: North Third Street: Typical Section from Amherst Drive to Delaware Road (Looking Northwest)

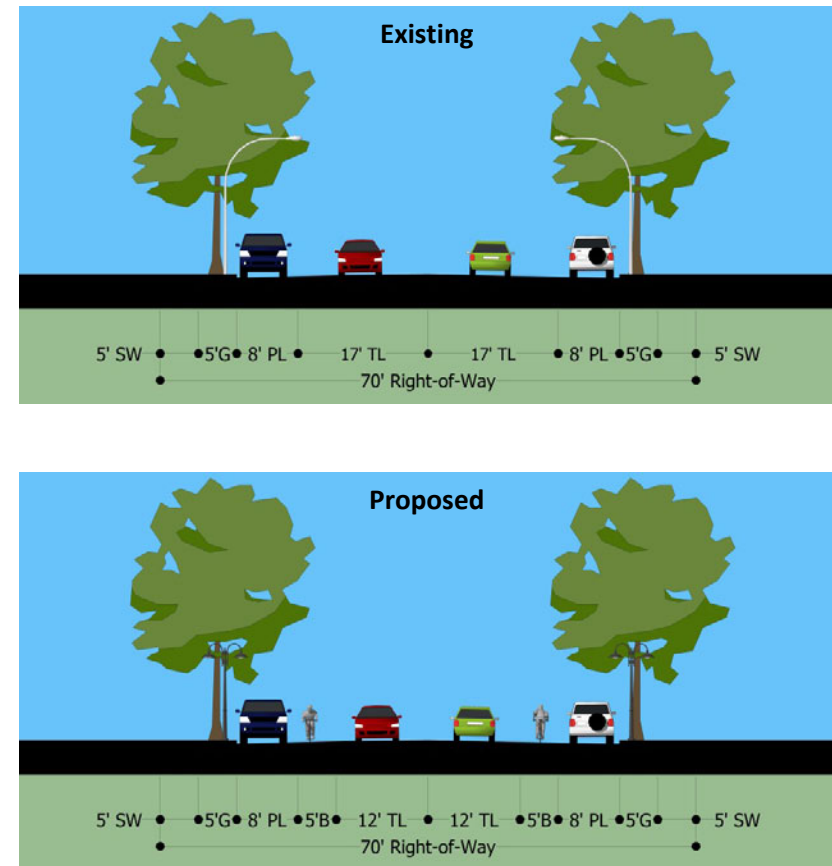
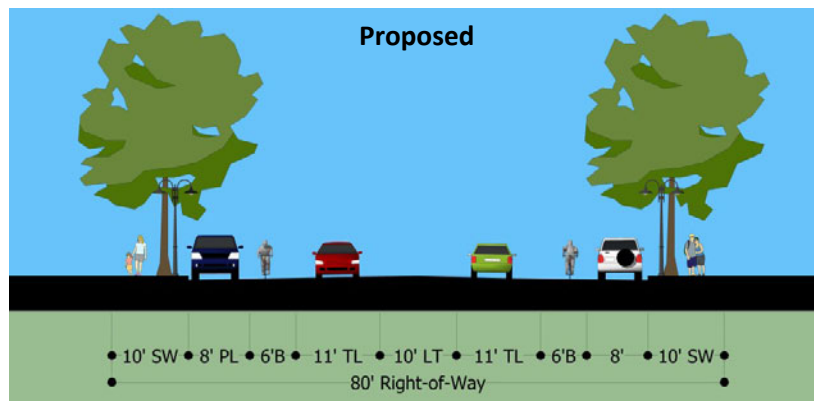
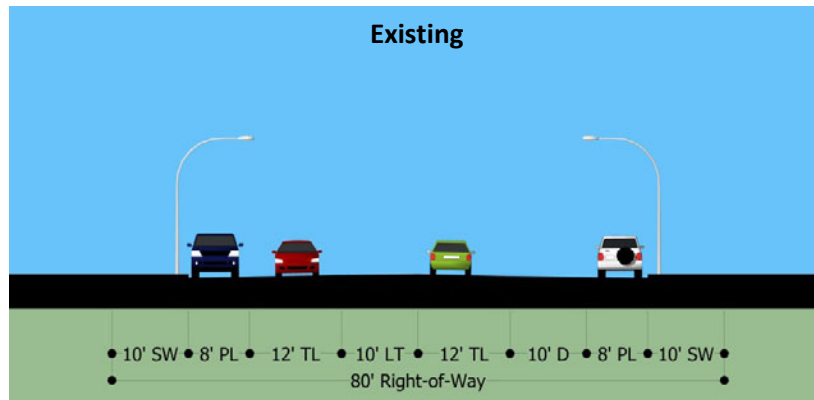


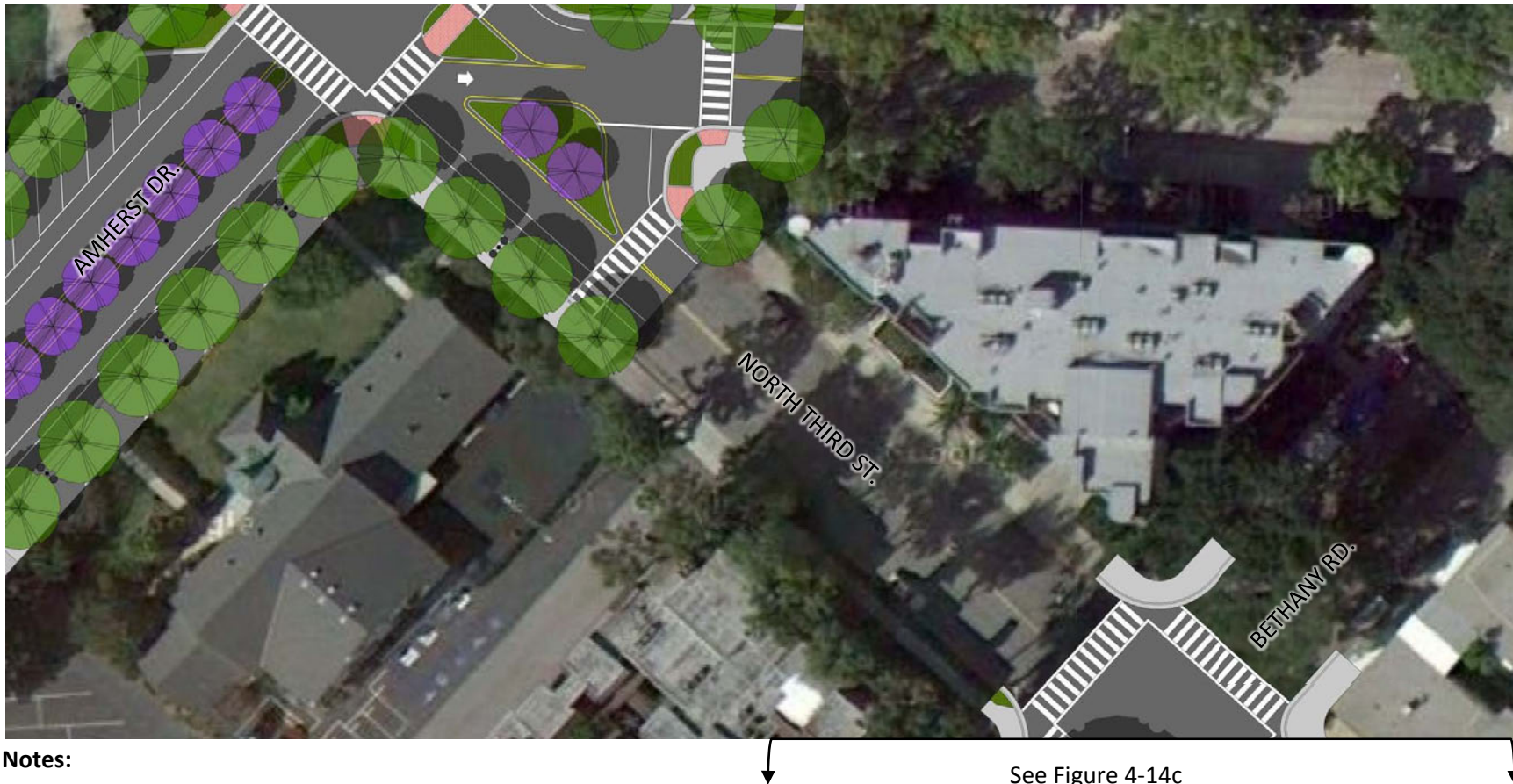
Figure 4-13b: North Third Street: Typical Section from Delaware Road to Burbank Boulevard (Looking Northwest)



Key: SW: Sidewalk PL: Parking Lane TL: Travel Lane
B: Bike Lane LT: Left Turn Lane

