



CHAPTER

3

Land Use Element

INTRODUCTION

Sustainability through Diversity

Communities change over time, and Burbank is no exception. Since the last update to the Land Use Element, Lockheed departed and was replaced with a regional shopping center; the Chandler railroad line was abandoned and transformed into a popular bikeway; the Golden Mall was removed and Downtown Burbank grew into a shopping, dining, and entertainment destination, and Burbank became The Media Capital of the World. Yesterday's changes are today's success stories. They have helped make Burbank a desirable place to live, work, and play, and



have created a stable economy that allows City government to provide consistently high quality services. However, these successes also bring new challenges. Like the rest of Southern California, Burbank is growing; despite high gas prices and the availability of public transit, traffic congestion never seems to improve; high housing costs create difficult decisions for families considering where to live; and a generation of baby boomers heading into retirement requires serious consideration about community services that will be needed in the future.

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



Purpose and Statutory Requirements

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

Relationship to Other Elements

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



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

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

CITYWIDE LAND USE GOALS AND POLICIES

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

GOAL 1 QUALITY OF LIFE

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

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

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



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

GOAL 2 SUSTAINABILITY

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

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



GOAL 3 COMMUNITY DESIGN AND CHARACTER

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



Policy 3.1 *Recognize neighborhoods and districts as the building blocks of the community.*

Policy 3.2 *Preserve unique neighborhoods and use specific plans to distinguish neighborhoods and districts by character and appearance and address physical and visual distinction, architecture, edge and entry treatment, landscape, streetscape, and other elements.*

Policy 3.3 *Maintain a healthy balance between Burbank’s urban setting and its suburban roots by avoiding urban-scale residential densities and intensities in inappropriate locations, and recognizing advantages of denser development at appropriate locations.*

Policy 3.4 *Avoid abrupt changes in density, intensity, scale, and height and provide gradual transitions between different development types.*

Policy 3.5 *Ensure that architecture and site design are high quality, creative, complementary to Burbank’s character, and compatible with surrounding development and public spaces.*

Policy 3.6 *Carefully regulate signs to ensure that their size and location are attractive, are appropriate for the site, and appropriately balance visibility needs with community character and aesthetics.*

Policy 3.7 *Ensure that lots and buildings appropriately interact with and address public streets.*

Policy 3.8 *Create standardized development patterns with minimum lot sizes and lot configuration requirements while allowing flexibility for different development types.*

Policy 3.9 *Avoid overbuilding of single-family residential lots by ensuring that all homes are of a scale and character consistent with Burbank’s single-family neighborhoods.*

Policy 3.10 *Preserve historic resources, buildings, and sites, including those owned by private parties and government agencies, including the City of Burbank. Alter such resources only as necessary to meet contemporary needs and in a manner that does not affect the historic integrity of the resource.*

Policy 3.11 *Carefully consider the evolution of community character over time. Evaluate projects with regard to their impact on historic character, their role in shaping the desired future community character, and how future generations will view today’s Burbank.*

Policy 3.12 *Require that new development tie into the city’s grid street pattern.*

Policy 3.13 *Limit creation of flag lots and require that every lot have direct interface with a public street.*