North San Fernando Boulevard

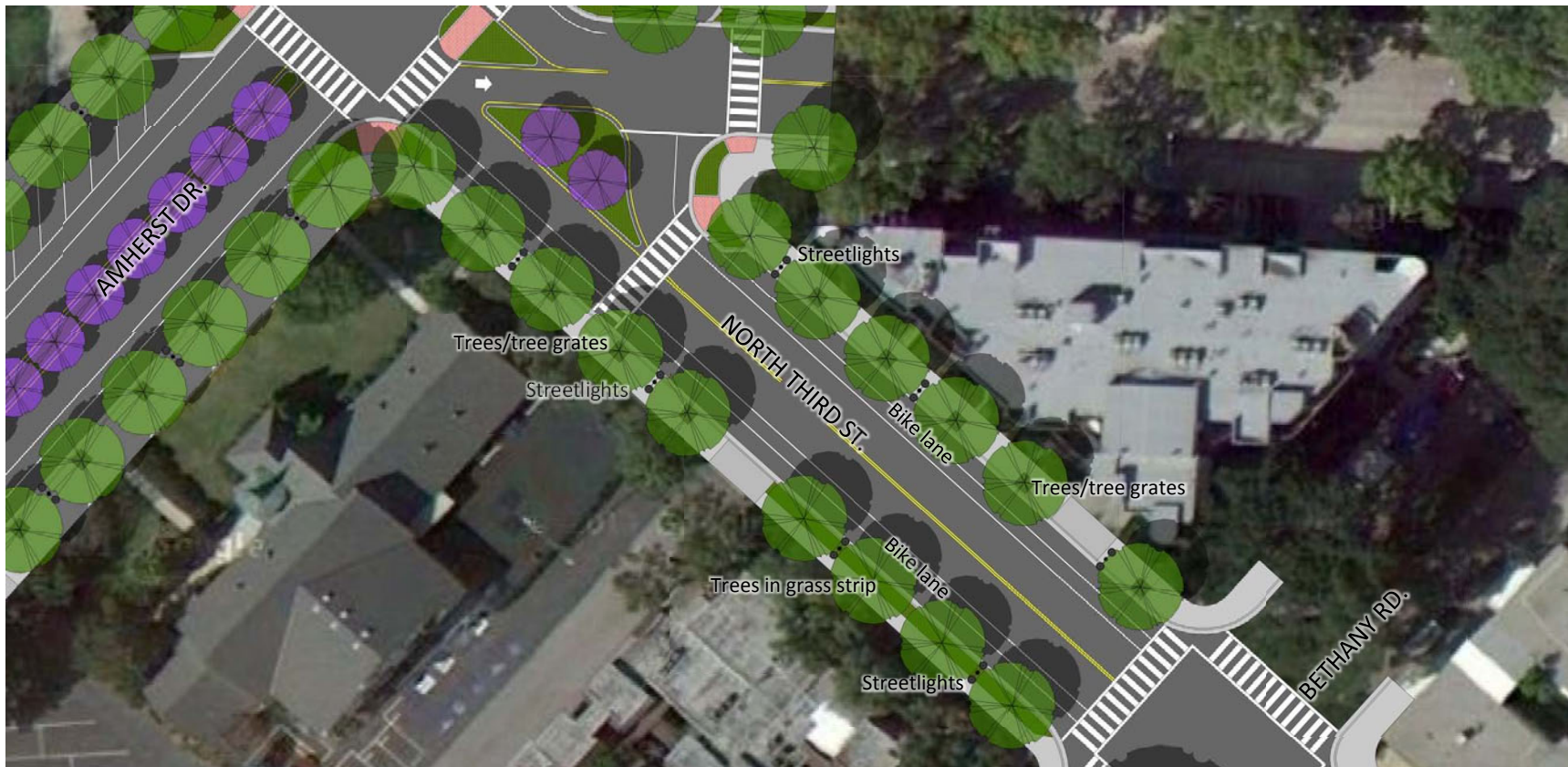
Figure 4-14a North Third Street: Existing Conditions



Notes:

1. The above graphic shows the proposed improvements on Amherst Drive and Bethany Road, and the improvements to the North Third Street/Amherst Drive/East Avenue intersection, as they would likely be constructed prior to the improvements on North Third Street.

Figure 4-14b North Third Street: Concept Plan



Note:

1. The above graphic shows the proposed improvements on Amherst Drive and Bethany Road, and the improvements to the North Third Street/Amherst Drive/East Avenue intersection, as they would likely be constructed prior to the improvements on North Third Street.

See Figure 4-14d

2. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

Figure 4-14c North Third Street: Existing Conditions



Notes:

1. The above graphic shows the proposed improvements on Bethany Road and Cornell Drive, as they would likely be constructed prior to the improvements on North Third Street.

Figure 4-14d North Third Street: Concept Plan

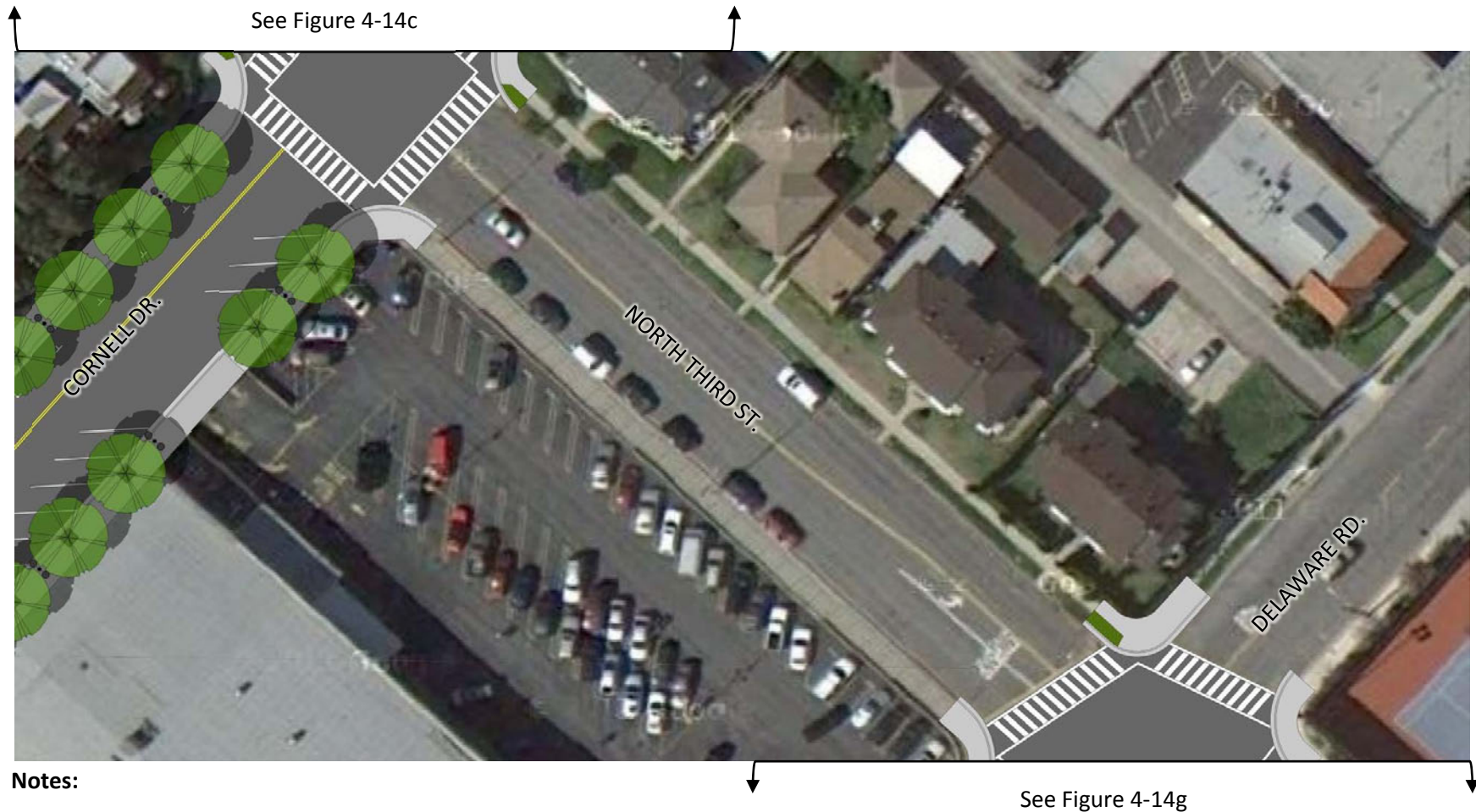


Notes:

1. The above graphic shows the proposed improvements on Bethany Road and Cornell Drive, as they would likely be constructed prior to the improvements on North Third Street.
 2. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.
- See Figure 4-14f

North San Fernando Boulevard

Figure 4-14e North Third Street: Existing Conditions



1. The above graphic shows the proposed improvements on Cornell Drive and Delaware Road, as they would likely be constructed prior to the improvements on North Third Street.