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

GOAL 4 PUBLIC SPACES AND COMPLETE STREETS

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

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

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

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

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

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

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

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

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

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

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

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

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

GOAL 5 HOUSING

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

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

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



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

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

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

GOAL 6 ECONOMIC VITALITY AND DIVERSITY

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

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

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

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

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

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

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

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

GOAL 7 COMMUNITY PARTICIPATION

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

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

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



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

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

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

LAND USE PLAN

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

Land Use Diagram

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

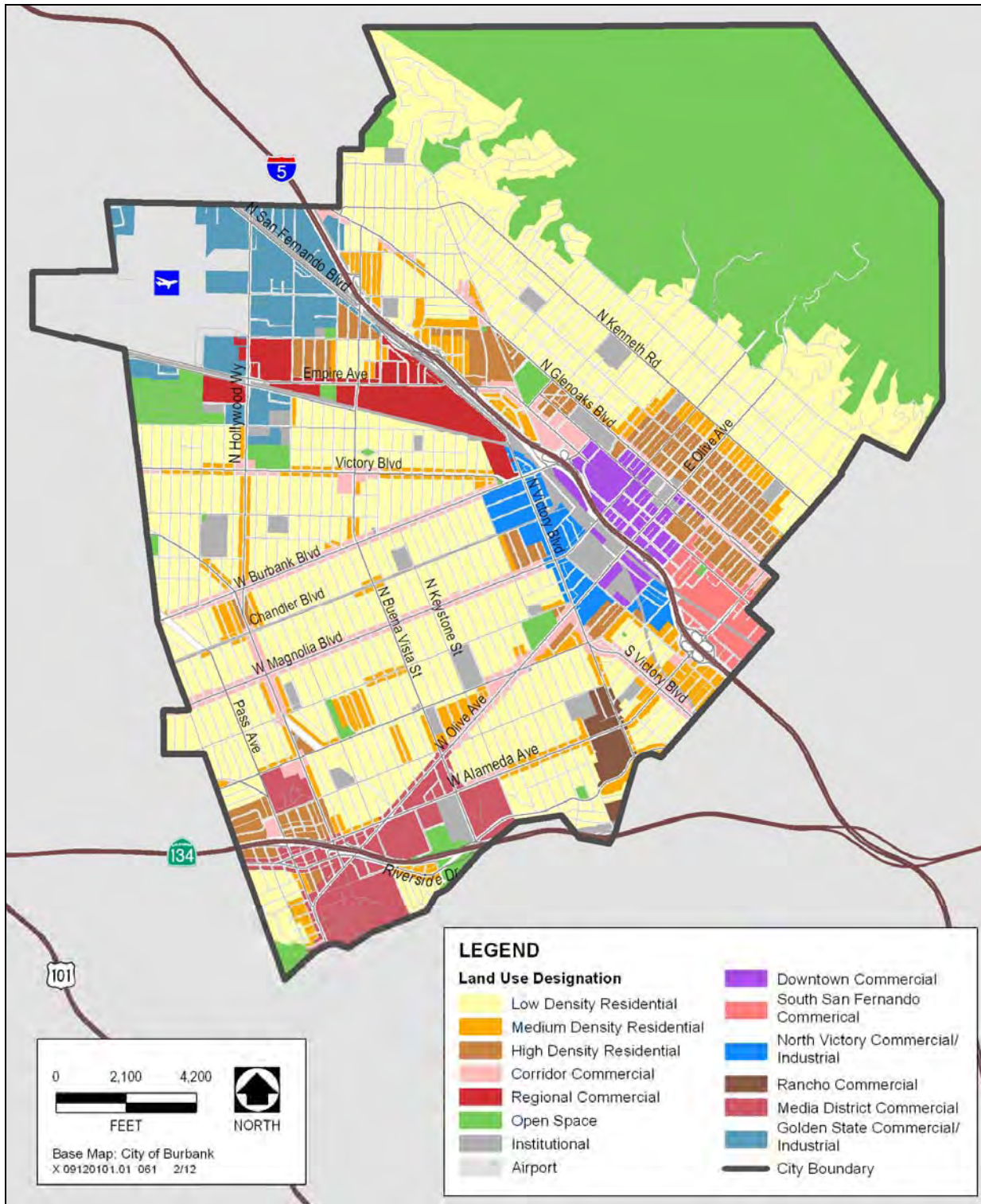
Burbank2035 provides a vision for how Burbank will look and function in decades to come. The Zoning Ordinance (Title 10 of the Burbank Municipal Code) establishes requirements for how land can be developed and used today. By requiring land to be used and developed in ways that are consistent with Burbank2035,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

Residential Land Uses

Land Use Density

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

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



Source: City of Burbank 2011

Exhibit LU-1. Land Use Diagram



Residential Land Use Designations

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

Low Density Residential (0–14 units per acre)

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



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

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

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

GOAL 8 LOW DENSITY RESIDENTIAL LAND USE

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

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

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

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



Policy 8.4 *Allow home offices and other low-impact home businesses so long as they do not change the character of the residential unit and remain incidental to the primary residential use.*

Policy 8.5 *Ensure that second dwelling units, child day-care facilities, and group living facilities are allowed, as required by and consistent with state and federal laws. Regulate such uses to the extent allowed by law to prevent unintended effects on the neighborhood and to avoid a proliferation of such uses in one neighborhood.*

Policy 8.6 *Allow limited non-residential uses with discretionary approval if those uses would benefit the neighborhood and/or community and would not sacrifice the character or integrity of the neighborhood. Such uses include, but may not be limited to, schools, churches, parking lots, and public facilities.*



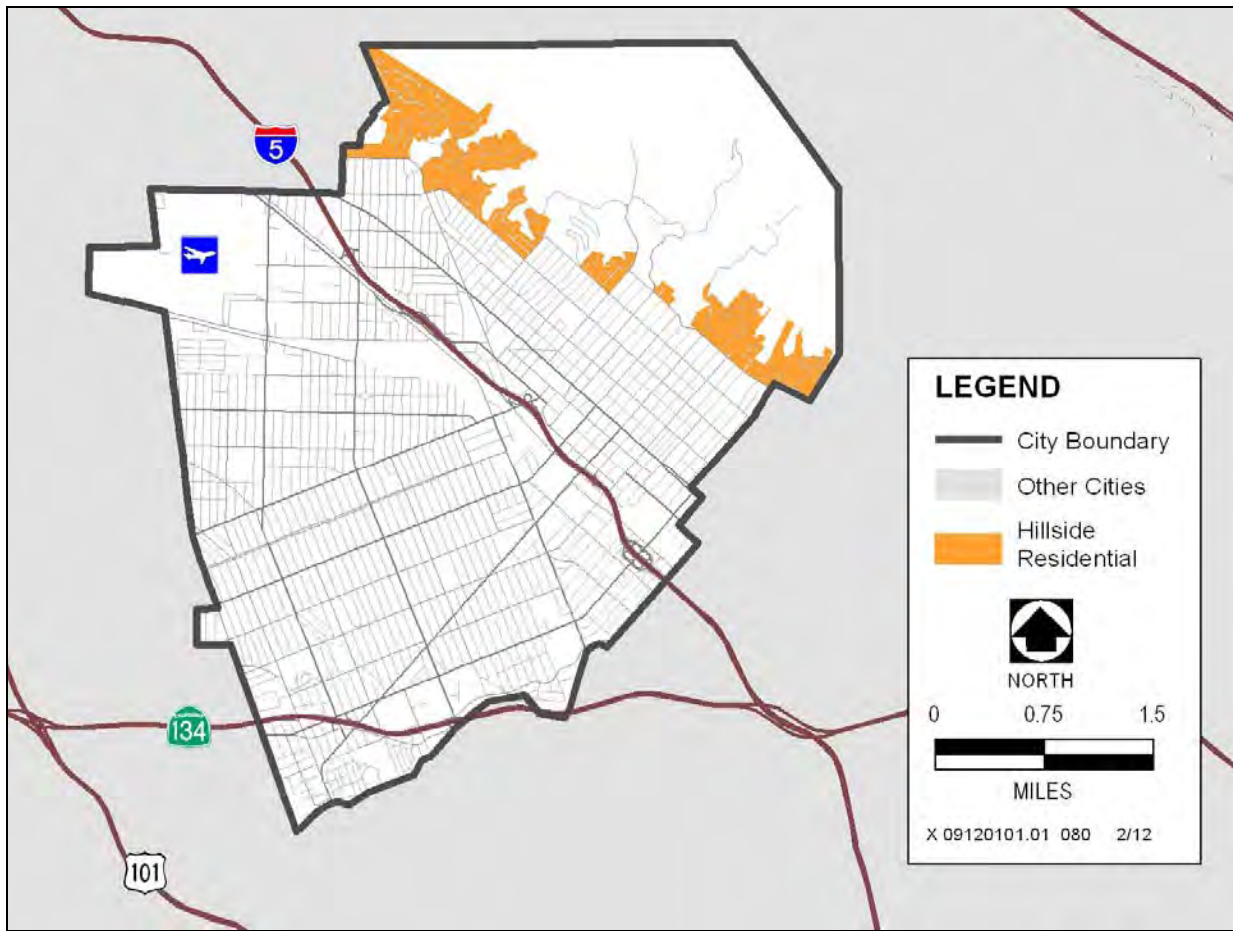
The hillside is an area with unique circumstances and challenges not faced by other residential neighborhoods because of the location and topography of the area. In addition to the policies for the Low Density Residential designation, the following additional policies apply to properties in the hillside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

Policy 8.7 *In general, limit new development to previously subdivided lots in existing neighborhoods. Any new subdivisions or development in previously undeveloped natural areas is not desired and will be carefully reviewed in light of possible impacts on the natural hillside environment.*

Policy 8.8 *Ensure that new development is compatible with the topography and geology of the hillside area and is incorporated into the natural setting.*

Policy 8.9 *Require that new development or expansion of existing homes be subject to discretionary review when a possibility exists that the project may affect the character of the hillside area.*

Policy 8.10 *Consider and address the preservation of scenic views in the hillside area.*



Burbank’s Hillside Residential Areas

**Medium Density Residential
(27 units per acre maximum)**

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



Medium Density multi-family residential homes.