Figure 4-14f North Third Street: Concept Plan



Notes:

1. The above graphic shows the proposed improvements on Cornell Drive and Delaware Road, as they would likely be constructed prior to the improvements on North Third Street.
2. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

Figure 4-14g North Third Street: Existing Conditions



Notes:

1. The above graphic shows the proposed improvements on Delaware Road, as they would likely be constructed prior to the improvements on North Third Street.

Figure 4-14h North Third Street: Concept Plan



Notes:

1. The above graphic shows the proposed improvements on Delaware Road, as they would likely be constructed prior to the improvements on North Third Street.
2. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

Figure 4-14i North Third Street: Existing Conditions



Figure 4-14j North Third Street: Concept Plan



North San Fernando Boulevard

Figure 4-14k North Third Street: Existing Conditions

See Figure 4-14i

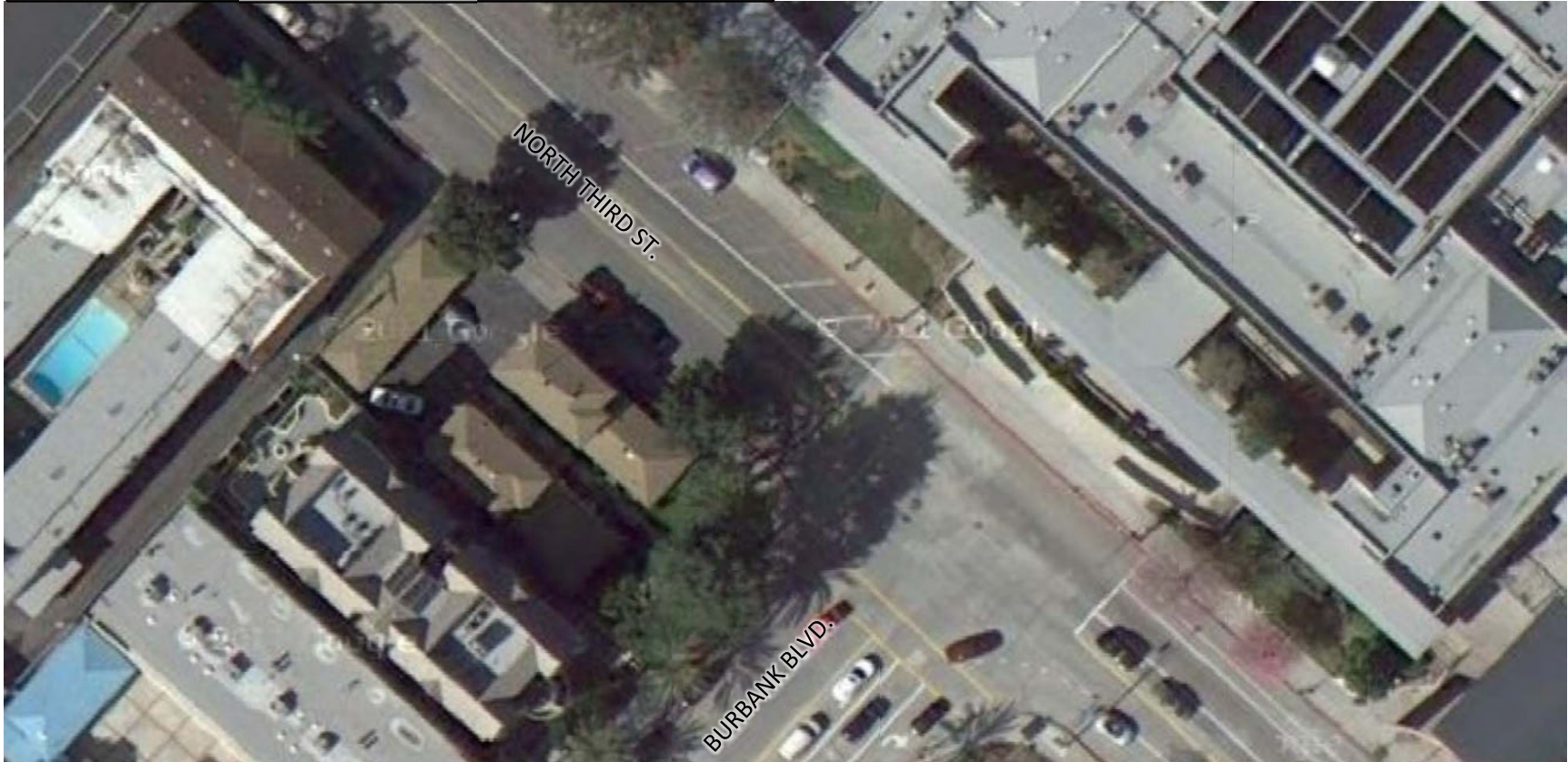


Figure 4-14I North Third Street: Concept Plan



Notes:

1. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

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4.8 Leland Way

The construction of the improvements along Interstate 5 will cover the existing drainage culvert along Leland Way and construct a new sound wall and landscaped planter along the south side of Leland Way. Leland Way will be slightly narrowed to accommodate the Interstate 5 improvements, the new sound wall, and landscaped planter. Parallel parking will be maintained on both sides of the street. Tree planters will be provided within the parallel parking lane on the freeway side of the street to soften views of the sound wall. A stripe will be painted along the edge of the parking lane and tree planters to discourage drivers from accidentally veering off into the parking lane and hitting the tree planters. Recycled water lines will be installed within the street and will be used to irrigate street trees and landscaping in the medians.

Figures 4-15a and 4-15h compare the existing conditions to the conceptual improvements for Leland Way.



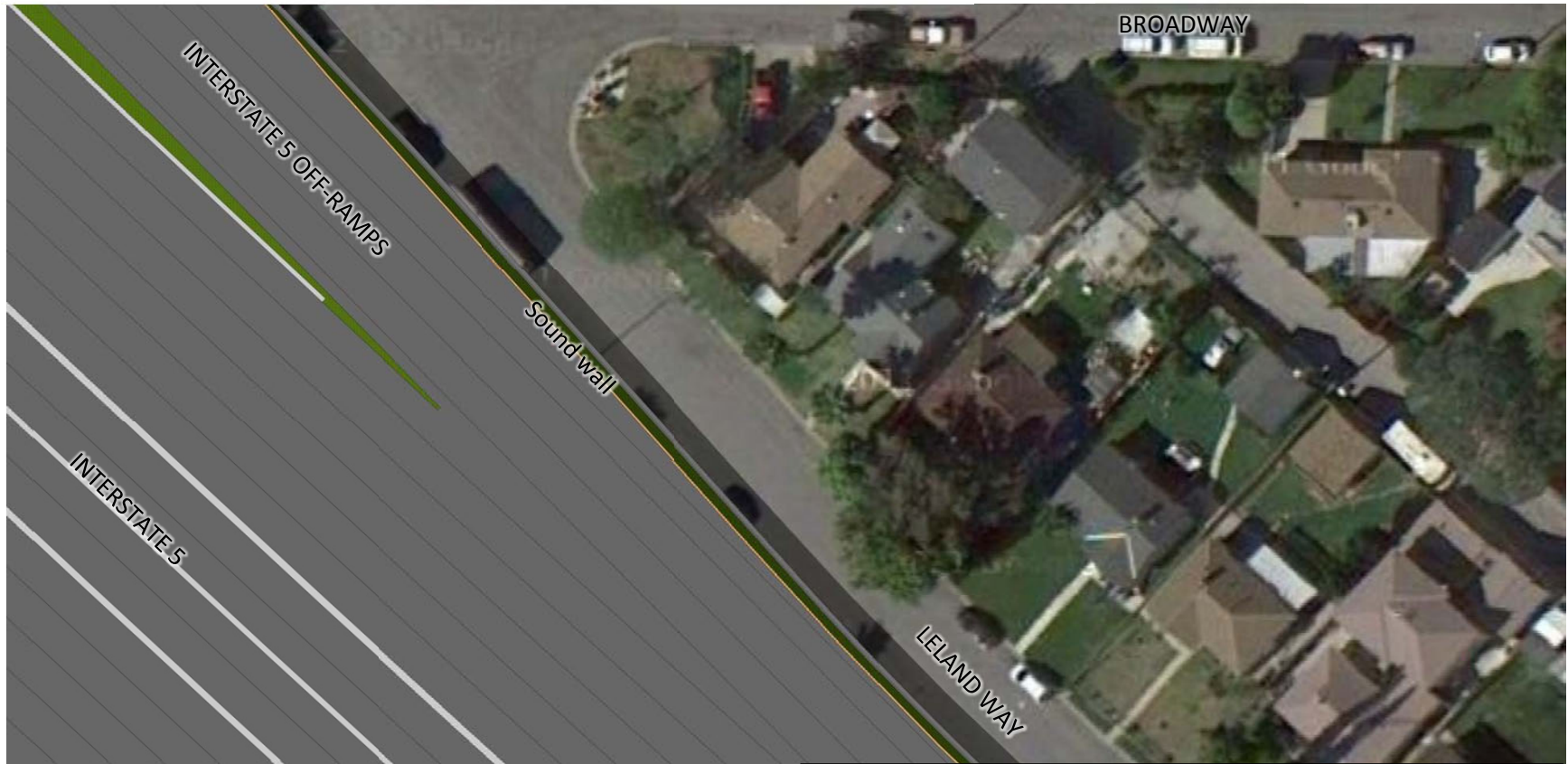
Conceptual view of landscaping and trees/tree planters along Leland Way sound wall



Close-up view of trees/tree planters within the parking lane along Leland Way.

North San Fernando Boulevard

Figure 4-15a: Leland Way: Existing Conditions



Notes:

1. The above graphic shows the proposed improvements to Interstate 5 and the proposed sound wall and landscaping along Leland Way, as they would likely be constructed prior to the landscaping improvements along Leland Way.

See Figure 4-15c

Figure 4-15b: Leland Way: Concept Plan



Notes:

1. The above graphic shows the proposed improvements to Interstate 5 and the proposed sound wall and landscaping along Leland Way, as they would likely be constructed prior to the landscaping improvements along Leland Way.

2. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

See Figure 4-15d

North San Fernando Boulevard

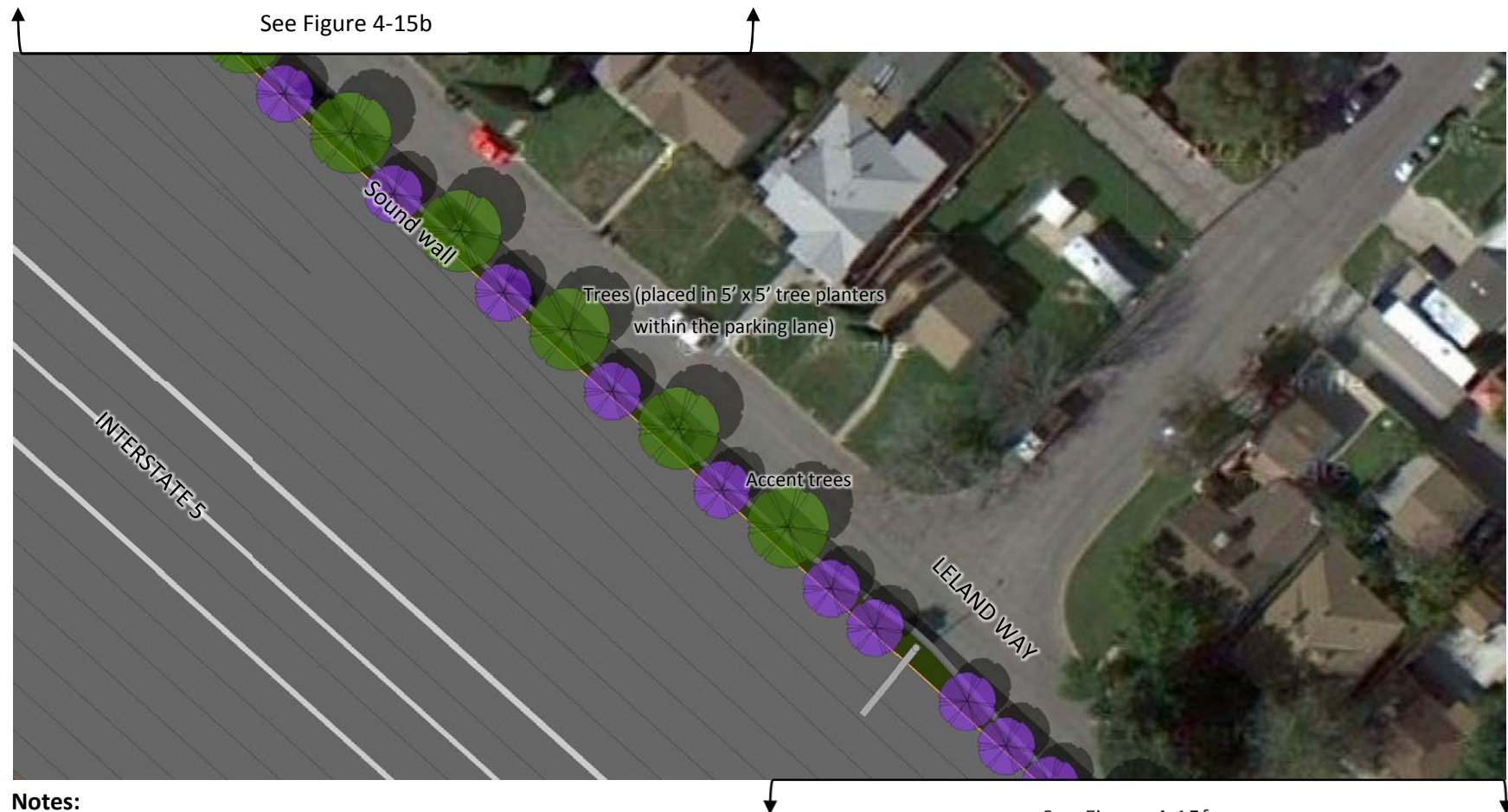
Figure 4-15c: Leland Way: Existing Conditions



Notes:

1. The above graphic shows the proposed improvements to Interstate 5 and the proposed sound wall and landscaping along Leland Way, as they would likely be constructed prior to the landscaping improvements along Leland Way.

Figure 4-15d: Leland Way: Concept Plan



Notes:

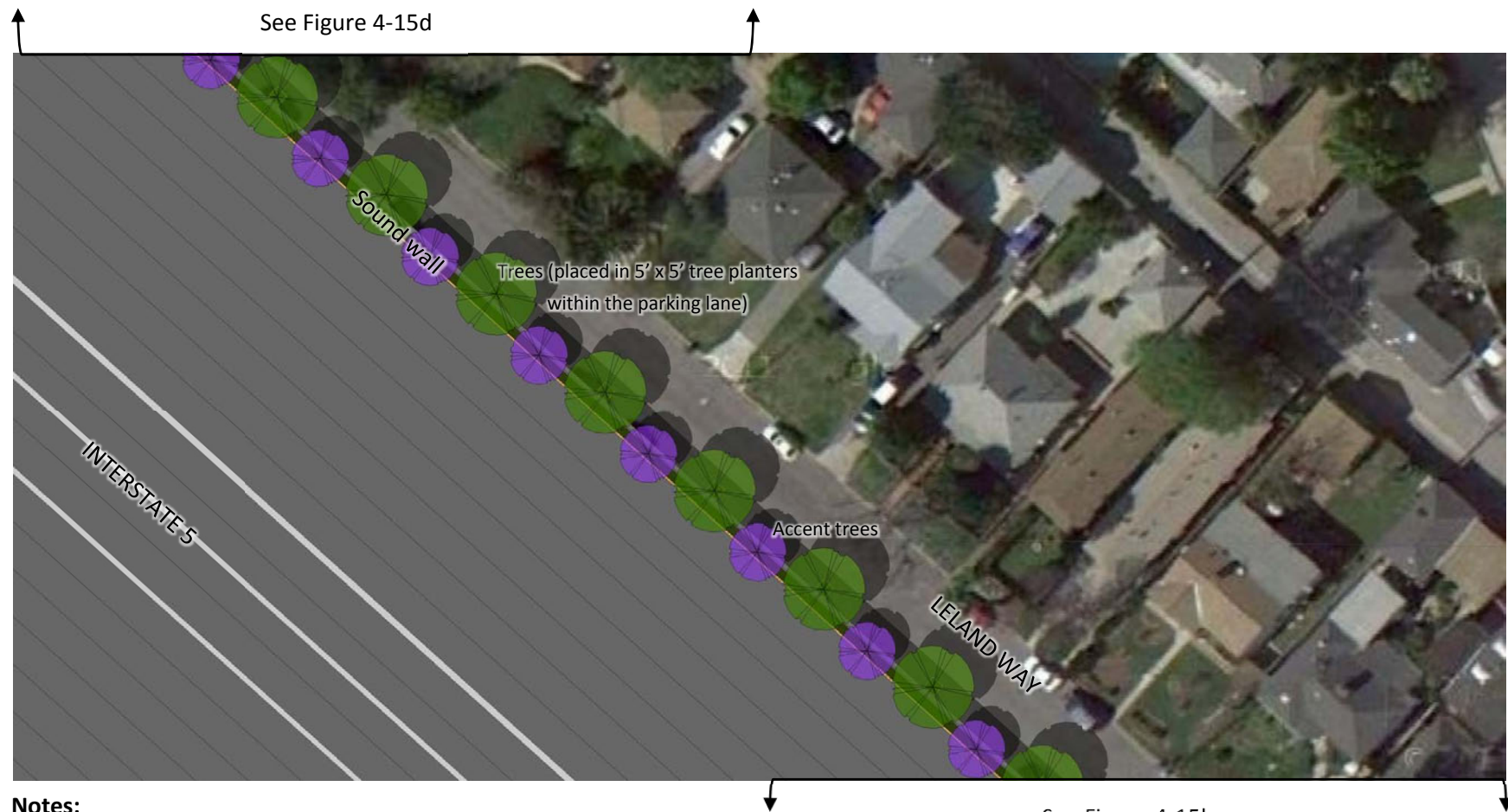
1. The above graphic shows the proposed improvements to Interstate 5 and the proposed sound wall and landscaping along Leland Way, as they would likely be constructed prior to the landscaping improvements along Leland Way.
2. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

Figure 4-15e: Leland Way: Existing Conditions



Figure 4-15f: Leland Way: Concept Plan



Notes:

1. The above graphic shows the proposed improvements to Interstate 5 and the proposed sound wall and landscaping along Leland Way, as they would likely be constructed prior to the landscaping improvements along Leland Way.
2. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

Figure 4-15g: Leland Way: Existing Conditions



Note:

1. The above graphic shows the proposed improvements to Interstate 5 and the proposed sound wall and landscaping along Leland Way, as they would likely be constructed prior to the landscaping improvements along Leland Way.