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



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

**High Density Residential
(43 units per acre maximum)**

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

GOAL 9 MEDIUM AND HIGH DENSITY LAND USES

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

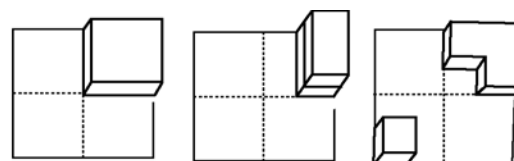
- Policy 9.1** *Provide opportunities to create neighborhoods with easy walking access to daily needs. Allow for small non-residential uses that provide service and convenience for neighborhood residents.*
- Policy 9.2** *Allow offices and other low-impact home businesses so long as they do not change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



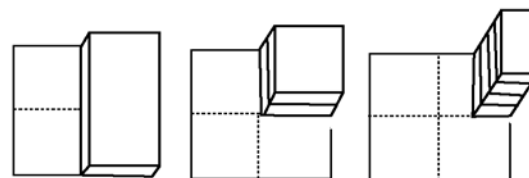
Non-Residential Land Uses

Land Use Intensity

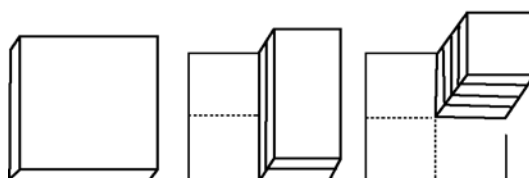
For non-residential uses, the Land Use Element uses development intensity to describe the extent of development on a parcel of land or lot. Intensity is typically based on the Floor Area Ratio (FAR) and maximum number of building stories. The FAR represents the ratio between the total gross floor area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



0.25 FAR



0.5 FAR



1.0 FAR

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

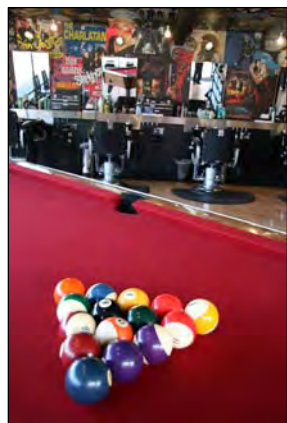
Floor Area Ratio.

Non-Residential Land Use Designations

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

CORRIDOR COMMERCIAL

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



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

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



GOAL 10 CORRIDOR COMMERCIAL LAND USE

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

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

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

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

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

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

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

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

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



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



REGIONAL COMMERCIAL

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

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



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

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

GOAL 11 REGIONAL COMMERCIAL LAND USE

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

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

Policy 11.2 *Ensure that pedestrian circulation is clear, safe, and direct within regional centers. Design regional commercial centers using a “park once” strategy to allow shoppers to visit all stores within the center without needing to move their car.*

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

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

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

DOWNTOWN COMMERCIAL

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

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



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

SOUTH SAN FERNANDO COMMERCIAL
(Maximum 1.25 FAR, 43 units per acre with discretionary approval)

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

NORTH VICTORY COMMERCIAL/INDUSTRIAL
(Maximum 1.0 FAR, 27 units per acre with discretionary approval)



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

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

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

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



MEDIA DISTRICT COMMERCIAL

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



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

GOLDEN STATE COMMERCIAL/INDUSTRIAL

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

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

GOAL 12 GOLDEN STATE COMMERCIAL/INDUSTRIAL LAND USE

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

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

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

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

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

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

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



INSTITUTIONAL

(Maximum floor area determined by zoning)

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

GOAL 13 INSTITUTIONAL LAND USE

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

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

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



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

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

OPEN SPACE

(Maximum floor area determined by zoning)

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

GOAL 14 OPEN SPACE LAND USE

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

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

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

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



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

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

AIRPORT

(Maximum floor area determined by zoning)