Figure 4-15h: Leland Way: Concept Plan



Notes:

1. The above graphic shows the proposed improvements to Interstate 5 and the proposed sound wall and landscaping along Leland Way, as they would likely be constructed prior to the landscaping improvements along Leland Way.
2. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

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4.9 Andover Drive and Broadway Intersection

The Andover Drive and Broadway Intersection will be improved with stormwater curb-extensions, medians, neighborhood gateway monuments, and a roundabout with a mountable curb. The gateway monuments will create an entrance to the residential neighborhood and will discourage commercial-bound traffic from entering and driving through the residential neighborhood. The roundabout will calm vehicle traffic and provide a safe way for commercial-bound traffic to make a U-turn if they accidentally enter the neighborhood. The gateway monuments and roundabout will be landscaped with drought tolerant plants and accent trees.

Figures 4-16a and 4-16b compare the existing conditions to the conceptual improvements for the intersection.

North San Fernando Boulevard

Figure 4-16a: Andover Drive and Broadway Intersection: Existing Conditions

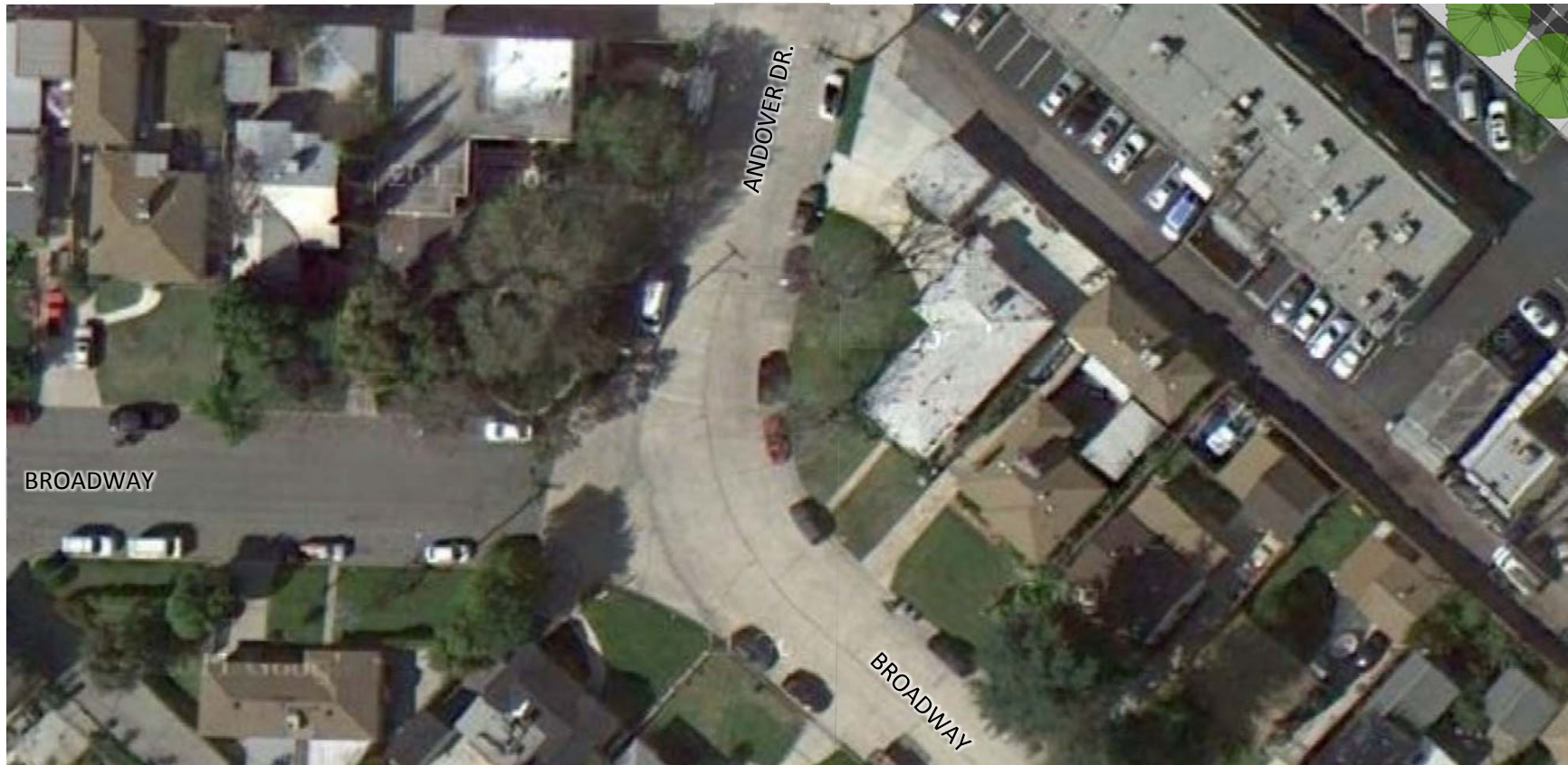


Figure 4-16b: Andover Drive and Broadway Intersection: Concept Plan



Notes:

1. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

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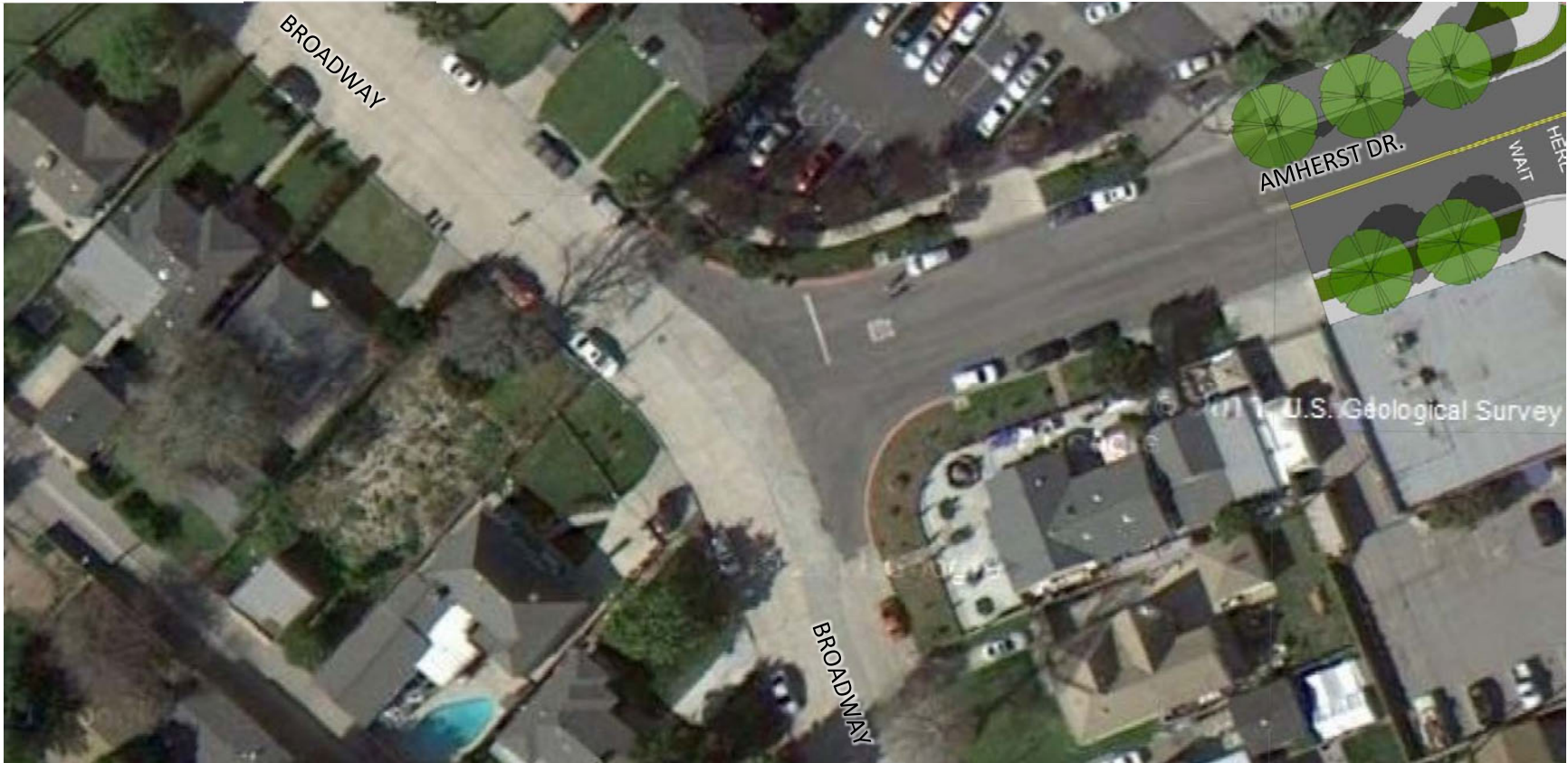
4.10 Amherst Drive and Broadway Intersection

The Amherst Drive and Broadway Intersection will be improved with stormwater curb-extensions, medians, neighborhood gateway monuments, and a roundabout with a mountable curb. The gateway monuments will create an entrance to the residential neighborhood and will discourage commercial-bound traffic from entering and driving through the residential neighborhood. The roundabout will calm vehicle traffic and provide a safe way for commercial-bound traffic to make a U-turn if they accidentally enter the neighborhood. The gateway monuments and roundabout will be landscaped with drought tolerant plants and accent trees.

Figures 4-17a and 4-17b compare the existing conditions to the conceptual improvements for the intersection.

North San Fernando Boulevard

Figure 4-17a: Amherst Drive and Broadway Intersection: Existing Conditions



Notes:

1. The above graphic shows the proposed improvements at the North San Fernando Boulevard and Amherst Drive intersection, as they would likely be constructed prior to the improvements at the Broadway and Amherst Drive intersection.

Figure 4-17b: Amherst Drive and Broadway Intersection: Concept Plan



Notes:

1. The above graphic shows the proposed improvements at the North San Fernando Boulevard and Amherst Drive intersection, as they would likely be constructed prior to the improvements at the Broadway and Amherst Drive intersection.
2. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

North San Fernando Boulevard

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4.11 Northern Intersection of Leland Way and Broadway

The northern intersection of Leland Way and Broadway will be improved with stormwater curb extensions to create an intersection with stop signs. This improvement will help calm vehicle traffic and reduce the speed of vehicles at the intersection. Groundcover, shrubs, and trees will be located in the stormwater curb extensions.

Figures 4-18a and 4-18b compare the existing conditions to the conceptual improvements for the intersection.

North San Fernando Boulevard

Figure 4-18a: Northern Intersection of Leland Way and Broadway: Existing Conditions



Notes:

1. The above graphic shows the proposed improvements to Interstate 5 and the proposed sound wall and landscaping along Leland Way, as they would likely be constructed prior to the improvements at the northern intersection of Broadway and Leland Way.

Figure 4-18b: Northern Intersection of Leland Way and Broadway: Concept Plan



Notes:

1. The above graphic shows the proposed improvements to Interstate 5 and the proposed sound wall and landscaping along Leland Way, as they would likely be constructed prior to the improvements at the northern intersection of Broadway and Leland Way.

North San Fernando Boulevard

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4.12 Southern Intersection of Leland Way and Broadway

The southern intersection of Leland Way and Broadway will be improved with stormwater curb extensions to create an intersection with stop signs. This improvement will help calm vehicle traffic and reduce the speed of vehicles at the intersection. Groundcover, shrubs, and trees will be located in the stormwater curb extensions.

Figures 4-19a and 4-19b compare the existing conditions to the conceptual improvements for the intersection.

North San Fernando Boulevard

Figure 4-19a: Southern Intersection of Leland Way and Broadway: Existing Conditions



Notes:

1. The above graphic shows the proposed improvements to Interstate 5 and the proposed sound wall and landscaping along Leland Way, as they would likely be constructed prior to the improvements at the southern intersection of Broadway and Leland Way.

Figure 4-19b: Southern Intersection of Leland Way and Broadway: Concept Plan



Notes:

1. The above graphic shows the proposed improvements to Interstate 5 and the proposed sound wall and landscaping along Leland Way, as they would likely be constructed prior to the improvements at the southern intersection of Broadway and Leland Way.
2. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

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4.13 Alternative 1 and 2: Wider Travel Lanes on North San Fernando Boulevard

As described on page 9, to accommodate bike lanes along North San Fernando Boulevard within the existing curb-to-curb widths, the travel lanes, parking lanes, and center left-turn lane will have to be narrowed. Along most of the corridor, travel lanes would be 10' wide and the center left turn-lane would be 9' to 10' wide. If wider lanes are recommended by the design engineers, than one of the following alternatives would need to be implemented:

- Alternative 1: Remove parallel parking from one side of the street to increase the center left turn lane width by 2' to 3' and the travel lane widths by 1' to 1.25' each.
- Alternative 2: Eliminate the bike lanes and designate North San Fernando Boulevard as a designated Bike Route. This would essentially maintain the existing lane widths on North San Fernando Boulevard. The center left-turn lane between Scott Road and East Avenue could also remain.

4.14 Alternative 3: Installation of Additional Crosswalks with Pedestrian Activated Pavement Lights

Additional pedestrian crossings may be desired along North San Fernando Boulevard if a substantial number of properties redevelop and the area becomes more of a pedestrian destination in the future. Crosswalks with pedestrian-activated pavement lights could be installed at Bethany Drive and Cornell Drive to provide additional crossings.

4.15 Alternative 3: Installation of Additional Signalized Intersections

If warranted by future traffic and pedestrian volumes, traffic signals could be installed at Bethany Drive and Cornell Drive.

4.16 Alternative 5: Realignment of Scott Road

Scott Road could be realigned to join North San Fernando Boulevard at a 90 degree angle (see Figure 4-20). This improvement would require vehicles to reduce speeds when turning onto Scott Road from North San Fernando Boulevard. It would also reduce the length of the pedestrian crossing at the intersection and increase the size of McCambridge Park.

Figure 4-20: Realignment of Scott Road: Concept Plan



Notes:

1. The above graphic is for illustrative purposes only and is subject to change based on more detailed drawings and specifications prepared by a licensed engineer.

5.0 Implementation Strategy

Significant investment will be needed to realize the vision for the North San Fernando Boulevard Area. In general, the City of Burbank will be responsible for establishing an underground utility district, preparing and adopting new zoning regulations, promoting economic development opportunities, and implementing the planned improvements to the public streets in the area (see Chapter 4). Private property owners and the real estate development community will determine if and when new developments occur along the corridor. Investment decisions will be made based on property owner interest, economic conditions, and market demand. Public and private Improvements will be phased and occur over a long-term period (15 to 20 years). The key implementation strategies are described in Section 5.1 through 5.5. Opinions of probable costs for the proposed streetscape improvements are provided in Section 5.6. Sections 5.7, 5.8 and 5.9 provide an overview of the potential financing mechanisms and incentives that should be considered to assist in the implementation of this Master Plan.

5.1 Establish an Underground Utility District

The City of Burbank is currently in the process of establishing an underground utility district for the North San Fernando Boulevard Area. The Underground Utility District will require utility providers to cover the costs of undergrounding their utility lines, including their share of trenching, installing conduits, and repairing the street surface.

- *Implementation Leader: City of Burbank, Burbank Water and Power*
- *Timing: Summer/Fall of 2012*

5.2 Prepare and Adopt New Zoning Regulations

To realize the vision for the North San Fernando Boulevard Area, new zoning regulations and design standards for the area will need to be prepared and adopted. The commercial properties within the area are currently zoned C-3. The regulations within the C-3 Zone would not allow the private sector to implement the types of buildings and uses that are envisioned for the area. Therefore, new zoning regulations should be prepared to give property owners the ability and incentive to construct the types of buildings and uses that are envisioned and desired. The regulations should be developed to address the design of buildings and site features while providing more flexibility to develop mixed-use buildings, live-work units, and residential townhomes per the design principles in this Master Plan (see Section 3.0: Urban Design Principles).

- *Implementation Leader: City of Burbank, Community Development Department, Planning and Transportation Division*
- *Timing: Summer of 2012*

5.3 Promote Economic Development Opportunities

The completion of the I-5 Empire Avenue Interchange and the adoption of new zoning regulations will give property owners and real estate developers new economic development opportunities within the North San Fernando Boulevard Area. The City of Burbank should promote these opportunities to property owners and real estate developers. Promotion opportunities to be considered include (but are not limited to) press releases, marketing brochures, presentations to business groups, City-sponsored development forums, and meetings with property owners and developers.