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

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

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

Undesignated Public Right-of-Way

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

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

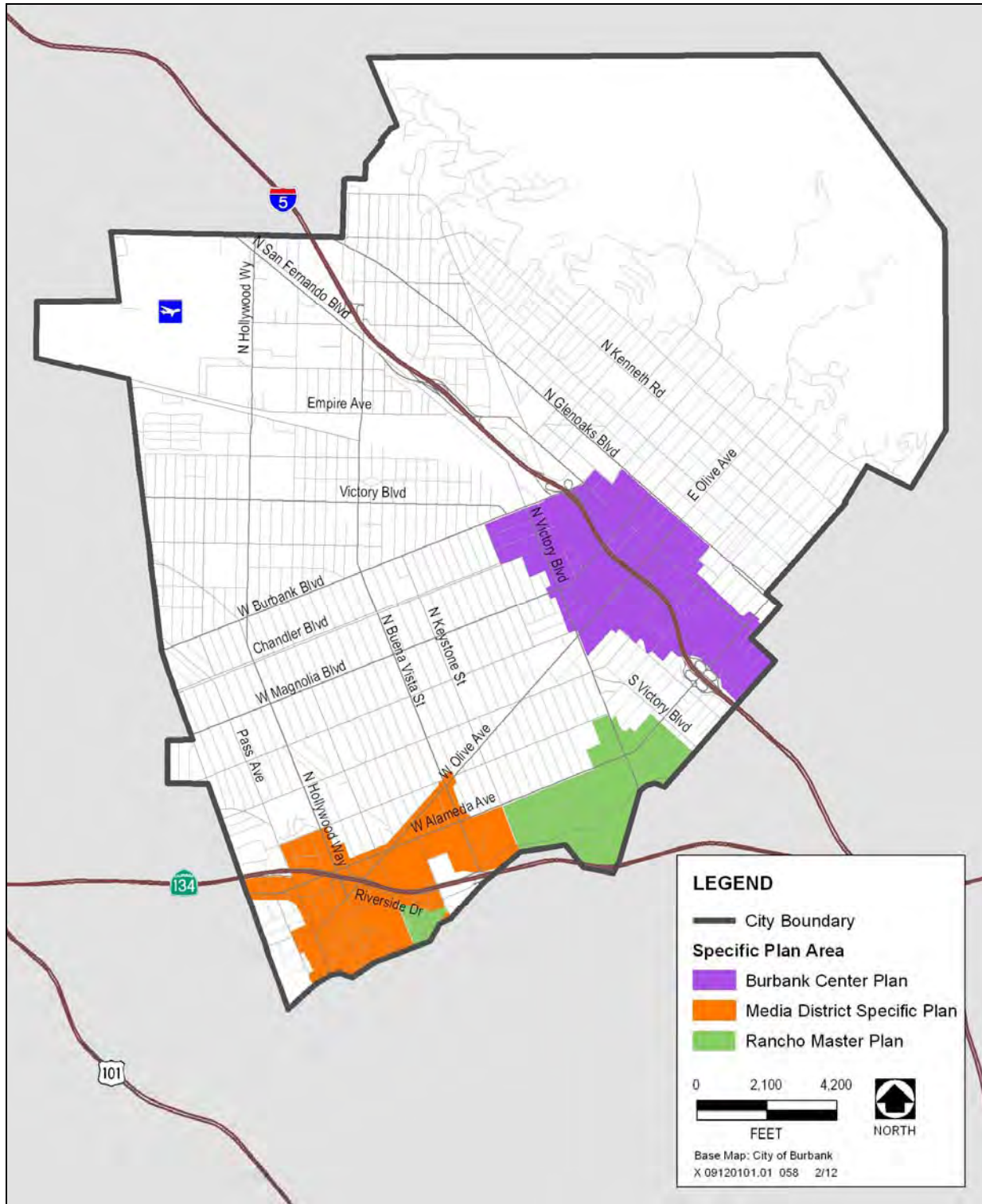
In the event a public right-of-way is vacated, the land is assigned the same land use designation as that of the nearest abutting parcel unless another designation is approved by the City Council. If abutting parcels have different land use designations, the different designations apply up to the centerline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

Specific Plans

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



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



Source: City of Burbank 2010

Exhibit LU-2. Specific Plan Areas



Burbank Center Plan

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

Media District Specific Plan

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



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

Rancho Master Plan

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

Utilities and Community Facilities

Wastewater Collection and Treatment

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

Solid Waste Facilities

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

Drainage

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

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



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

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

Waterways

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

Water System

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

Potable Water System

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

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

Recycled Water System

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



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

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

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

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

Power System

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



Fiber Optic Communication System

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

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

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



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

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

DEVELOPMENT CAPACITY

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

Table LU-1
Land Use Density and Intensity Applicability Table

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

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

Residential Unit Capacity and Population

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



**Table LU-2
Burbank2035 Development Capacity**

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

Notes:

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

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

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

Measure One Consistency

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



**Table LU-3
Residential Unit Capacity and Measure One Consistency**

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

Notes:

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

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

Non-Residential Capacity

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



This page intentionally left blank.



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