- *Implementation Leader: City of Burbank, Community Development Department, Housing and Economic Development Division*

- *Timing: Strategies should be developed and implemented on an annual basis.*

5.4 Public Streetscape Projects

Since public funds are limited, the streetscape improvements to the North San Fernando Boulevard Area will be phased and occur over several years. The initial phase of streetscape improvements to North San Fernando Boulevard should occur after the completion of the I-5 improvements between Burbank Boulevard and the future Empire Avenue Interchange. These improvements are scheduled to be complete in the year 2015. Streetscape projects should be programed for funding and implementation through the City's Capital Improvement Program based on the following priorities:

- North San Fernando Boulevard (see Section 4.1)²
- Leland Way (see Section 4.8)
- The northern and southern intersections of Leland Way and Broadway (see Section 4.11 and 4.12)
- The intersections of Andover Drive and Broadway (see Section 4.9) and Amherst Drive and Broadway Intersection (see Section 4.10)
- Delaware Road (see Section 4.6)
- Cornell Drive (see Section 4.5)
- Amherst Drive (see Section 4.3)
- East Avenue and Scott Road (see Section 4.2)

² If the initial funding for the North San Fernando Boulevard improvements is limited, this project could be divided into two or more phases. Roadway striping to incorporate bike lanes and the installation of streetscape amenities (benches, trash/recycle containers, bikes racks, bus shelters, newspaper corrals, streetlights, and street trees) should be prioritized for the initial phase, and major hardscape improvements, such as stormwater curb extensions/bulb outs, island planters, and medians, should occur at later times.

- Bethany Road (see Section 4.4)
- North Third Street (see Section 4.7)

For each of the above phase, the City will need to prepare engineering plans, construction documents, and cost estimates. A public bid process will be conducted to award the construction contracts.

- *Implementation Leader: City of Burbank, Public Works Department*
- *Timing: Initial construction of the North San Fernando Boulevard Streetscape Improvements should occur in 2015 after the completion of the I-5 improvements between Burbank Boulevard and the new Empire Avenue Interchange. The implementation of other streetscape projects will be determined based on available funding as determined through the Capital Improvement Program.*

5.5 New Development Projects

Private property owners and the real estate development community will determine if and when new developments occur along the corridor. Most of the properties within the corridor are developed with relatively viable commercial uses. Therefore, many existing developments within the area will likely remain until there is a financial rationale for improving properties. Property owner interest, economic conditions, and market demand will dictate if and when properties are developed with new buildings and uses. Change to private properties along the corridor will occur incrementally over a long period of time.

- *Implementation Leader: Property Owners/Real Estate Development Community*
- *Timing: To be determined based on property owner interest and economic and market conditions.*

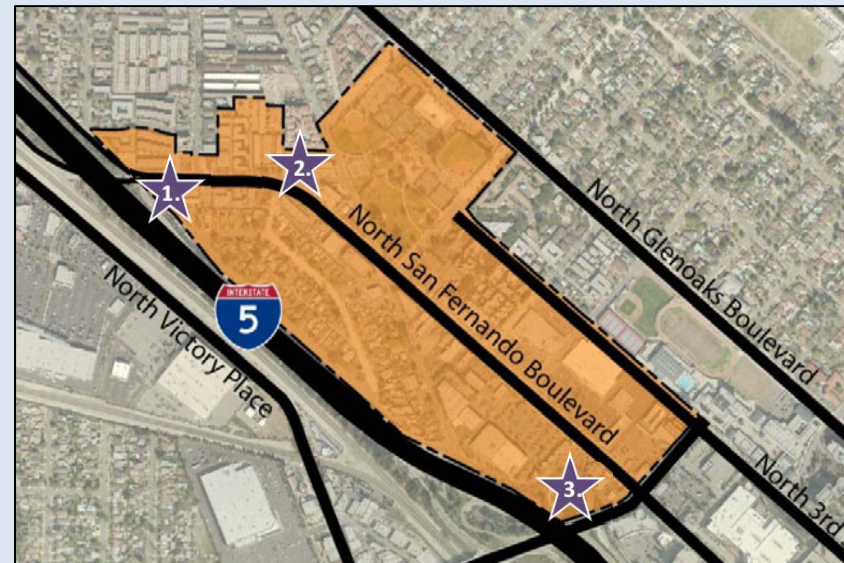
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Catalyst Projects

Several properties within the area could serve as catalyst projects for new development in the area. A catalyst project is a pioneering development in an area that encourages other nearby property owners to reinvest in their properties. Potential properties that could serve as catalyst projects include:

1. **1719 North San Fernando Boulevard:** This property was formerly occupied by Vern's Camper Shells. It is currently vacant and listed for sale. Once the I-5 Empire Avenue Interchange is complete, this property will have excellent freeway access and visibility, making it a likely site for new investment.
2. **Burbank Water and Power Substation:** In the future, Burbank Water and Power may decommission the substation at the intersection of North San Fernando Boulevard and East Avenue. This 21,649 square foot site is located within a block of McCambridge Park, making it an ideal site for a mixed-use development with residential uses on upper floors. Commercial uses and a boutique hotel could also be located on the site. The vision for North San Fernando Boulevard also contemplates the incorporation of a community garden on part of the site. Since the site is publicly owned, the City should consider a private-public partnership for the redevelopment of the property.

3. **Northbound Interstate 5 Off-Ramp at Burbank Boulevard:** The improvements to Interstate 5 will result in a new diamond interchange at Burbank Boulevard. The new diamond interchange will occupy less space than the current interchange, and as a result, Caltrans will vacate a 2.4 acre site. This site will be available for purchase and development. Given its proximity to the freeway, the site could be developed with commercial uses or a hotel.



5.6 Opinions of Probable Costs for Streetscape Improvements

This section provides opinions of probable costs for the public improvements outlined within this Master Plan. Opinions of probable cost are provided for the purpose of identifying the potential range of costs for budgetary and planning purposes only. They were prepared based on schematic urban design concepts, and are not based on preliminary engineering drawings. The opinions of probable costs were prepared prior to site due diligence and do not take into account survey, subsurface investigation, legal and administrative fees, property acquisition, utility coordination, or property identification. The opinions of probable costs should in no way be used for:

- Detailed budgeting in capital improvement program.
- Qualified engineer's cost estimates supplied during the design phase.
- Contractor's cost estimates supplied during construction bidding.

The following items are not included as part of the opinions of probable costs:

- Architect and engineer design fees
- Consultant fees
- Legal and administrative fees
- Land acquisition
- Utility coordination and relocation/undergrounding
- Property identification
- Subsurface and geotechnical investigations
- Surveying
- Record drawings

Table 5-1 (located on the following pages) provides the opinions of probable costs for the Streetscape improvements described in Section 4.0.

Table 5-1: Opinions of Probable Costs for Streetscape Improvement Projects

Streetscape Improvement Project	Opinion of Probable Costs (2012 dollars)		Other Cost Considerations and Alternatives
	Low	High	
North San Fernando Boulevard (see Section 4.1)	\$2,898,000	\$3,382,000	<ul style="list-style-type: none"> • Asphalt resurfacing would increase the costs by an additional \$1,095,000 to \$1,277,000. • Eliminating the pedestrian-scaled street lights from the improvements would reduce the costs by \$936,000 to \$1,092,000. • Eliminating the tree grates from the improvements would reduce the costs by \$241,000 to \$280,736. • Removing the stormwater curb extensions/bulb-outs at Bethany, Cornell, and Delaware would reduce the costs by \$24,000 to \$28,000. • Alternative 1 (see Section 4.13): Providing wider travel lanes by eliminating a parking lane on one side of the street would not substantially change the costs. • Alternative 2 (see Section 4.13): Eliminating the bike lanes and maintaining the existing lane widths would reduce the costs by \$153,000 to \$178,000. • Alternative 3 (see Section 4.14): adding pedestrian activated crosswalks with pavement lighting at Bethany Drive and Cornell Drive would increase the costs by \$147,000 to \$171,000 (\$74,000 to \$86,000 per crossing). • Alternative 4 (see Section 4.15): Signalizing the intersections of Bethany Drive and Cornell Drive would increase the costs by \$1,195,000 to \$1,395,000 (\$598,000 to \$698,000 per intersection). • Alternative 5 (see Section 4.16): The realignment of Scott Road would increase the costs by \$377,000 to \$439,000.

Table 5-1: Opinions of Probable Costs for Streetscape Improvement Projects

Streetscape Improvement Project	Opinion of Probable Costs (2012 dollars)		Other Cost Considerations and Alternatives
	Low	High	
East Avenue and Scott Road (see Section 4.2)	\$318,000	\$371,000	<ul style="list-style-type: none"> • Eliminating the pedestrian-scaled street lights from the improvements would reduce the costs by \$174,000 to \$202,000. • Eliminating the tree grates from the improvements would reduce the costs by \$30,000 to \$35,000. • Removing the stormwater curb extensions/bulb-outs at the East Avenue and Scott Road intersection would reduce the costs by \$40,000 to \$47,000.
Amherst Drive (see Section 4.3)	\$743,000	\$867,000	<ul style="list-style-type: none"> • Eliminating the pedestrian-scaled street lights from the improvements would reduce the costs by \$295,000 to \$344,000. • Eliminating the tree grates from the improvements would reduce the costs by \$96,000 to \$112,000. • Removing the stormwater curb extensions/bulb-outs and island planters at North Third Street would reduce the costs by \$44,000 to \$52,000.
Bethany Drive (see Section 4.4)	\$224,000	\$262,000	<ul style="list-style-type: none"> • Asphalt resurfacing would increase the costs by an additional \$93,000 to \$109,000. • Eliminating the pedestrian-scaled street lights from the improvements would reduce the costs by \$145,000 to \$169,000.
Cornell Drive (see Section 4.5)	\$942,000	\$1,100,000	<ul style="list-style-type: none"> • Eliminating the pedestrian-scaled street lights from the improvements would reduce the costs by \$130,000 to \$152,000. • Eliminating the tree grates from the improvements would reduce the costs by \$41,000 to \$48,000.

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Table 5-1: Opinions of Probable Costs for Streetscape Improvement Projects

Streetscape Improvement Project	Opinion of Probable Costs (2012 dollars)		Other Cost Considerations and Alternatives
	Low	High	
Delaware Road (see Section 4.6)	\$235,000	\$275,000	<ul style="list-style-type: none"> Eliminating the pedestrian-scaled street lights from the improvements would reduce the costs by \$124,000 to \$144,000. Eliminating the tree grates from the improvements would reduce the costs by \$38,000 to \$44,000.
North Third Street (see Section 4.7)	\$780,000	\$910,000	<ul style="list-style-type: none"> Asphalt resurfacing would increase the costs by an additional \$407,000 to \$475,000. Eliminating the pedestrian-scaled street lights from the improvements would reduce the costs by \$124,000 to \$144,000. Eliminating the tree grates from the improvements would reduce the costs by \$457,000 to \$534,000.
Leland Way (see Section 4.8)	\$80,000	\$93,000	<ul style="list-style-type: none"> Not Applicable
Andover Drive and Broadway Intersection (see Section 4.9)	\$160,000	\$187,000	<ul style="list-style-type: none"> If the project includes the complete restoration of the intersection pavement, the costs would be \$476,000 to \$555,000.
Amherst Drive and Broadway Intersection (see Section 4.10)	\$127,000	\$149,000	<ul style="list-style-type: none"> If the project includes the complete restoration of the intersection pavement, the costs would be \$398,000 to \$464,000.
Northern Intersection of Leland Way and Broadway (See Section 4.11)	\$70,000	\$82,000	<ul style="list-style-type: none"> If the project includes the complete restoration of the intersection pavement, the costs would be \$303,000 to \$353,000.
Southern Intersection of Leland Way and Broadway (see Section 4.12)	\$102,000	\$119,000	<ul style="list-style-type: none"> If the project includes the complete restoration of the intersection pavement, the costs would be \$395,000 to \$460,000.

5.7 Potential Financing Mechanisms for Public Improvements

Financial resources for implementing the streetscape improvements are limited. Therefore, a broad set of financial strategies will be considered and pursued to leverage the limited public resources from the City's General Fund. While all sources merit further consideration, some funding sources are more difficult to establish than others. Especially challenging are funding sources that would require approval by voters, property owners, or business owners. Below is a list of funding mechanisms that should be considered by the City.

Special Revenue Funds

The City of Burbank has a variety of special revenue funds that could be allocated to fund portions of the public streetscape improvements within the North San Fernando Boulevard Area. These funds include:

- Fund 107 (Measure R Transportation): This fund provides public improvements through the use of Local Return money generated by a ½ cent sales tax that was approved by the Los Angeles County voters in 2008.
- Fund 122 (Community Development Block Grant): Community Development Block Grant (CDBG) monies go to fund both public service projects designed to benefit persons of low to moderate income, as well as capital improvement projects. CDBG funds could be allocated to streetscape projects within the North San Fernando Boulevard Area.
- Fund 125 (Gas Tax Fund): The City of Burbank can appropriate Gas Tax Funds for the purpose of resurfacing and reconstructing streets, alleys and sidewalks, as well as the upgrade of traffic signals and the replacement of regulatory and guide signs throughout the City.

- Fund 127 (Public Improvements Fund): This program funds public improvements through the receipt of Development Impact Fees.
- Fund 129 (Street Lighting): This fund provides for citywide street lighting improvements and maintenance through the use of a 1.5 percent electric Utility Users Tax.

Enterprise Funds

Enterprise Funds are used to account for operations that are financed and operated in a manner similar to private business enterprises. The City of Burbank currently has five Enterprise Funds: Electric, Water, Golf, Water Reclamation and Sewer, and Refuse. Money from the Water Fund, which is administered by Burbank Water and Power, is used to build the City's Recycled Water System. Water Funds could be used to finance recycled water line extensions within the North San Fernando Boulevard Area.

Grants for Public Improvements

Grant funding is obtained through competitive applications to non-profit organizations, foundations, and government agencies. The streetscape improvement projects within the North San Fernando Boulevard Area may compete well since they address objectives found in many grants, such as enhancing pedestrian and bicycle routes to transit, improving public health through active transportation, promoting stormwater quality, and revitalizing urban corridors. Funding from other sources (or "matching funds") is typically needed to receive grants. The City has had some success over the years in applying for such funds, including grants from the following programs:

- Safe Routes to School (SRTS or SR2S)
- California Bicycle Transportation Account (BTA)
- Metro Call for Projects

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- Proposition 84 Urban Greening Grant
- Highway Safety Improvement Program (HSIP)

Developer Funding for Adjacent Improvements

If project financing cannot be obtained to construct streetscape improvements for an entire street segment, the City could require developers to construct the streetscape improvements that are adjacent to their property. This approach is less than ideal, as the improvements would be completed in a piece-meal fashion because they would only be constructed along adjacent properties that are being redeveloped. Nonetheless, it should be considered given the fact that public resources are scarce.

Impact Fees

Impact fees are one time fees that are imposed by local governments on new developments to help pay for capital facilities. They are mainly used to extend utilities or put in traffic or pedestrian enhancements that serve the area. A fee is typically assessed on the square footage of the planned development or building, or based on the linear feet of street frontage. In some cases, the granting of a building permit is made contingent on payment of the fee. To implement impact fees, it must be demonstrated that improvements are necessary and are caused by the new development.

Business Improvement District

A Business Improvement District (BID) is a revitalization tool for commercial districts, such as downtowns, shopping malls, and commercial corridors. BIDs are public/private sector partnerships that levy an annual assessment on businesses within the boundaries of the district. The annual assessment can be used to fund a variety of improvements and services to improve the image of a district. BIDs are difficult to establish because they require approval by the majority of the business owners within the proposed district.

Therefore, a BID is an unlikely source of funding for the streetscape improvements within the North San Fernando Boulevard Area.

5.8 Potential Financing Mechanisms for Private Development

Private capital and construction loans from investors, banks, and financial institutions will likely fund the majority of the private-sector improvements within the North San Fernando Boulevard Area. Others potential funding sources that could be utilized and should be considered are discussed below:

SBA 504 Loans

The U. S. Small Business Administration (SBA) created the 504 loan program in 1980 to provide financing for successful, growing small and medium-sized businesses. 504 loans can be used to purchase, renovate, or construct commercial real estate properties. 504 loans are made available through Certified Development Companies (CDCs), which are nonprofit corporations that promote economic development through 504 Loans. CDCs are certified and regulated by the SBA, and work with SBA and participating lenders (typically banks) to provide financing to small businesses. There are over 260 CDCs nationwide each having a defined Area of Operations covering a specific geographic area. The area of operation for most CDCs is the state in which they are incorporated. Several CDCs work in California and the Los Angeles region.

SBA 7(a) Loans

The SBA 7(a) Loan Program includes financial help for businesses with special requirements. For example, funds are available for loans to businesses that handle exports to foreign countries, businesses that operate in rural areas, and for other very specific purposes. SBA 7(a) loans can be used by qualifying businesses to purchase land or buildings and finance building expansions and new construction.

Grants for Private Development

Grant funding is obtained through competitive applications to non-profit organizations, foundations, and government agencies. Some grant programs could partially fund development projects within the North San Fernando Boulevard Area if they provide a community benefit that aligns with the goals of the grant program, such as low income housing, child care facilities, senior housing, or environmental stewardship.

Affordable Housing Funds

Due to passage of Assembly Bill (AB) 1X 26, Redevelopment Agencies across California, including the Burbank Redevelopment Agency, were eliminated on February 1, 2012. This removed the primary local tool for financing the construction of affordable housing projects in local communities. However, in the event that the State of California passes legislation to establish new funding sources for affordable housing, future funding sources could be used to finance mixed-use development projects within the North San Fernando Boulevard Area that include affordable housing.

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